



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
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Los Angeles, CA 90017  
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www.scag.ca.gov

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## REMOTE PARTICIPATION ONLY

# LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

**Tuesday, May 24, 2022**  
**8:30 a.m. – 10:00 a.m.**

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

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

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

### **PUBLIC ADVISORY**

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

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

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



## Instructions for Public Comments

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

1. **In Writing:** Submit written comments via email to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov) by 5pm on Monday, May 23, 2022. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below.

All written comments received after 5pm on Monday, May 23, 2022 will be announced and included as part of the official record of the meeting.

2. **In Real Time:** If participating in real time via Zoom or phone, during the Public Comment Period (Matters Not on the Agenda) or at the time the item on the agenda for which you wish to speak is called, use the “raise hand” function on your computer or \*9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer. For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

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

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

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### OUR MISSION

*To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.*

### OUR VISION

*Southern California’s Catalyst for a Brighter Future*

### OUR CORE VALUES

*Be Open | Lead by Example | Make an Impact | Be Courageous*



## Instructions for Participating in the Meeting

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

### To Participate and Provide Verbal Comments on Your Computer

1. Click the following link: <https://scag.zoom.us/j/805439887>
2. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

### To Listen and Provide Verbal Comments by Phone

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

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**LCMC - Legislative/Communications and Membership Committee**  
***Members – May 2022***

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

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## LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

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**16. Hon. Cheryl Viegas-Walker**

El Centro, RC District 1

**17. Sup. Donald Wagner**

Orange County

**18. Hon. Alan Wapner**

SBCTA Representative

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## LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

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Southern California Association of Governments  
Remote Participation Only  
**Tuesday, May 24, 2022**  
**8:30 AM**

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

### **CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

*(The Honorable Peggy Huang, Chair)*

### **PUBLIC COMMENT PERIOD (Matters Not on the Agenda)**

This is the time for persons to comment on any matter pertinent to SCAG's jurisdiction that is **not** listed on the agenda. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time. Public comment for items listed on the agenda will be taken separately as further described below.

**General information for all public comments:** Members of the public are encouraged, but not required, to submit written comments by sending an email to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov) by 5pm on Monday, May 23, 2022. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Legislative/Communications and Membership Committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to [aguilarm@scag.ca.gov](mailto:aguilarm@scag.ca.gov). Written comments received after 5pm on Monday, May 23, 2022, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Legislative/Communications and Membership Committee in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. If you desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the "raise hand" function on your computer or pressing \*9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar (if there is a Consent Calendar), please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted upon with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

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## LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

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### REVIEW AND PRIORITIZE AGENDA ITEMS

### CONSENT CALENDAR

#### Approval Items

1. Minutes of the Meeting – April 19, 2022
2. SCAG Memberships and Sponsorships

#### Receive and File

3. Legislative Tracking Report

### INFORMATION ITEMS

4. LCMC Welcome and Orientation  
*(Kevin Gilhooley, Legislation Manager)*
5. Washington, D.C. Update  
*(Estee Sepulveda, Legislative Analyst)*
6. Sacramento and May Revise Update  
*(David Angel, Legislative Analyst)*
7. Legislative Advocacy Update  
*(Kevin Gilhooley, Legislation Manager)*
8. 2022 Regional Conference and General Assembly – Post-Event Recap  
*(Margaret de Larios, Public Affairs Specialist)*

### POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

*(Javiera Cartagena, Director of Government and Public Affairs)*

### FUTURE AGENDA ITEMS

### ANNOUNCEMENTS

### ADJOURNMENT

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Southern California Association of Governments  
Remote Participation Only  
May 24, 2022

**LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)  
MINUTES OF THE MEETING  
TUESDAY, APRIL 19, 2022**

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

The Legislative/Communications and Membership Committee (LCMC) of the Southern California Association of Governments (SCAG) held its regular meeting virtually (telephonically and electronically), given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A). A quorum was present.

**MEMBERS PRESENT**

**Alan D. Wapner (Chair)**  
**Peggy Huang (Vice Chair)**

Margaret Finlay  
Curt Hagman  
Jan Harnik  
Clint Lorimore  
Steve Manos  
Ray Marquez  
Frank J. Navarro  
David Pollock  
Deborah Robertson  
Ali Saleh  
David J. Shapiro  
Jose Luis Solache  
Cheryl Viegas-Walker  
Donald P. Wagner

*Duarte*  
  
*Eastvale*  
*Lake Elsinore*  
*Chino Hills*  
*Colton*  
*Moorpark*  
*Rialto*  
*Bell*  
*Calabasas*  
*Lynwood*  
*El Centro*

**SBCTA**  
**TCA**  
District 35  
San Bernardino County  
RCTC  
District 4  
District 63  
District 10  
District 6  
District 46  
District 8  
District 27  
District 44  
District 26  
District 1  
Orange County

**MEMBERS NOT PRESENT**

Letitia Clark *Tustin* District 17



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**CALL TO ORDER**

Chair Alan Wapner called the meeting to order at 8:30 a.m. and led the Pledge of Allegiance. Staff confirmed that a quorum was present.

**PUBLIC COMMENT PERIOD**

Chair Wapner 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 there were no public comments submitted via email to [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov) or any raised hands. Seeing and hearing no public comment speakers, Chair Wapner closed the Public Comment Period.

**REVIEW AND PRIORITIZE AGENDA ITEM**

There were no prioritized agenda items.

**CONSENT CALENDAR**

Approval Items

1. Minutes of the Meeting – March 15, 2022
2. SCAG Memberships and Sponsorships

Receive and File

3. Federal Appropriations Update and SCAG Earmark
4. Legislative Tracking Report

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

**AYES:** Finlay, Hagman, Harnik, Huang, Lorimore, Manos, Marquez, Pollock, Robertson, Saleh, Shapiro, Solache, Viegas-Walker, Wagner, and Wapner (15)

**NOES:** None (0)

**ABSTAINS:** None (0)

## **ACTION ITEMS**

### 5. SB 1410 (Caballero): California Environmental Quality Act (CEQA): transportation impacts

Ms. Estee Sepulveda, Legislative Analyst, began her report by providing a brief overview of SB 743, which was signed into law in 2013. She reported the Legislature passed SB 743 due to growing concerns over the role of vehicle miles traveled (VMT) in the generation of greenhouse gas emissions. She stated the Office of Planning and Research selected VMT as the alternative methodology but since then, a concern arose among stakeholders relating to the establishment of mitigation programs that may hinder the production of housing. She detailed examples of how the mitigation measures were affecting the construction of housing. Ms. Sepulveda noted this was the reason SB 1410 was introduced by Senator Anna Caballero from the Central Valley. She mentioned SB 1410 would modify VMT as a metric to determine transportation impacts on the environment for projects subject to CEQA to urbanized transit priority areas only and that for all other areas the previous Level of Service metric would be retained. Ms. Sepulveda stated support for this bill would be consistent with the Regional Council's legislative platform to support efforts to reform the implementation of SB 743 VMT provisions taking into consideration the State's unique and diverse landscapes. She concluded her report by mentioning SB 1410 would be heard next Monday in the Senate Environmental Quality Committee.

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

Chair Wapner opened the floor to the Committee members for questions or comments.

Hon. Donald Wagner, Orange County, mentioned the political party for Senator Andreas Borgeas was listed incorrectly in the staff report and requested staff correct it. Hon. Wagner also noted this bill had substantial bipartisan support and made a MOTION to support staff recommendation to take a support position on SB 1410, the CEQA: transportation impacts bill.

Hon. Steve Manos, Lake Elsinore, District 63, SECONDED the MOTION made by Hon. Wagner. After his motion, he asked staff if the bill designates the definition of an urban zone versus one that is not. Ms. Sepulveda responded to Hon. Manos by stating it defines it in the statute and followed by providing the definition.

Hon. David Pollock, Moorpark, District 46, asked staff how changing the level of service for areas outside of urban areas affects the traffic mitigation fees. Ms. Sepulveda and SCAG's State Lobbyist, Mr. Steve Cruz of Cruz Strategies, acknowledged Hon. Pollock's question and addressed it. Hon.

Pollock stated the contradiction between this bill and the direction SCAG took towards the RHNA allocations is where his struggle to support this bill stands.

Hon. Cheryl Viegas-Walker, El Centro, District 1, began her remarks by stating she agreed with Hon. Pollock's comments and concerns. Hon. Viegas-Walker also shared her thoughts on this bill and made a SUBSTITUTE MOTION to adopt a WATCH POSITION on SB 1410. The SUBSTITUTE MOTION was SECONDED (Robertson).

Before conducting a roll call vote on the SUBSTITUTE MOTION, Chair Wapner allowed the Committee members to further discuss the topic. This allowed for Hon. Jan Harnik, RCTC, to share her thoughts on why she supports this bill and for Hon. Deborah Robertson, Rialto, District 8, to share her thoughts on why it should be placed on a watch position.

After a robust discussion among the Committee members, a SUBSTITUTE MOTION was made (Viegas-Walker) to adopt a WATCH POSITION on SB 1410, the CEQA: transportation impacts. The SUBSTITUTE MOTION was SECONDED (Robertson) and FAILED by a majority roll call vote as follows:

**AYES:** Pollock, Robertson, Saleh, Shapiro, and Viegas-Walker (5)

**NOES:** Finlay, Hagman, Harnik, Huang, Lorimore, Manos, Marquez, Solache, Wagner and, Wapner (10)

**ABSTAIN:** None (0)

After the SUBSTITUTE MOTION FAILED, the original MOTION made (Wagner) to support the staff recommendation to take a SUPPORT POSITION on SB 1410, the CEQA: transportation impacts bill, was SECONDED (Manos) and APPROVED by a majority roll call vote as follows:

**AYES:** Finlay, Hagman, Harnik, Huang, Lorimore, Manos, Marquez, Saleh, Shapiro, Solache, Wagner, and Wapner (12)

**NOES:** Pollock, Robertson, and Viegas-Walker (3)

**ABSTAIN:** None (0)

## 6. Housing Bills of Interest

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

Mr. Kevin Gilhooley, Legislation Manager, began his remarks by informing the Committee members that SCAG is monitoring over 80 legislative bills that relate to housing affordability, homeownership, homelessness, land use, and CEQA exemptions. He noted that of those 80, staff identified 20 bills for discussion, some with staff recommendations for action. Mr. Gilhooley provided the Committee with a brief overview of AB 1910 (C. Garcia), AB 1695 (Santiago), AB 2218 (Quirk-Silva), and Senate Bill (SB) 490 (Caballero) for which staff recommended support.

Chair Wapner opened the floor to Committee members for questions or comments on the four (4) bills Mr. Gilhooley had provided a brief overview.

After a robust discussion among Committee members, a MOTION was made (Shapiro) to SUPPORT AB 1910, AB1695, AB 2218, and SB 490. The MOTION was SECONDED (Wagner) and APPROVED by a majority roll call vote as follows:

**AYES:** Finlay, Hagman, Harnik, Huang, Lorimore, Manos, Marquez, Pollock, Robertson, Saleh, Shapiro, Solache, Viegas-Walker, Wagner, and Wapner (15)

**NOES:** None (0)

**ABSTAIN:** None (0)

Mr. Gilhooley moved forward with an overview of AB 1976 (Santiago) and SB 930 (Wiener) on which staff recommended oppose positions.

Chair Wapner opened the floor to the Committee members for questions or comments on the two (2) bills Mr. Gilhooley had provided a brief overview on.

A MOTION was made (Viegas-Walker) to OPPOSE AB 1976 and SB 930. The MOTION was SECONDED (Pollock) and APPROVED by a majority roll call vote as follows:

**AYES:** Finlay, Hagman, Harnik, Huang, Lorimore, Manos, Marquez, Pollock, Robertson, Saleh, Shapiro, Solache, Viegas-Walker, Wagner, and Wapner (15)

**NOES:** None (0)

**ABSTAIN:** None (0)

Mr. Gilhooley continued his report by providing the Committee members with a brief overview of the remaining fourteen (14) bills (included in the staff report), on which staff recommended the LCMC discuss and prioritize for legislative engagement.

Chair Wapner stated bills with no comments by the Committee members were to be noted as taking no position. After a robust discussion among the Committee members on the remaining fourteen (14) bills, it was decided to first vote on a SUBSTITUTE MOTION made on AB 2295 before doing a single vote on a group of five (5) bills on which the Committee had expressed opposition to.

A SUBSTITUTE MOTION was made (Solache) to adopt a WATCH POSITION on AB 2295, Local Educational Agencies. The SUBSTITUTE MOTION was SECONDED (Huang) and FAILED by a majority roll call vote as follows:

**AYES:** Finlay, Huang, Pollock, Saleh, Shapiro, and Solache (6)

**NOES:** Hagman, Harnik, Lorimore, Manos, Marquez, Robertson, Viegas-Walker, Wagner, and Wapner (9)

**ABSTAIN:** None (0)

After the SUBSTITUTE MOTION to adopt a WATCH POSITION on AB 2295 FAILED, the Committee members moved forward by MOTIONING to OPPOSE the following bills and the majority roll calls votes were captured as follows:

A MOTION was made (Pollock) to OPPOSE AB 916, Accessory Dwelling Units (ADU): bedroom addition. The MOTION was SECONDED (Wagner) and APPROVED by a majority roll call vote as follows:

**AYES:** Finlay, Hagman, Harnik, Huang, Lorimore, Manos, Marquez, Pollock, Robertson, Saleh, Shapiro, Solache, Viegas-Walker, Wagner, and Wapner (15)

**NOES:** None (0)

**ABSTAIN:** None (0)

A MOTION was made (Wagner) to OPPOSE AB 2053, the Social Housing Act. The MOTION was SECONDED (Viegas-Walker) and APPROVED by a majority roll call vote as follows:

**AYES:** Finlay, Hagman, Harnik, Huang, Lorimore, Manos, Marquez, Pollock, Robertson, Saleh, Shapiro, Solache, Viegas-Walker, Wagner, and Wapner (15)

**NOES:** None (0)

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**ABSTAIN:** None (0)

After the SUBSTITUTE MOTION FAILED, the original MOTION made (Wapner) to OPPOSE AB 2295, Local Educational Agencies, was SECONDED (Harnik) and APPROVED by a majority roll call vote as follows:

**AYES:** Finlay, Hagman, Harnik, Huang, Lorimore, Manos, Marquez, Pollock, Robertson, Saleh, Shapiro, Viegas-Walker, Wagner, and Wapner (14)

**NOES:** Solache (1)

**ABSTAIN:** None (0)

A MOTION was made (Viegas-Walker) to OPPOSE AB 2339, Emergency Shelters: regional housing need. The MOTION was SECONDED (Wagner) and APPROVED by a majority roll call vote as follows:

**AYES:** Finlay, Hagman, Harnik, Huang, Lorimore, Manos, Marquez, Pollock, Robertson, Saleh, Shapiro, Solache, Viegas-Walker, Wagner, and Wapner (15)

**NOES:** None (0)

**ABSTAIN:** None (0)

A MOTION was made (Wagner) to OPPOSE SB 1067, Housing Development Projects: automobile parking requirements. The MOTION was SECONDED (Huang) and APPROVED by a majority roll call vote as follows:

**AYES:** Finlay, Hagman, Harnik, Huang, Lorimore, Manos, Marquez, Pollock, Robertson, Saleh, Shapiro, Solache, Viegas-Walker, Wagner, and Wapner (15)

**NOES:** None (0)

**ABSTAIN:** None (0)

## INFORMATION ITEMS

### 7. Legislative Advocacy Update

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Mr. Kevin Gilhooley, Legislation Manager, provided the Committee members with an update on AB 2237 and AB 2438 which he noted were the two bills introduced by Assemblymember Laura Friedman (D-Glendale), Chair of the Assembly Committee on Transportation. He reported AB 2237 would require that projects and programs included in the federal Transportation Improvement Program (FTIP) be consistent with the most recently prepared Sustainable Communities Strategy (SCS) and the State's climate goals. He also mentioned AB 2237 would require the California Air Resources Board (CARB), in consultation with the Governor's Office of Planning and Research (OPR), to reallocate monies from inconsistent projects or programs and prohibit a county transportation commission from funding inconsistent projects or programs. He confirmed SCAG staff had met with the Assemblymember's staff to express informal concerns and continues to work with the author on this bill. Therefore, he said, staff is not recommending a formal position at this time.

Mr. Gilhooley stated the second bill AB 2438 would require the guidelines for several of the State's transportation infrastructure funding programs to align with the State's aspirational transportation plans and the State's climate goals. He also mentioned SCAG staff have not engaged with the Assemblymember's staff on this bill.

Lastly, Mr. Gilhooley noted his second update was in relation to the Infill Infrastructure Grant Program and reiterated that this effort remains a top priority for SCAG's advocacy efforts. He concluded his update report by mentioning President Clint Lorimore would begin outreach to members of the Assembly and Senate budget committees this week to convey budget priorities.

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

#### **POLICY AND PUBLIC AFFAIRS DIVISION UPDATE**

Ms. Javiera Cartagena, Director of Government and Public Affairs, began by thanking Chair Alan Wapner and Vice Chair Peggy Huang for their service and leadership on the LCMC.

Ms. Cartagena also briefly provided an update on SCAG's 57<sup>th</sup> Annual Regional Conference and General Assembly (GA) dated May 5<sup>th</sup> and 6<sup>th</sup>, 2022. She reported that the hotel room block discount had expired, the finalized event program could be found on SCAG's website, and the GA Host Committee had surpassed the fundraising goal this year with \$150,000.

Ms. Cartagena also announced that SCAG leadership would be meeting in person and virtually to advocate for the region's top budget priorities. She stated President Lorimore's first virtual meeting would be on Friday, April 22, with Assemblymember Phil Chen from Yorba Linda and emphasized



that if a committee member has a relationship with Assemblymember Chen and is interested in joining the meeting to please inform her or Mr. Gilhooley.

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

**FUTURE AGENDA ITEMS**

There were no future agenda items.

**ANNOUNCEMENTS**

Chair Wapner announced that the General Assembly would be next month and mentioned SCAG would be going under some board leadership and Regional Council transitions. Chair Wapner also announced the retirement of Hon. David Pollock and thanked him for his faithful service to the Regional Council and the LCMC.

**ADJOURNMENT**

There being no further business, Chair Wapner adjourned the Legislative/Communications and Membership Committee meeting at 10:14 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 M Attend To Date
MEMBERS	CITY	Representing	APR	MAY	JUN	JULY	AUG	SEPT	OCT (Dark)	NOV	DEC	JAN	FEB	MAR	APR	MAY	
Hon. Peggy Huang, Chair		TCA	1														1
Hon. Jose Luis Solache, Vice Chair	Lynwood	District 26	1														1
Hon. Cindy Allen	Long Beach	District 30	NA														0
Hon. Claudia Bill-de la Pena	Thousand Oaks	District 46	NA														0
Hon. Lorrie Brown	Ventura	District 47	NA														0
Hon. Margaret Finlay	Duarte	District 35	1														1
Hon. Alex Fisch	Culver City	District 41	NA														0
Sup. Curt Hagman		San Bernardino County	1														1
Hon. Jan Harnik		RCTC	1														1
Hon. Patricia Lock Dawson	Riverside	District 68	NA														0
Hon. Clint Lorimore	Eastvale	District 4	1														1
Hon. Ray Marquez	Chino Hills	District 10	1														1
Hon. Mike Posey	Huntington Beach	District 64	NA														0
Hon. Deborah Roberston	Rialto	District 8	1														1
Hon. David J. Shapiro	Calabasas	District 44	1														1
Hon. Cheryl Viegas-Walker	El Centro	District 1	1														1
Sup. Donald P. Wagner		Orange County	1														1
Hon. Alan Wapner		SBCTA	1														1

Attachment: LCMC Attendance Sheet 2022-23 (Minutes of the April 19, 2022 Meeting)



AGENDA ITEM 2  
REPORT

Southern California Association of Governments  
Remote Participation Only  
May 24, 2022

To: Legislative/Communications and Membership Committee (LCMC)

EXECUTIVE DIRECTOR'S  
APPROVAL

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

Subject: SCAG Memberships and Sponsorships

**RECOMMENDED ACTION:**

Approve up to \$23,000 for memberships and sponsorships with the 1) Southern California Leadership Network Leadership Southern California (\$10,000), 2) the 2022 Mobility21 Summit (\$5,000), and 3) the Intelligent Transportation Society of America (\$8,000).

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The Legislative/Communications and Membership Committee (LCMC) is asked to approve up to \$23,000 to sponsor 1) Southern California Leadership Network's Leadership Southern California (\$10,000) and 2) the 2022 Mobility21 Summit (\$5,000) as well as become a member of 3) The Intelligent Transportation Society of America (\$8,000).*

**BACKGROUND:**

**Item 1:** Southern California Leadership Network Leadership Southern California  
**Type:** Sponsorship      **Amount:** \$10,000

The Southern California Leadership Network (SCLN) was founded to advance the region and the state by inspiring, preparing, and connecting leaders to drive change. SCLN does this through its signature Leadership Fellowships, continued leadership development opportunities, and other events to promote lifelong leadership learning. SCAG has been a long-time supporter of various SCLN programs, including the California Connections Program and their annual Visionaries Luncheon.

SCLN's Leadership Southern California (LSC) Fellowship Program gives professionals from government, business, academic, and community organizations a unique opportunity to connect on

a regional level while also preparing them to be a part of the region in a positive direction through new and innovative partnerships. The curriculum is designed for civic leaders to give them the skills to lead and facilitate diverse teams through conflict into common ground and new initiatives. Fellows will learn to recognize unity that is present in the midst of diversity, conflict, and strife, giving them the skills needed to build consensus and resolve community challenges in a productive, impactful manner. Staff recommends sponsoring the LSC program in the amount of \$10,000. A list of SCAG LSC alumni is below:

SCAG's LSC Alumni		
Philip Law '06	Debbie Dillon '15	Stephen Yoon '19
Darin Chidsey '08	Ma'Ayn Johnson '15	Anita Au '20
John Asuncion '11	Alison Linder '15	Julia Lippe-Klein '20
Annie Nam '11	Jeff Liu '15	Julie Shroyer '21
Marco Anderson '12	Kimberly Clark '16	Marisa Blancarte '21
Grieg Asher '12	Andrew Mora '17	Hannah Brunelle '21
Naresh Amatya '13	Javiera Cartagena '18	Margaret DeLarios '22
Frank Wen '13	Ying Zhou '18	Jonathan Hughes '22
Mike Jones '14	Sarah Dominguez '19	David Salgado '22

**Item 2:** 2022 Mobility21 Summit

**Type:** Sponsorship      **Amount:** \$5,000

Mobility 21 is a coalition of public, business, and community stakeholders to pursue regional solutions to transportation challenges facing the SCAG region and San Diego County. SCAG is a founding member of Mobility 21, and Kome Ajise, SCAG's Executive Director, is a member of the coalition's board of directors. Created in 2002 as an effort in Los Angeles County, Mobility 21 became a regional effort in 2007 with the primary goals to:

- Support practical solutions to Southern California's transportation challenges;
- Mobilize regional support for transportation funding and legislative priorities at the federal and state levels;
- Unite political leaders around common priorities for transportation; and
- Bring together residents, civic leaders, business groups, and industry experts to inspire them to act and educate them on how to effectively speak out in support of transportation initiatives.

Mobility21 co-hosts an annual conference with SCAG, and this year's 2022 Mobility 21 Southern California Transportation Summit Future Forward will be held on Friday, August 19, 2022, at the Disneyland Hotel in Anaheim, California. Last year's Summit focused on the Road to Recovery from

the COVID-19 pandemic. It featured panels such as The Road to Recovery, Southern California's Global Ports & Supply Chain, and Carbon Neutral 2045. Various panels included members of the SCAG board. Staff recommends sponsoring the conference at the \$5,000 Gold level, which along with our Mobility21 membership, includes the following benefits:

- Nine (9) full Summit comp registrations;
- Two (2) expo-only registrations;
- 1 VIP Reception ticket;
- Exhibitor table at Mobility 21 Expo and one (1) exhibitor-only registration;
- Logo visibility on shared slide in conference sponsor slide show;
- Logo on Mobility 21 sponsor page website;
- Company name on pre-conference advertising, both print and electronic;
- Company name on the event program and other Summit materials; and
- Half-page ad in Summit program.

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**Item 3:** The Intelligent Transportation Society of America

**Type:** Membership      **Amount:** \$8,000

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The Intelligent Transportation Society of America (ITS America), a non-profit established in 1991, advocates for deploying Intelligent Transportation Systems (ITS) in the United States. Its mission is to advance the research and deployment of intelligent transportation technologies to save lives, improve mobility, increase accessibility and equity, promote sustainability, and improve efficiency and productivity. They seek to do this by convening leaders from the public sector, the private sector, academia, and research organizations to foster innovation. ITS America advocates for policies that support investment in ITS. The organization also conducts research, educates stakeholders, and spreads awareness of innovations in smart transportation technologies.

ITS America's membership brings together the most influential voices from its 240+ members throughout 45 sectors ranging from state departments of transportation (DOT), metropolitan planning organizations (MPOs), cities, transit, freight, start-ups, automakers, suppliers, academia, and many more, including:

- American Association of State Highway and Transportation Officials
- American Automobile Association (AAA)
- American Public Transportation Association (APTA)
- California Department of Transportation (CalTrans)
- Deloitte
- ESRI
- HDR, Inc.
- Los Angeles County Department of Public Works

- 
- Los Angeles County MTA
  - Los Angeles Department of Transportation (LADOT)
  - Metropolitan Transportation Commission
  - Mobility21
  - U.S. Department of Transportation
  - Federal Highway Administration
  - Federal Motor Carrier Safety Administration
  - Federal Transit Administration
  - National Highway Traffic Safety Administration

Staff recommends membership at an \$8,000 level, which includes the following benefits:

- Join leaders that drive and shape the discussion on a wide range of emerging mobility issues through ITS America's Standing Advisory Committees;
- Receive weekly updates on federal, legislative, state, and local regulations in the Policy Rundown newsletter and participate in federal advocacy;
- Discounted executive forum attendance fees, exhibit, and conference discounts, and forum and policy roundtable speaking opportunities;
- Promote SCAG's projects and accomplishments in the transportation ecosystem on ITS America's digital media platforms, ITSABlog, and in the Momentum newsletter; and
- Access to ITS America's global network of ITS Professionals.

**FISCAL IMPACT:**

\$23,000 for membership with the Intelligent Transportation Society America and sponsorship of Southern California Leadership Network Leadership Southern California and 2022 Mobility21 Summit is included in the approved FY 22-23 General Fund budget.



AGENDA ITEM 3  
REPORT

Southern California Association of Governments  
Remote Participation Only  
May 24, 2022

To: Legislative/Communications and Membership Committee (LCMC)

EXECUTIVE DIRECTOR'S  
APPROVAL

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

Subject: Legislative Tracking Report

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

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

**BACKGROUND:**

SCAG’s Legislative Tracking Report serves as a resource for the Committee to remain informed on bills moving through the legislative process in Sacramento. Currently, the Report tracks 185 different measures that have a nexus to the Regional Council’s adopted 2022 State and Federal Legislative Platform.

Legislators have been busy at work since they returned from the Spring Recess on April 18, 2022. The Governor released a \$300.7 billion budget proposal known as the “May Revise” on May 13, 2022. The May Revise includes a proposed \$277 billion General Fund. General Fund revenues are now estimated to be nearly \$55 billion higher than the January Budget, for a total “budget surplus” estimated to be \$97.5 billion. Budget negotiations will continue to ramp up as we approach the June 15, 2022, constitutional deadline to pass the budget.

In terms of other important upcoming legislative deadlines, the deadline for committees to meet was May 13 and May 20 for policy committees and fiscal committees, respectively. However, they

may resume meeting on May 31 after the upcoming May 27 deadline for a bill to pass in its house of origin.

The table below highlights upcoming legislative deadlines:

Date	Deadline
<b>May 6, 2022</b>	Last day for policy committees to hear and report to the floor <b>nonfiscal</b> bills introduced in their house.
<b>May 13, 2022</b>	Last day for <b>policy committees</b> to meet prior to May 31.
<b>May 20, 2022</b>	Last day for <b>fiscal committees</b> to hear and report to the <b>floor</b> bills introduced in their house. Last day for <b>fiscal committees</b> to meet prior to May 31.
<b>May 23-May 27, 2022</b>	<b>Floor session only.</b>
<b>May 27, 2022</b>	Last day for each house to pass bills introduced in that house.
<b>May 31, 2022</b>	Committee meetings may resume.
<b>June 15, 2022</b>	Budget Bill passage deadline.
<b>June 30, 2022</b>	Last day for a legislative measure to qualify for the November 8 General Election Ballot.

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. 03a - LCMC - 05242022 - Legislative Tracking Report - Bill Report

# SCAG Bill Report 5/17/2022

## [SB 830](#) **(Portantino D) Education finance: supplemental education funding.**

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

**Introduced:** 1/3/2022

**Last Amend:** 4/18/2022

**Status:** 5/13/2022-Set for hearing May 19.

**Location:** 5/2/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

**Summary:** Current law establishes a public school financing system that requires state funding for county superintendents of schools, school districts, and charter schools to be calculated pursuant to a local control funding formula, as specified, that includes average daily attendance as a component of that calculation for these local educational agencies. Current law requires the Superintendent of Public Instruction, on or before February 20 of each year, to make a first principal apportionment of funds and, on or before July 2 of each year, to make a 2nd principal apportionment of funds to each local educational agency. This bill would define "average daily membership" as the quotient of the aggregate enrollment days for all pupils in a school district, county office of education, or charter school, from transitional kindergarten to grade 12, inclusive, as applicable, divided by the total number of instructional days for the local educational agency in an academic year. The bill would require a local educational agency's average daily membership to be calculated using data from the same fiscal year or years that the local educational agency used to calculate its average daily attendance for purposes of state apportionment, as provided.

### Position

## Broadband

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

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

**Introduced:** 2/18/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Current law requires the Public Utilities Commission to establish specified accounts within the CASF, including the Broadband Infrastructure Grant Account and the Federal Funding Account. Current law requires the commission, in approving infrastructure projects funded through the Broadband Infrastructure Grant Account, to approve projects that provide last-mile broadband access to households that are unserved by an existing facility-based broadband provider. This bill would expand that requirement to require the commission to approve projects that provide last-mile broadband access to areas that include those households.

### Position

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

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

**Introduced:** 2/18/2022

**Last Amend:** 5/2/2022

**Status:** 5/11/2022-In committee: Hearing postponed by committee.

**Location:** 4/27/2022-A. APPR.

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

**Summary:** Current law requires all contracts for the acquisition of information technology goods and services related to information technology projects, as defined, to be made by or under the supervision of the Department of Technology, which also has the final authority in the determination of information technology procurement policy. This bill, the Affordable Internet and Net Equality Act of 2022, would require the Department of Technology, in coordination with the Public Utilities Commission and the Department of General Services, to develop and establish the Net Equality Program. The bill



would require the state and state agencies, except the Department of Forestry and Fire Protection and the Office of Emergency Services, to only do business with an internet service provider offering affordable home internet service to households participating in certain public assistance programs, as specified. The bill would define affordable home internet service to mean internet service costing no more than \$40 per month and that meets specified minimum speed requirements.

**Position**

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

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

**Introduced:** 2/18/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Would require the Public Utilities Commission, in collaboration with relevant state agencies and stakeholders, to additionally include all developed last-mile broadband service connections from the statewide open-access middle-mile broadband network on that interactive map.

**Position**

**AB 2753 (Reyes D) Communications: Digital Equity Bill of Rights.**

**Current Text:** Amended: 4/27/2022 [html](#) [pdf](#)

**Introduced:** 2/18/2022

**Last Amend:** 4/27/2022

**Status:** 5/11/2022-In committee: Hearing postponed by committee.

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

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

**Summary:** Would provide any person or entity the right to petition the state for relief on or after January 1, 2027, if the state fails to act in good faith and pursue all reasonable measures to effectuate the Digital Equity Bill of Rights, as specified. The bill would require the commission, on or before January 1, 2025, to adopt rules to facilitate equal access to broadband internet service, as specified, and require that any rules adopted by the commission promote equal access to robust broadband internet service by prohibiting deployment discrimination, as specified. The bill would require the commission to develop model policies and best practices that local governmental entities may use to ensure that broadband internet service providers do not engage in digital discrimination and would require the commission to revise its public complaint process to accept complaints from consumers or other members of the public that relate to digital discrimination.

**Position**

**CEQA**

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

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

**Introduced:** 2/18/2021

**Last Amend:** 3/22/2022

**Status:** 5/4/2022-Re-referred to Com. on E.Q.

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

**Calendar:** 6/1/2022 9 a.m. - 1021 O Street, Room 1200 SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair

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

**Position**

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

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

**Introduced:** 2/18/2022

**Last Amend:** 4/18/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** The Housing Accountability Act, prohibits a local agency from disapproving a housing development project, as described, unless it makes certain written findings based on a preponderance of the evidence in the record. The act defines "disapprove the housing development project" as including any instance in which a local agency either votes and disapproves a proposed housing development project application, including any required land use approvals or entitlements necessary for the issuance of a building permit, or fails to comply with specified time periods. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if the lead agency finds that the project will not have that effect. This bill would define "disapprove the housing development project" as also including any instance in which a local agency denies a project an exemption from CEQA for which it is eligible, as described, or requires further environmental study to adopt a negative declaration or addendum for the project or to certify an environmental impact report for the project when there is a legally sufficient basis in the record before the local agency to adopt a negative declaration or addendum or to certify an environmental impact report without further study.

**Position**

**SB 886 (Wiener D) California Environmental Quality Act: exemption: public universities: university housing development projects.**

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

**Introduced:** 1/27/2022

**Last Amend:** 5/2/2022

**Status:** 5/16/2022-May 16 hearing: Placed on APPR suspense file.

**Location:** 5/16/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

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

**Position**

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

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

**Introduced:** 2/3/2022

**Last Amend:** 5/11/2022

**Status:** 5/16/2022-Read third time. Passed. (Ayes 24. Noes 1.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 5/16/2022-A. DESK

**Summary:** The California Environmental Quality Act (CEQA) until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would delete the requirement that the bicycle transportation plan is for an urbanized area. The bill would extend th

Attachment: 03a - LCMC - 05242022 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

exemption to an active transportation plan or pedestrian plan. The bill would define "active transportation plan" and "pedestrian plan." The bill would specify that individual projects that are a part of an active transportation plan or pedestrian plan remain subject to the requirements of CEQA unless those projects are exempt by another provision of law.

**Position**  
Support

**SB 1118** (**Borgeas R**) **California Environmental Quality Act: judicial relief.**

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

**Introduced:** 2/16/2022

**Last Amend:** 5/5/2022

**Status:** 5/16/2022-May 16 hearing: Placed on APPR suspense file.

**Location:** 5/16/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

**Summary:** The California Environmental Quality Act (CEQA) also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA authorizes a court, in an action or proceeding brought challenging the determination, finding, or decision of a public agency, to grant relief on the ground of noncompliance with CEQA. This bill would state the intent of the Legislature that, in undertaking judicial review under CEQA, insubstantial or merely technical omissions are not grounds for relief and that an omission in an environmental impact report's significant impacts analysis is prejudicial if it deprived the public and decisionmakers of substantial relevant information about the project's likely adverse impacts.

**Position**

### City Attorney

**AB 2766** (**Maienschein D**) **Unfair Competition Law: enforcement powers: investigatory subpoena.**

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

**Introduced:** 2/18/2022

**Status:** 4/20/2022-Read second time. Ordered to third reading.

**Location:** 4/20/2022-A. THIRD READING

**Calendar:** 5/19/2022 #14 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**Summary:** Would grant the investigatory power granted to the Attorney General as a head of a department to the city attorney of any city having a population in excess of 750,000, to the county counsel of any county within which a city has a population in excess of 750,000, or to a city attorney of a city and county, when the city attorney or county counsel reasonably believes that there may have been a violation of the UCL. This bill contains other existing laws.

**Position**

### City Clerk

**AB 1944** (**Lee D**) **Local government: open and public meetings.**

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

**Introduced:** 2/10/2022

**Last Amend:** 4/18/2022

**Status:** 5/5/2022-Read second time. Ordered to third reading.

**Location:** 5/5/2022-A. THIRD READING

**Calendar:** 5/19/2022 #43 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**Summary:** The Ralph M. Brown Act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a

declared state of emergency is in effect, or in other situations related to public health. This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely.

**Position**

Support

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

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

**Introduced:** 2/17/2022

**Status:** 5/5/2022-Read second time. Ordered to third reading.

**Location:** 5/5/2022-A. THIRD READING

**Calendar:** 5/19/2022 #44 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**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. This bill would authorize a local agency to use teleconferencing without complying with those specified teleconferencing requirements if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. The bill would impose prescribed requirements for this exception relating to notice, agendas, the means and manner of access, and procedures for disruptions. The bill would require the legislative body to implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with federal law.

**Position**

Support

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

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

**Introduced:** 2/18/2022

**Last Amend:** 5/2/2022

**Status:** 5/12/2022-Read third time. Passed. Ordered to the Senate. (Ayes 49. Noes 15.) In Senate. Read first time. To Com. on RLS. for assignment.

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

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

**Position**

**[AB 2647](#) (Levine D) Local government: open meetings.**

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

**Introduced:** 2/18/2022

**Last Amend:** 4/19/2022

**Status:** 5/12/2022-Read third time. Passed. Ordered to the Senate. (Ayes 62. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

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

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

**Position**

Attachment: 03a - LCMC - 05242022 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

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

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

**Introduced:** 2/8/2022

**Last Amend:** 4/4/2022

**Status:** 5/5/2022-Referred to Com. on L. GOV.

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

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

**Position**

**[SB 1100](#) ([Cortese D](#)) **Open meetings: orderly conduct.****

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

**Introduced:** 2/16/2022

**Last Amend:** 4/21/2022

**Status:** 5/5/2022-Referred to Coms. on L. GOV. and JUD.

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

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

**Position**

**Climate Bonds**

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

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

**Introduced:** 2/17/2022

**Last Amend:** 3/21/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

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

**Position**

**AB 1322 (Rivas, Robert D) California Global Warming Solutions Act of 2006: sustainable aviation fuel: production incentives plan.**

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

**Introduced:** 2/19/2021

**Last Amend:** 4/25/2022

**Status:** 4/25/2022-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on E.Q.

**Location:** 4/25/2022-S. E.Q.

**Calendar:** 6/1/2022 9 a.m. - 1021 O Street, Room 1200 SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair

**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. Current law 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, on or before July 1, 2024, to develop a plan, consistent with federal law, that identifies augmentations of existing incentives and new incentives necessary to increase the production and use in the state of sustainable aviation fuel to no less than 1,500,000,000 gallons per year by 2030, thereby enabling a reduction in aviation greenhouse gas emissions and supporting the achievement of the state's goal of net-zero greenhouse gas emissions by 2045. The bill would require the state board on or before December 31, 2025, to implement the plan to achieve these goals.

**Position**

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

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

**Introduced:** 2/19/2021

**Last Amend:** 8/26/2021

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

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

**Calendar:** 5/19/2022 #88 SENATE ASSEMBLY BILLS - THIRD READING FILE

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

**Position**

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

**Current Text:** Amended: 3/23/2022 [html](#) [pdf](#)

**Introduced:** 1/12/2022

**Last Amend:** 3/23/2022

**Status:** 4/27/2022-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/27/2022-A. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Current law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state's climate adaptation strategy, known as the Safeguarding California Plan. Current law establishes the Office of Planning and Research in state government in the Governor's office. Current law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office, through the program, to encourage the inclusion of eligible entities with land use planning and hazard mitigation planning authority into regional climate networks.

**Position**

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

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

**Introduced:** 1/18/2022

**Last Amend:** 5/2/2022

**Status:** 5/16/2022-From committee: Be ordered to second reading pursuant to Senate Rule 28.8.

**Location:** 5/16/2022-S. SECOND READING

**Calendar:** 5/19/2022 #1 SENATE SENATE BILLS - SECOND READING FILE

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

**Position**

**SB 867 (Laird D) Sea level rise planning: database.**

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

**Introduced:** 1/24/2022

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

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

**Summary:** Current law requires the Natural Resources Agency, in collaboration with the Ocean Protection Council, to create, update biannually, and post on an internet website a Planning for Sea Level Rise Database describing steps being taken throughout the state to prepare for, and adapt to, sea level rise. Current law further requires that various public agencies and private entities provide to the agency, on a biannual basis, sea level rise planning information, as defined, that is under the control or jurisdiction of the public agencies or private entities, and requires the agency to determine the information necessary for inclusion in the database, as prescribed. Current law repeals these provisions on January 1, 2023. This bill would extend the sunset date for the above provisions until January 1, 2028.

**Position**

**Economic Development**

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

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

**Introduced:** 2/8/2022

**Last Amend:** 4/18/2022

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

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

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

**Position**

**AB 2164 (Lee D) Disability access: funding.**

**Current Text:** Amended: 3/23/2022 [html](#) [pdf](#)

**Introduced:** 2/15/2022

**Last Amend:** 3/23/2022

**Status:** 4/6/2022-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/6/2022-A. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** The federal Americans with Disabilities Act of 1990 and the California Building Standards Code require that specified buildings, structures, and facilities be accessible to, and usable by, persons with disabilities. Current law establishes a Disability Access and Education Revolving Fund, a continuously appropriated fund, within the Division of the State Architect for purposes of increasing disability access and compliance with construction-related accessibility requirements and developing educational resources for businesses to facilitate compliance with federal and state disability laws, as specified. This bill would expand the purpose of the fund to include providing financial assistance to small businesses, as defined, for construction of physical accessibility improvements.

**Position**

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

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

**Introduced:** 2/16/2022

**Status:** 5/11/2022-In committee: Hearing postponed by committee.

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

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

**Summary:** Current law establishes the Community Economic Resilience Fund Program within the Workforce Services Branch of the Employment Development Department within the Labor and Workforce Development Agency. Current law requires the branch and the Inter-Agency Leadership Team, comprised of the Labor and Workforce Development Agency, the Office of Planning and Research, and the Governor's Office of Business and Economic Development, to administer the program. Current law makes the team jointly responsible for planning, oversight, and decisionmaking, as specified, and sets forth the specifics of the team's composition and duties. This bill would, among other things, require the Inter-Agency Leadership Team to include policies for grant funds to fund business and workforce investments in multiple sectors, state and federal recognized apprenticeship and preapprenticeship programs, and other workforce programs that support career pathways to high road jobs, require collaboratives to engage local and regional planning efforts, and require the Workforce Services Branch to make available copies of the reports on the internet websites of each agency of the Inter-Agency Leadership Team within 30 days of submitting the reports.

**Position**

**AB 2376 (Petrie-Norris D) Office of Small Business Advocate: one-stop capital shop online platform.**

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

**Introduced:** 2/17/2022

**Last Amend:** 5/2/2022

**Status:** 5/11/2022-In committee: Hearing postponed by committee.

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

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

**Summary:** The Economic Revitalization Act requires GO-Biz to serve as the Governor's lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. Current law creates the Office of Small Business Advocate (the office) within GO-Biz to be led by the Small Business Advocate, who is appointed by, and serves at the pleasure of, the Governor. Current law requires the Small Business Advocate to, among other things, counsel small businesses on how to resolve questions and problems concerning the relationship of small business to state government. Current law requires the Small Business Advocate to prepare and submit a written annual report to the Governor and to the Legislature that describes the activities and recommendations of the office regarding small business development, as prescribed. This bill would enact the One-Stop Capital Shop Act of 2022, to require the office to serve as the lead state government entity for helping California small businesses become finance-ready relative to state programs utilizing certain federal funds. The bill would also require the office, on or before July 1, 2023 to launch a "one-stop capital shop" online platform to assist small businesses in accessing safe funding opportunities and to reduce barriers in access to affordable capital.

**Position**

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

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

**Introduced:** 2/18/2022

**Last Amend:** 3/28/2022

**Status:** 5/12/2022-Read third time. Passed. Ordered to the Senate. (Ayes 65. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

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

**Summary:** Would establish minimum crowd safety standards for large outdoor events, would require local authority, as defined, to adopt those standards, and would require a promoter to develop an



event operations plan before receiving a permit to host a large outdoor event. The bill would authorize a local authority to charge a promoter a reasonable fee for the cost of the review and approval of the plan. The bill would require a local authority to issue a permit for a large outdoor event, as defined, upon a promoter's satisfactory completion of the plan. By imposing these requirements on local government, this bill would impose a state-mandated local program.

**Position**

**[SB 440](#) (Dodd D) Applications for licenses: procedural requirements.**

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

**Introduced:** 2/16/2021

**Last Amend:** 1/3/2022

**Status:** 5/5/2022-Referred to Com. on G.O.

**Location:** 5/5/2022-A. G.O.

**Summary:** The Alcoholic Beverage Control Act, administered by the Department of Alcoholic Beverage Control, regulates the granting of licenses for the manufacture, distribution, and sale of alcoholic beverages within the state. Current law limits the amount of on- and off-sale general licenses that may be issued per county and establishes procedural requirements concerning the issuance and transfer of those licenses, including a requirement that the department hold a drawing to determine the priority for consideration when there are more applicants for licensure than available licenses, as provided. This bill would require the department to conduct those drawings through a live video feed.

**Position**

**[SB 980](#) (Wiener D) Alcoholic beverage licenses.**

**Current Text:** Amended: 4/27/2022 [html](#) [pdf](#)

**Introduced:** 2/10/2022

**Last Amend:** 4/27/2022

**Status:** 5/13/2022-Set for hearing May 19.

**Location:** 5/9/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

**Summary:** The Alcoholic Beverage Control Act, contains various provisions regulating the application for, the issuance of, the suspension of, and the conditions imposed upon alcoholic beverage licenses by the Department of Alcoholic Beverage Control. This bill would prohibit the department from denying the issuance of a retail license solely on the basis that the premises are located within 100 feet of a residence.

**Position**

**Emergency Management**

**[AB 1721](#) (Rodriguez D) California Emergency Services Act: emergency preparedness: mutual aid: seismic retrofitting soft story multifamily housing.**

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

**Introduced:** 1/27/2022

**Last Amend:** 3/21/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Would establish the Emergency Medical Services Mutual Aid Program, to be administered by the Office of Emergency Services (OES), to support local government efforts in responding to surges in demand for emergency medical services and provide effective mutual aid during disasters, as defined. The bill would, upon appropriation by the Legislature, require OES to provide noncompetitive grant funding to local governments, special districts, and tribes for the purpose of acquiring emergency medical services, as specified. The bill would also require OES to provide an annual report to the Legislature regarding the program, as specified. The bill would, upon appropriation by the Legislature, require the Controller to transfer \$50,000,000 to the Director of Emergency Services to effectuate these provisions.

**Position**

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

**Current Text:** Amended: 3/16/2022 [html](#) [pdf](#)

**Introduced:** 2/17/2022

**Last Amend:** 3/16/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** The California Emergency Services Act establishes the Office of Emergency Services (OES) in the office of the Governor and makes the OES responsible for the state's emergency and disaster response services, as specified. Current law, on or before July 1, 2022, requires the OES, in consultation with specified entities, to develop voluntary guidelines for alerting and warning the public of an emergency, and requires the OES to provide each city, county, and city and county with a copy of the guidelines. This bill, on or before July 1, 2023, would require the OES, by regulation, to adopt minimum operating standards for private sector companies that provide alert and warning services to local entities and determine the appropriate thresholds for the provider of alert and warning services to report disruptions in service. Upon adoption of those regulations, the bill would require all providers of alert and warning services to notify the OES if a disruption in service or cybersecurity incident occurs. The bill would make the OES responsible for notifying any applicable county office of emergency services, the sheriff of any county, and any public safety answering point affected by the disruption of service.

**Position**

**Employee Relations**

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

**Current Text:** Amended: 3/30/2022 [html](#) [pdf](#)

**Introduced:** 2/10/2022

**Last Amend:** 3/30/2022

**Status:** 4/27/2022-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/27/2022-A. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** The California Family Rights Act, which is a part of the California Fair Employment and Housing Act, makes it an unlawful employment practice for an employer, as defined, to refuse to grant a request by an eligible employee to take up to 12 workweeks of unpaid protected leave during any 12-month period for family care and medical leave, as specified. This bill would additionally make it an unlawful employment practice for an employer to refuse to grant a request by an eligible employee to take up to 5 days of bereavement leave upon the death of a family member, as defined. The bill would require that leave be completed within 3 months of the date of death. The bill would require that leave be taken pursuant to any existing bereavement leave policy of the employer.

**Position**

**[AB 2182](#) (Wicks D) Discrimination: family responsibilities.**

**Current Text:** Amended: 4/27/2022 [html](#) [pdf](#)

**Introduced:** 2/15/2022

**Last Amend:** 4/27/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** The California Fair Employment and Housing Act, prohibits various forms of employment discrimination and recognizes the opportunity to seek, obtain, and hold employment without specified forms of discrimination as a civil right. The act also makes it an unlawful employment practice for an employer, among other things, to refuse to hire or employ a person because of various personal characteristics, conditions, or traits. The act specifies that nothing in the act prohibits employers from taking certain actions. This bill would prohibit employment discrimination on account of family responsibilities, as defined, and would recognize the opportunity to seek, obtain, and hold employment without discrimination because of family responsibilities as a civil right, as specified.

**Position**

**[AB 2693](#)**

**(Reyes D) COVID-19: exposure.**

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

**Introduced:** 2/18/2022

**Status:** 4/28/2022-Read second time. Ordered to third reading.

**Location:** 4/28/2022-A. THIRD READING

**Calendar:** 5/19/2022 #29 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

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

**Position**

**[SB 1044](#)**

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

**Current Text:** Amended: 3/23/2022 [html](#) [pdf](#)

**Introduced:** 2/15/2022

**Last Amend:** 3/23/2022

**Status:** 5/13/2022-Set for hearing May 19.

**Location:** 4/4/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

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

**Position**

**Energy**

**[AB 1960](#)**

**(Villapudua D) Public Utilities Commission.**

**Current Text:** Introduced: 2/10/2022 [html](#) [pdf](#)

**Introduced:** 2/10/2022

**Status:** 5/4/2022-Referred to Com. on E., U. & C.

**Location:** 5/4/2022-S. E. U., & C.

**Summary:** The California Constitution establishes the Public Utilities Commission, with jurisdiction over all public utilities, subject to control by the Legislature. The California Constitution provides that the commission consists of 5 members appointed by the Governor and approved by the Senate, a majority of the membership concurring. This bill would state that, beginning January 1, 2024, when selecting and confirming commissioners, the Governor and Senate should consider achieving regional diversity by selecting at least one candidate with a permanent residence in northern California, at least one candidate with a permanent residence in the central valley, and at least one candidate with a permanent residence in southern California, and should consider a candidate pool that collectively represents each of those areas.

**Position**

**[SB 833](#)**

**(Dodd D) Community Energy Resilience Act of 2022.**

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

**Introduced:** 1/4/2022

**Last Amend:** 3/21/2022

**Status:** 5/13/2022-Set for hearing May 19.

**Location:** 4/4/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

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

**Position**

**Environmental Services**

**[AB 1749](#) ([Garcia, Cristina D](#)) **Community Air Protection Blueprint: community emissions reduction programs: toxic air contaminants and criteria air pollutants.****

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

**Introduced:** 2/1/2022

**Last Amend:** 3/14/2022

**Status:** 4/27/2022-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/27/2022-A. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Existing law requires the State Air Resources Board to prepare, and to update at least once every 5 years, a statewide strategy, known as the "Community Air Protection Blueprint" or "Blueprint," to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden. This bill would require the state board to identify in each statewide strategy update measures to reduce criteria air pollutants and toxic air contaminants. The bill would authorize an air district that is required to adopt a community emissions reduction program to take up to one additional year to adopt the program, if the community steering committee agrees. The bill would require an air district that is required to adopt a community emissions reduction program to additionally include in its annual report a summary of updates to the program made to ensure consistency with the statewide strategy.

**Position**

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

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

**Introduced:** 2/14/2022

**Last Amend:** 4/28/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Current law establishes the Office of Planning and Research in state government in the Governor's office. Current law establishes the Integrated Climate Adaptation and Resiliency Program (ICARP), to be administered by the office, to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would establish the Extreme Heat and Community Resilience Program in the office, to be administered by the office through ICARP, for the purpose of coordinating state efforts and supporting local and regional efforts to prevent or mitigate the impacts of, and reduce the public health risks of, heat. The bill would require the Director of State Planning and Research to appoint a Chief Heat Officer in the office to, among other things, implement the program and establish the Interagency Heat Taskforce, as provided.

**Position**

**[AB 2114](#) ([Kalra D](#)) **California Pocket Forest Initiative.****

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

**Introduced:** 2/14/2022

**Last Amend:** 3/28/2022

**Status:** 5/5/2022-Read third time. Passed. Ordered to the Senate. (Ayes 53. Noes 7.) In Senate. Read first time. To Com. on RLS. for assignment.

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

**Summary:** The California Urban Forestry Act of 1978 has as a stated purpose the promotion of the use of urban forest resources for purposes of increasing integrated projects with multiple benefits in urban communities. This bill would establish the California Pocket Forest Initiative, administered by the department in conjunction with the act to provide grants to cities, counties, districts, nonprofit organizations, and public schools to create pocket forests, as defined, on their public land and to offer grade-appropriate urban forestry and ecology curriculum for specified public schools. The bill would require grant applications submitted to the department to contain specified information. The bill would require entities that receive a grant to take specified actions, including following the department's advice and guidance when establishing and maintaining their pocket forest.

**Position**

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

**Current Text:** Amended: 3/23/2022 [html](#) [pdf](#)

**Introduced:** 2/16/2022

**Last Amend:** 3/23/2022

**Status:** 5/4/2022-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/4/2022-A. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Would require the California Environmental Protection Agency, by January 1, 2024, to develop a statewide extreme heat ranking system in coordination with Integrated Climate Adaptation and Resiliency Program (ICARP) and the Department of Insurance, as provided. The bill would also require the department, by January 1, 2024, to submit a study of the insured and uninsured costs related to past extreme heat events to the appropriate legislative policy and budget committees, the agency, and ICARP. The bill would require ICARP to develop a public communication plan for the statewide extreme heat ranking system, recommend partnerships with, and develop statewide guidance for, local and tribal governments in the preparation and planning for extreme heat events, and recommend heat adaptation measures, as specified.

**Position**

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

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

**Introduced:** 2/16/2022

**Last Amend:** 4/18/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Would require the Department of Forestry and Fire Protection to develop a statewide strategic plan, as specified, to achieve a 10% increase of tree canopy cover in urban areas by 2035. The bill would require the department to submit the plan to the Legislature and the Natural Resources Agency on or before June 30, 2025. This bill contains other related provisions and other existing laws.

**Position**

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

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

**Introduced:** 2/17/2022

**Last Amend:** 4/19/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** The federal Infrastructure Investment and Jobs Act (IIJA) provides additional federal funds to rebuild the nation's infrastructures. Executive orders issued by President Biden established the federal Justice40 Initiative with the goal that 40% of the overall federal benefits flow to disadvantaged communities and stating that the implementation of the IIJA should prioritize investing public dollars

equitably, including through the Justice40 Initiative. This bill would require a minimum of 40% of funds received by the state under the IIJA and certain other federal funds to be allocated to projects that provide direct benefits to disadvantaged communities and a minimum of an additional 10% be allocated for projects that provide direct benefits to low-income households and low-income communities, as provided. The bill would require state agencies administering those federal funds to perform specified tasks related to the expenditure of those federal funds.

**Position**

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

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

**Introduced:** 2/17/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Would require the State Water Resources Control Board to establish a Drought Section within the Division of Water Rights, as specified. The bill would require the state board, in consultation with the Department of Fish and Wildlife, to adopt principles and guidelines for diversion and use of water in coastal watersheds during times of water shortage for drought preparedness and climate resiliency and for the development of watershed-level contingency plans to support public trust uses, public health and safety, and the human right to water in times of water shortage. The bill would require the state board to adopt those principles and guidelines no later than March 31, 2023, as specified.

**Position**

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

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

**Introduced:** 12/7/2020

**Last Amend:** 3/14/2022

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

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

**Summary:** The Budget Act of 2021 appropriated \$50,000 from the General Fund to the department to rename the "Eden Landing Ecological Reserve" the "Congressman Pete Stark Ecological Reserve." This bill would amend the Budget Act of 2021 by revising "Congressman Pete Stark Ecological Reserve" to "Congressman Pete Stark Ecological Reserve at Eden Landing" within that appropriation and would rename the "Eden Landing Ecological Reserve," as specified in certain regulations, the "Congressman Pete Stark Ecological Reserve at Eden Landing." The bill would require the Department of Fish and Wildlife to implement that name change and would provide that, notwithstanding any other law, commission approval is not required for implementation of the name change.

**Position**

Watch

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

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

**Introduced:** 12/7/2020

**Last Amend:** 1/3/2022

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

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

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

**Position**

Watch

**SB 54 (Allen D) Plastic Pollution Producer Responsibility Act.**

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

**Introduced:** 12/7/2020  
**Last Amend:** 2/25/2021  
**Status:** 5/5/2022-Referred to Com. on NAT. RES.  
**Location:** 5/5/2022-A. NAT. RES.

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

**Position**  
Watch

**SB 989** **(Hertzberg D) Climate Change Preparedness, Resiliency, and Jobs for Communities Program: climate-beneficial projects: grant funding.**

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

**Introduced:** 2/14/2022

**Last Amend:** 4/18/2022

**Status:** 5/13/2022-Set for hearing May 19.

**Location:** 5/9/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

**Summary:** Would establish the Climate Change Preparedness, Resiliency, and Jobs for Communities Program, to be administered by the Strategic Growth Council, and would require the council to fund grants to develop and implement multibenefit, community-level, climate-beneficial projects to support community and landscape resiliency and workforce development. The bill would require the council to award competitive grants to eligible entities, as defined, through an application process, as provided. The bill would require the council, on or before July 1, 2023, to develop guidelines to implement the program and criteria to select projects eligible for grant funding that include, at a minimum, specified information related to community resiliency grants, landscape resiliency grants, and climate and career pathways grants.

**Position**

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

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

**Introduced:** 2/14/2022

**Last Amend:** 3/22/2022

**Status:** 5/9/2022-Read third time. Passed. (Ayes 33. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 5/9/2022-A. DESK

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

**Position**

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

**Current Text:** Amended: 3/23/2022 [html](#) [pdf](#)

**Introduced:** 2/15/2022

**Last Amend:** 3/23/2022

**Status:** 5/13/2022-Set for hearing May 19.

**Location:** 4/4/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

**Summary:** Current law requires the Ocean Protection Council to, among other things, establish policies to coordinate the collection, evaluation, and sharing of scientific data related to coastal and ocean resources among agencies. Current law establishes the State Coastal Conservancy with prescribed powers and responsibilities for implementing and administering various programs intended to preserve, protect, and restore the state's coastal areas. This bill would require the council, in

consultation with the conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program for purposes of providing low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property located in specified communities, including low-income communities, as provided. The bill would require the council, before January 1, 2024, in consultation with other state planning and coastal management agencies, as provided, to adopt guidelines and eligibility criteria for the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program from the conservancy, in consultation with the council, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements imposed by the council.

**Position**

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

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

**Introduced:** 2/16/2022

**Last Amend:** 3/29/2022

**Status:** 5/13/2022-Set for hearing May 19.

**Location:** 4/25/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

**Summary:** Current law requires the Office of Environmental Health Hazard Assessment (OEHHA) to prepare and publish an assessment of the risks to public health posed by each contaminant for which the state board proposes a primary drinking water standard, as provided. Current law requires the risk assessment to contain an estimate of the level of the contaminant in drinking water that is not anticipated to cause or contribute to adverse health effects, or that does not pose any significant risk to public health, also known as the public health goal for the contaminant. Current law requires the state board to consider specified criteria when it adopts a primary drinking water standard, including the public health goal for the contaminant published by OEHHA. This bill would require, on or before July 1, 2023, OEHHA to prepare a public health goal for manganese, as provided. The bill would require the state board, after OEHHA publishes a public health goal for manganese, to adopt a primary drinking water standard for manganese and to establish monitoring requirements for manganese, as specified.

**Position**

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

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

**Introduced:** 2/16/2022

**Last Amend:** 4/18/2022

**Status:** 5/13/2022-Set for hearing May 19.

**Location:** 5/9/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

**Summary:** The California Safe Drinking Water Act requires the State Water Resources Control Board (state board) to administer provisions relating to the regulation of drinking water to protect public health. In this regard, existing law prohibits a person from using any pipe, pipe or plumbing fitting or fixture, solder, or flux that is not lead free in the installation or repair of any public water system or any plumbing in a facility providing water for human consumption, except as provided. This bill would require, no later than January 1, 2024, except as provided, an operating agency, as defined, to complete a water efficiency and quality assessment report, as specified, for each covered building. The bill would define a "covered building" to mean a building owned and occupied, or leased and occupied, by a state agency, or a public school building, as described. If the report identifies noncompliant plumbing fixtures and appliances, or determines that a building contains lead pipe, or pipe of an unknown material that was installed prior to 1986, the bill would require the operating agency to replace those materials or take other specified action, as described.

**Position**

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

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

**Introduced:** 2/17/2022

**Last Amend:** 4/19/2022

**Status:** 4/28/2022-Read second time. Ordered to third reading.

**Location:** 4/28/2022-S. THIRD READING

**Calendar:** 5/19/2022 #52 SENATE SENATE BILLS -THIRD READING FILE



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

**Position**

**SB 1261 (Stern D) Energy assistance: residential building extreme heat zone mitigation grant program.**

**Current Text:** Amended: 4/27/2022 [html](#) [pdf](#)

**Introduced:** 2/17/2022

**Last Amend:** 4/27/2022

**Status:** 5/13/2022-Set for hearing May 19.

**Location:** 5/9/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

**Summary:** Would require the State Energy Resources Conservation and Development Commission, in consultation with the Natural Resources Agency, to develop a residential building extreme heat zone mitigation grant program to provide grants to residents to mitigate extreme heat-related impacts, as provided. The bill would require the commission, beginning February 1 of the year following the first year in which grants are awarded and annually thereafter, to report to the appropriate policy committees of the Legislature a summary of the grants awarded under the program, as specified.

**Position**

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

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

**Introduced:** 2/18/2022

**Last Amend:** 5/10/2022

**Status:** 5/16/2022-May 16 hearing: Placed on APPR suspense file.

**Location:** 5/16/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

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

**Position**

**Housing**

**AB 411 (Irwin D) Veterans Housing and Homeless Prevention Bond Act of 2022.**

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

**Introduced:** 2/3/2021

**Last Amend:** 1/24/2022

**Status:** 5/5/2022-Action rescinded whereby the bill was referred to Com. on M. & V.A.

**Location:** 5/5/2022-A. M. & V.A.

**Calendar:** 5/31/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE HOUSING, WIENER, Chair

**Summary:** Existing law, the Veterans Housing and Homeless Prevention Bond Act of 2014 (the 2014 bond act), authorizes the issuance of bonds in the amount of \$600,000,000, as specified, for expenditure by the California Housing Finance Agency, the Department of Housing and Community Development, and the Department of Veterans Affairs to provide housing to veterans and their families pursuant to the Veterans Housing and Homeless Prevention Act of 2014 (VHHPA). This bill would enact

the Veterans Housing and Homeless Prevention Bond Act of 2022 to authorize the issuance of bonds in an amount not to exceed \$600,000,000 to provide additional funding for the VHHPA. The bill would provide for the handling and disposition of the funds in the same manner as the 2014 bond act. This bill contains other related provisions.

**Position**

**AB 682 (Bloom D) Planning and zoning: density bonuses: cohousing buildings.**

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

**Introduced:** 2/12/2021

**Last Amend:** 1/13/2022

**Status:** 5/4/2022-Referred to Coms. on HOUSING and GOV. & F.

**Location:** 5/4/2022-S. HOUSING

**Summary:** Current law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct, among other options, specified percentages of units for moderate-income, lower income, or very low income households and meets other requirements. This bill would additionally require that a density bonus be provided under these provisions to a developer who agrees to construct a housing development that is a cohousing building, as defined, that meets specified requirements and will contain either 10% of the total square footage for lower income households, as defined, or 5% of the total square footage for very low income households, as defined.

**Position**

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

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

**Introduced:** 2/17/2021

**Last Amend:** 5/11/2022

**Status:** 5/11/2022-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.

**Location:** 5/4/2022-S. HOUSING

**Calendar:** 5/31/2022 Upon adjournment of Session - 1021 O Street, Room 2200  
SENATE HOUSING, WIENER, Chair

**Summary:** The Planning and Zoning Law authorizes the legislative body of any county or city to adopt ordinances that regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes. This bill would prohibit a city or county legislative body from adopting or enforcing an ordinance requiring a public hearing as a condition of adding space for additional bedrooms or reconfiguring existing space to increase the bedroom count within an existing house, condominium, apartment, or dwelling. The bill would include findings that ensuring adequate housing is a matter of statewide concern and is not a municipal affair, and that the provision applies to all cities, including charter cities.

**Position**

Oppose

**AB 1288 (Quirk-Silva D) Taxation: income: insurance: tax credits: low-income housing.**

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

**Introduced:** 2/19/2021

**Last Amend:** 1/24/2022

**Status:** 5/4/2022-Referred to Coms. on HOUSING and GOV. & F.

**Location:** 5/4/2022-S. HOUSING

**Calendar:** 5/31/2022 Upon adjournment of Session - 1021 O Street, Room 2200  
SENATE HOUSING, WIENER, Chair

**Summary:** Current law provides for an additional allocation of \$500,000,000 in low-income housing tax credits for the 2020 calendar year and up to \$500,000,000 for the 2021 calendar year and thereafter. Current law provides that the additional amount for the 2021 calendar year and thereafter is available only if the Budget Act or related legislation specifies an amount available for allocation. Current law authorizes CTCAC to allocate up to \$200,000,000 of this amount for housing financed by the California Housing Finance Agency (CalHFA) under its Mixed-Income Program. Current law specifies that eligible projects for the additional \$500,000,000 in low-income housing credits, as described above, include any new building, as defined in specified federal law. Current law requires, for allocations for the 2021 calendar year and thereafter, that CTCAC and the California Debt Limit Allocation Committee (CDLAC) develop and prescribe regulations, rules, or guidelines necessary to implement a new allocation methodology that is aimed at increasing production and containing costs, as provided. This bill would, instead, provide that the above-described allocation of an additional \$500,000,000 in low-income housing tax credits applies only with respect to the 2020 and 2021 calendar years. For the 2022

calendar year and thereafter, the bill would provide for an allocation of up to \$500,000,000 if the annual Budget Act or related legislation specifies an amount for allocation.

**Position**

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

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

**Introduced:** 2/19/2021

**Last Amend:** 1/12/2022

**Status:** 5/4/2022-Referred to Coms. on G.O. and E.Q.

**Location:** 5/4/2022-S. G.O.

**Summary:** The Buy Clean California Act requires the Department of General Services, by January 1, 2022, to establish and publish in the State Contracting Manual, in a department management memorandum, or on the department's internet website, a maximum acceptable global warming potential for each category of eligible materials, set at the industry average of facility-specific global warming potential emissions for that material, expressed as specified. Current law defines eligible materials for those purposes to mean carbon steel rebar, flat glass, mineral wool board insulation, or structural steel. This bill would define eligible materials to additionally include gypsum board, insulation carpet and carpet tiles, and ceiling tiles.

**Position**

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

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

**Introduced:** 2/19/2021

**Last Amend:** 1/3/2022

**Status:** 5/4/2022-Referred to Com. on HOUSING.

**Location:** 5/4/2022-S. HOUSING

**Calendar:** 5/31/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE HOUSING, WIENER, Chair

**Summary:** Would, commencing January 1, 2025, require that a council of governments, a delegate subregion, or the Department of Housing and Community Development, as applicable, additionally consider among these factors emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change.

**Position**

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

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

**Introduced:** 2/19/2021

**Last Amend:** 1/13/2022

**Status:** 5/4/2022-Referred to Coms. on HOUSING and GOV. & F.

**Location:** 5/4/2022-S. HOUSING

**Calendar:** 5/31/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE HOUSING, WIENER, Chair

**Summary:** The Density Bonus Law requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Previously existing law, until January 1, 2022, required a city, county, or city and county to grant a commercial developer a development bonus, as specified, when an applicant for approval of a commercial development had entered into an agreement for partnered housing with an affordable housing developer to contribute affordable housing through a joint project or 2 separate projects encompassing affordable housing. This bill would reenact the above-described provisions regarding the granting of development bonuses to certain projects. The bill would require a city or county to annually submit to the Department of Housing and Community Development information describing an approved commercial development bonus. The bill would repeal these provisions on January 1, 2028.

**Position**

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

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

**Introduced:** 1/3/2022

**Status:** 3/30/2022-In committee: Set, first hearing. Referred to suspense file.

**Location:** 3/30/2022-A. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

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

**Position**

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

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

**Introduced:** 1/25/2022

**Last Amend:** 4/18/2022

**Status:** 4/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 1.) (April 27). Re-referred to Com. on APPR.

**Location:** 4/27/2022-A. APPR.

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

**Position**

Support

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

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

**Introduced:** 1/27/2022

**Last Amend:** 4/18/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

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

**Position**

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

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

**Introduced:** 2/8/2022

**Last Amend:** 4/25/2022

**Status:** 5/11/2022-Referred to Coms. on HOUSING and GOV. & F.

**Location:** 5/11/2022-S. HOUSING

**Calendar:** 5/31/2022 Upon adjournment of Session - 1021 O Street, Room 2200

SENATE HOUSING, WIENER, Chair

**Summary:** Would prohibit a city, county, city and county, joint powers authority, or any other political subdivision of a state or local government from acquiring unrestricted multifamily housing, as defined, unless each unit in the development meets specified criteria, including that the aggregate initial rent for all units postconversion is at least 10% less than the average aggregate monthly rent charged for all units over the 12-month period prior to conversion and at least 20% less than the small area fair market rent for at least half of the units. The bill would specify that those provisions do not apply to a development that is or will be subject to a regulatory agreement with the California Tax Credit Allocation Committee or the Department of Housing and Community Development.

**Position**

**AB 1910 (Garcia, Cristina D) Publicly owned golf courses: conversion: affordable housing.**

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

**Introduced:** 2/9/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Would, upon appropriation by the Legislature, require the Department of Housing and Community Development to administer a program to provide incentives in the form of grants to local agencies that enter into a development agreement to convert a golf course owned by the local agency into housing and publicly accessible open space, as specified. This bill would require the department to award funding in accordance with the number of affordable units a local agency proposes to construct

**Position**

Support

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

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

**Introduced:** 2/9/2022

**Last Amend:** 4/19/2022

**Status:** 5/5/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (May 5). Re-referred to Com. on APPR.

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

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

**Position**

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

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

**Introduced:** 2/14/2022

**Status:** 4/27/2022-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/27/2022-A. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Would, on or before January 1, 2024, require the Department of Housing and Community Development, the California Housing Finance Agency, and the California Tax Credit Allocation Committee to enter into a memorandum of understanding to streamline the compliance monitoring of affordable housing developments that are subject to a regulatory agreement with more than one of these entities. The bill would require the memorandum of understanding to ensure that only one entity conducts physical inspections for a particular project, eliminate the submission of duplicate information and to provide for a single process to obtain specified approvals.

**Position**

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

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

**Introduced:** 2/14/2022

**Last Amend:** 5/11/2022

**Status:** 5/12/2022-Re-referred to Com. on APPR. by unanimous consent.

**Location:** 5/12/2022-A. APPR.

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

**Summary:** 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 and not subject to a conditional use permit if the development satisfies specified objective planning standards. This bill would make certain housing developments that meet specified affordability and site criteria and objective development standards a use by right within a zone where office, retail, or parking are a principally permitted use, and would subject these development projects to one of 2 streamlined, ministerial review processes. The bill would require a development proponent for a housing development project approved pursuant to the streamlined, ministerial review process to require, in contracts with construction contractors, that certain wage and labor standards will be met, including that all construction workers shall be paid at least the general prevailing rate of wages, as specified.

**Position**

**AB 2050**

**(Lee D) Residential real property: withdrawal of accommodations.**

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

**Introduced:** 2/14/2022

**Last Amend:** 4/18/2022

**Status:** 5/5/2022-Read second time. Ordered to third reading.

**Location:** 5/5/2022-A. THIRD READING

**Calendar:** 5/19/2022 #46 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**Summary:** Would, when a public entity has a price control system in effect, prohibit an owner of accommodations from filing a notice with a public entity of an intention to withdraw accommodations or prosecuting an action to recover possession of accommodations, or threatening to do so, if not all the owners of the accommodations have been owners of record for at least 5 continuous years, with specified exceptions, or with respect to property that the owner acquired within 10 years after providing notice of an intent to withdraw accommodations at a different property for a period of 10 years from the date the new property is acquired.

**Position**

**AB 2053**

**(Lee D) The Social Housing Act.**

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

**Introduced:** 2/14/2022

**Last Amend:** 4/6/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Would enact the Social Housing Act and would create the California Housing Authority, as an independent state body, the mission of which would be to produce and acquire social housing developments for the purpose of eliminating the gap between housing production and regional housing needs assessment targets, as specified. The bill would prescribe a definition of social housing that would describe, in addition to housing owned by the authority, housing owned by other entities, as specified, provided that all social housing developed by the authority would be owned by the authority. The bill would prescribe the composition of the California Housing Authority Board, which would govern the authority, and would be composed of appointed members and members who are elected by residents of social housing developments, as specified. The bill would prescribe the powers and duties of the authority and the board. The bill would provide that the authority is bound to revenue neutrality, as defined, and would require the authority to recover the cost of development and operations over the life of its properties through the mechanism of rent cross-subsidization, as defined.

**Position**

Oppose

**AB 2063**

**(Berman D) Density bonuses: affordable housing impact fees.**

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

**Introduced:** 2/14/2022

**Last Amend:** 4/21/2022

**Status:** 4/25/2022-Re-referred to Com. on APPR.

**Location:** 4/20/2022-A. APPR.

**Summary:** Current law prohibits affordable housing impact fees, including inclusionary zoning fees and in-lieu fees, from being imposed on a housing development's affordable units. This bill would prohibit affordable housing impact fees, including inclusionary zoning fees and in-lieu fees, from being imposed on a housing development's density bonus units, unless the city, county, or city and county has adopted a local density bonus ordinance or established a local housing program on or before January 1, 2022, that allows for a density bonus of at least 50% for any for-sale or rental housing development containing restricted affordable units that dedicates a specified percentage of units for extremely low, very low, low-, or moderate-income households. By imposing new restrictions on the ability of a local government to impose affordable housing impact fees, the bill would impose a state-mandated local program.

**Position**

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

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

**Introduced:** 2/14/2022

**Status:** 5/10/2022-In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 5/10/2022-S. RLS.

**Summary:** The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Current law requires the planning agency of a city or county to provide an annual report to certain specified entities by April 1 of each year that includes, among other information, the city or county's progress in meeting its share of regional housing needs and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing, as specified. This bill would additionally require a city or county's annual report to include the locality's progress in meeting the housing needs of extremely low income households, as specified.

**Position**

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

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

**Introduced:** 2/15/2022

**Last Amend:** 5/2/2022

**Status:** 5/3/2022-Re-referred to Com. on APPR.

**Location:** 4/28/2022-A. APPR.

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

**Position**

**AB 2211 (Ting D) Shelter crisis: homeless shelters.**

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

**Introduced:** 2/15/2022

**Last Amend:** 5/2/2022

**Status:** 5/3/2022-Re-referred to Com. on APPR.

**Location:** 4/27/2022-A. APPR.

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

**Summary:** Upon declaration of a shelter crisis, current law, among other things, suspends certain state and local laws, regulations, and ordinances, including those prescribing standards of housing, health, or safety to the extent that strict compliance would in any way prevent, hinder, or delay the mitigation of the effects of the shelter crisis. Current law, among other things, exempts from the

California Environmental Quality Act specified actions by a state agency or a city, county, or city and county relating to land owned by a local government to be used for, or to provide financial assistance to, a homeless shelter constructed pursuant to these provisions, and provides that homeless shelters constructed or allowed pursuant to these shelter crisis declarations are not subject to specified laws, including the Special Occupancy Parks Act. Current law defines a "homeless shelter" as a facility with overnight sleeping accommodations, the primary purpose of which is to provide temporary shelter for people experiencing homelessness that is not in existence after the declared shelter crisis. Current law provides that a temporary homeless shelter community may include supportive and self-sufficiency development services and that a homeless shelter includes a parking lot owned or leased by a city, county, or city and county specifically identified as one allowed for safe parking by homeless and unstably housed individuals. Current law repeals these provisions as of January 1, 2026. This bill would extend the repeal date of these provisions to January 1, 2030.

**Position**

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

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

**Introduced:** 2/15/2022

**Last Amend:** 3/9/2022

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

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

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

**Position**

Support

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

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

**Introduced:** 2/15/2022

**Last Amend:** 4/21/2022

**Status:** 4/27/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (April 27). Re-referred to Com. on APPR.

**Location:** 4/27/2022-A. APPR.

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

**Position**

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

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

**Introduced:** 2/15/2022

**Last Amend:** 5/2/2022

**Status:** 5/3/2022-Re-referred to Com. on APPR.

**Location:** 4/27/2022-A. APPR.

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

**Summary:** The Housing Accountability Act, among other things, prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, specified housing development projects, including projects for very low, low, or moderate-income households and projects for emergency shelters, that comply with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time the application for the project is deemed



complete, unless the local agency makes specified written findings supported by a preponderance of the evidence in the record. The act authorizes a project applicant, a person who would be eligible to apply for residency in the housing development or emergency shelter, or a housing organization to bring a lawsuit to enforce its provisions. This bill would require a local agency to compile a list of information needed to approve or deny a postentitlement phase permit, as defined, to post an example of an ideal application and an example of an ideal complete set of postentitlement phase permits for the \_\_\_ most common housing development projects in the jurisdiction, and to make those items available to all applicants for these permits no later than January 1, 2024. The bill would define "local agency" for these purposes to mean a city, county, or city and county. No later than January 1, 2024, except as specified, the bill would require a local agency to require permits to be applied for, completed, and stored through a process on its internet website, and to accept applications and related documentation by electronic mail until that internet website is established.

**Position**

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

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

**Introduced:** 2/16/2022

**Last Amend:** 5/2/2022

**Status:** 5/12/2022-Read second time. Ordered to third reading.

**Location:** 5/12/2022-A. THIRD READING

**Calendar:** 5/19/2022 #72 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

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

**Position**

Oppose

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

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

**Introduced:** 2/16/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Would establish the Coordinated Affordable Housing Finance Committee and would require that the committee be comprised of representatives from HCD, CalHFA, CTCAC, the Treasurer, and the Controller. This bill would require the committee to allocate state-controlled resources for the finance of affordable rental housing, as defined, through a single process and competition. This bill would require the committee to develop an application, threshold requirements, a rating and ranking system, as specified, for applicants seeking these resources. This bill would authorize the committee to adopt, amend, or repeal rules and regulations for the allocation of state-controlled resources for the finance of affordable rental housing that take effect immediately upon adoption. This bill would provide that the adoption, amendment, or repeal of these rules and regulations is not subject to the rulemaking provisions of the Administrative Procedure Act but would require the committee to follow specified procedures pursuant to the adoption of the rules and regulations. This bill would also authorize the committee to adopt, amend, or repeal emergency rules and regulations to implement this chapter that are exempt from the rulemaking provisions of the Administrative Procedures Act, as specified.

**Position**

**AB 2325 (Rivas, Luz D) Coordinated homelessness response: Office of the Interagency Council on Homelessness.**

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

**Introduced:** 2/16/2022

**Last Amend:** 4/25/2022

**Status:** 4/26/2022-Re-referred to Com. on APPR.

**Location:** 4/20/2022-A. APPR.

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

**Summary:** Current law requires the Governor to establish the California Interagency Council on Homelessness, formerly known as the Homeless Coordinating and Financing Council, and to appoint specified members of that coordinating council. Current law requires agencies and departments administering state programs created on or after July 1, 2017, to collaborate with the council to adopt guidelines and regulations to incorporate core components of Housing First, as defined. Current law establishes the goals of the council, which include identifying mainstream resources, benefits, and services that can be accessed to prevent and end homelessness in California. Current law requires that the coordinating council be under the direction of an executive director, who is under the direction of the Business, Consumer Services, and Housing Agency, and staffed by employees of that agency. This bill would place the California Interagency Council on Homelessness under the jurisdiction of the Office of the Interagency Council on Homelessness, which the bill would establish within the Governor's office, under the control of a director, on or before September 30, 2023.

**Position**

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

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

**Introduced:** 2/16/2022

**Last Amend:** 5/2/2022

**Status:** 5/11/2022-In committee: Hearing postponed by committee.

**Location:** 4/28/2022-A. APPR.

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, 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 that an applicant agree to, and the city, county, or city and county ensure, the continued affordability of all very low and low-income rental units that qualified the applicant for a density bonus, as provided. Current law, for developments where 100% of all units are for lower income households, except as provided, requires that rent for 20% of the units be set at an affordable rent and that rent for the remaining units be at an amount consistent with the maximum rent levels for a housing development that receives an allocation of state or federal low-income housing tax credits from the California Tax Credit Allocation Committee (CTCAC). Current law, with respect to a for-sale unit that qualified the applicant for a density bonus, also requires that the local government enforce an equity sharing agreement, as provided, unless it is in conflict with the requirements of another public funding source or law. This bill, with respect to the affordability requirements applicable to 100% lower income developments, would instead require the rent for the remaining units in the development be set at an amount consistent with the maximum rent levels for lower income households, as those rents and incomes are determined by CTCAC.

**Position**

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

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

**Introduced:** 2/16/2022

**Last Amend:** 5/2/2022

**Status:** 5/3/2022-Re-referred to Com. on APPR.

**Location:** 4/28/2022-A. APPR.

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

**Position**

Oppose

**AB 2357 (Ting D) Surplus land.**

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

**Introduced:** 2/16/2022

**Last Amend:** 4/5/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

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

**Position**

**[AB 2483](#) (Maienschein D) Housing for individuals experiencing homelessness.**

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

**Introduced:** 2/17/2022

**Last Amend:** 3/29/2022

**Status:** 4/27/2022-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/27/2022-A. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Would require the Department of Housing and Community Development, by December 31, 2023, to award incentives, as specified, to Multifamily Housing Program project applicants that agree to set aside at least 25% of the project's units for individuals that are either experiencing homelessness or eligible to receive specified services, including, among others, those received under the Program of All-Inclusive Care for the Elderly. The bill would also require the department to partner with the State Department of Health Care Services to determine the most effective way to align qualifying services in housing projects funded by the Multifamily Housing Program. The bill would require the department to assess tenant outcomes and engage with an evaluator to identify specified information with respect to projects receiving incentives under these provisions, including the number and demographics, including age, race, or ethnicity, and presubsidy housing status, of people being served.

**Position**

**[AB 2569](#) (Nguyen R) Department of Homelessness Prevention, Outreach, and Support.**

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

**Introduced:** 2/18/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Would require the California Health and Human Services Agency to convene a working group that includes representatives from all departments and agencies that currently receive funding relating to services for homeless individuals. The bill would require the working group to determine the best approach to creating a Department of Homelessness Prevention, Outreach, and Support and to submit its findings and recommendations to the Legislature no later than January 1, 2024. The bill would repeal these provisions on January 1, 2024.

**Position**

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

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

**Introduced:** 2/18/2022

**Last Amend:** 4/25/2022

**Status:** 4/28/2022-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 8. Noes 0.) (April 27). Re-referred to Com. on APPR.

**Location:** 4/27/2022-A. APPR.

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair  
**Summary:** Current law requires each state agency annually to review certain proprietary state lands over which it has jurisdiction to determine what land, if any, is in excess of its foreseeable needs and report this in writing to the Department of General Services. Current law requires the department to create a database of information on lands identified by a local government as suitable and available for residential development and information regarding the state lands determined or declared excess, as specified. Current law requires the department to report to the Legislature annually the land declared excess and to request authorization to dispose of the land by sale or otherwise. Current law authorizes the department to dispose of real property declared surplus by the Legislature, as specified. This bill would require, by January 1, 2024, the department to prepare and report to the Legislature a streamlined plan to transition underutilized multistory state buildings into housing for the purpose of expanding affordable housing development and adaptive reuse opportunities.

**Position**

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

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

**Introduced:** 2/18/2022

**Last Amend:** 4/21/2022

**Status:** 4/28/2022-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 8. Noes 0.) (April 27). Re-referred to Com. on APPR.

**Location:** 4/27/2022-A. APPR.

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

**Summary:** Current law establishes various programs to assist local governments in addressing homelessness, such as the Homeless Emergency Aid Program and the Homeless Housing, Assistance, and Prevention program. Current law requires applicants to that program to submit specified information to the council, including a local landscape analysis that assesses the current number of people experiencing homelessness and existing programs and funding that address homelessness within the jurisdiction, utilizing any relevant and available data from the Homeless Data Integration System, the United States Department of Housing and Urban Development's homeless point-in-time count, continuum of care housing inventory count, longitudinal systems analysis, and Stella tools, as well as any recently conducted local needs assessments. This bill would require each city, county, and city and county that has used funds from any state funding source to assist in addressing homelessness to complete a report and publish the report on its internet website providing specified information, or, alternatively, publishing a local landscape analysis on its internet website, thereby imposing a state-mandated local program.

**Position**

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

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

**Introduced:** 2/18/2022

**Last Amend:** 4/18/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** The Housing Accountability Act, prohibits a local agency from disapproving a housing development project, as described, unless it makes certain written findings based on a preponderance of the evidence in the record. The act defines "disapprove the housing development project" as including any instance in which a local agency either votes and disapproves a proposed housing development project application, including any required land use approvals or entitlements necessary for the issuance of a building permit, or fails to comply with specified time periods. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if the lead agency finds that the project will not have that effect. This bill would define "disapprove the housing development project" as also including any instance in which a local agency denies a project an exemption from CEQA for which it is eligible, as described, or requires further environmental study to adopt a negative declaration or addendum for the project or to certify an environmental impact report for the project when there is a legally sufficient basis in the record before the local agency to adopt a negative declaration or addendum or to certify an environmental impact report without further study.

**Position**

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

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

**Introduced:** 2/18/2022

**Last Amend:** 4/21/2022

**Status:** 4/25/2022-Re-referred to Com. on APPR.

**Location:** 4/20/2022-A. APPR.

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

**Position**

**AB 2755 (Muratsuchi D) Homelessness data reporting.**

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

**Introduced:** 2/18/2022

**Last Amend:** 5/2/2022

**Status:** 5/3/2022-Re-referred to Com. on APPR.

**Location:** 4/27/2022-A. APPR.

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

**Summary:** Current law establishes the California Interagency Council on Homelessness to oversee the implementation of Housing First guidelines and regulations, and, among other things, identify resources, benefits, and services that can be accessed to prevent and end homelessness in California. Current law requires the council to create a data system, known as the Homeless Data Integration System, to collect local data through Homeless Management Information Systems with the ultimate goal of matching data on homelessness to programs impacting homeless recipients of state programs. Under existing law, a public agency shall not disclose any personal information in a manner that would link the information disclosed to the individual to whom it pertains except under specific circumstances. Current law also exempts health information and personally identifying information in the Homeless Data Integration System from public inspection or disclosure under the California Public Records Act. This bill would require the council, on or before July 1, 2023, to make data in the Homeless Data Integration System that is not exempt from public inspection or disclosure under state or federal law publicly available through specified means.

**Position**

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

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

**Introduced:** 2/18/2022

**Last Amend:** 5/5/2022

**Status:** 5/12/2022-Read third time. Passed. Ordered to the Senate. (Ayes 51. Noes 11.) In Senate. Read first time. To Com. on RLS. for assignment.

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

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

**Position**

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

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

**Introduced:** 12/7/2020

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

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

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

**Position**

Support

**SB 490 (Caballero D) Housing acquisition and rehabilitation: technical assistance.**

**Current Text:** Amended: 4/22/2021 [html](#) [pdf](#)

**Introduced:** 2/17/2021

**Last Amend:** 4/22/2021

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

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

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

**Position**

Support

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

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

**Introduced:** 1/13/2022

**Last Amend:** 4/28/2022

**Status:** 5/16/2022-May 16 hearing: Placed on APPR suspense file.

**Location:** 5/16/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

**Summary:** The COVID-19 Tenant Relief Act, until October 1, 2025, establishes procedural requirements and limitations on evictions for nonpayment of rent due to COVID-19 rental debt, as defined. Current law, among other things, prohibits a tenant that delivers to a landlord or files with the court a declaration, under penalty of perjury, of COVID-19-related financial distress, as defined, from being deemed in default with regard to the COVID-19 rental debt, as prescribed. This bill would, until January 1, 2025, create a grant program under the administration of the department and would require the department to, among other things, award a program grant, as defined, to a qualified applicant who submits a complete application, as defined, on a first-come, first-served basis, except that the bill would require the program to provide grants to all tier one applicants, as defined, before processing the applications of other applicants, as specified. The bill would define "qualified applicant" to mean a landlord who satisfies certain criteria, including that the landlord has applied for rental assistance funds pursuant to the State Rental Assistance Program and either received a negative final decision, as specified, or the landlord has been notified that an application to the State Rental Assistance Program was submitted, as specified, but 20 days have passed without a final decision being rendered.

**Position**

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

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

**Introduced:** 2/1/2022

**Last Amend:** 4/18/2022

**Status:** 5/13/2022-Set for hearing May 19.

**Location:** 4/25/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200  
SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

**Summary:** The Planning and Zoning Law, authorizes a local agency, by ordinance or ministerial approval, to provide for the creation of accessory dwelling units in areas zoned for residential use, as specified. Current law authorizes a local agency to impose standards on accessory dwelling units that include, but are not limited to, parking, height, setback, landscape, architectural review, and maximum size of a unit. This bill would require that the standards imposed on accessory dwelling units be objective. For purposes of this requirement, the bill would define "objective standard" as a standard that involves no personal or subjective judgment by a public official and is uniformly verifiable, as specified.

**Position**

**SB 914**

**(Rubio D) HELP Act.**

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

**Introduced:** 2/2/2022

**Last Amend:** 3/22/2022

**Status:** 5/16/2022-May 16 hearing: Placed on APPR suspense file.

**Location:** 5/16/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200  
SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

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

**Position**

**SB 930**

**(Wiener D) Housing Accountability Act.**

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

**Introduced:** 2/7/2022

**Last Amend:** 4/18/2022

**Status:** 5/9/2022-Read third time. Passed. (Ayes 30. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 5/9/2022-A. DESK

**Summary:** Current law prohibits a local agency from disapproving a housing development project for very low, low-, or moderate-income households or from conditioning approval in a manner that render the housing development project infeasible for very low, low-, or moderate-income households, unless it makes specified written findings that either (1) the jurisdiction has met its share of the regional housing need or (2) the project 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. This bill would clarify that the above-described prohibitions also apply to a housing development project for extremely low income households.

**Position**

Oppose

**SB 948**

**(Becker D) Housing finance programs: development reserves.**

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

**Introduced:** 2/9/2022

**Last Amend:** 3/3/2022

**Status:** 5/13/2022-Set for hearing May 19.

**Location:** 4/18/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200  
SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

**Summary:** Under current law governing the State Community Development Block Grant Program, the Department of Housing and Community Development is required to distribute funds made available under the program in order to provide decent housing, a suitable living environment, and expand economic opportunities, consistent with federal requirements. Current federal law also establishes the

HOME Investment Partnership Program to, among other things, expand the supply of affordable housing. Current law designates the department as the state agency responsible for administering the HOME Investment Partnership Act. This bill would prohibit the department from requiring a project-specific transition reserve, as defined, for any unit subject to a qualified project rental or operating subsidy. This bill would create the Pooled Transition Reserve Fund and would continuously appropriate moneys in that fund to the department for the purpose of maintaining a pooled transition reserve to mitigate the impacts on tenant rents from the loss or exhaustion of rental or operating subsidies.

**Position**

**SB 959**

**(Portantino D) Surplus residential property: City of South Pasadena.**

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

**Introduced:** 2/9/2022

**Last Amend:** 3/14/2022

**Status:** 5/13/2022-Set for hearing May 19.

**Location:** 5/2/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

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

**Position**

**SB 1067**

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

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

**Introduced:** 2/15/2022

**Last Amend:** 4/28/2022

**Status:** 5/16/2022-May 16 hearing: Placed on APPR suspense file.

**Location:** 5/16/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

**Summary:** Would prohibit a city, county, or city and county from imposing any minimum automobile parking requirement on a housing development project that is located within 1/2 mile of public transit, as defined. The bill, notwithstanding the above-described prohibition, would authorize a city, county, or city and county to impose or enforce minimum automobile parking requirements on a housing development project if the local government demonstrates to the developer, within 30 days of the receipt of a completed application, that the development would have a negative impact, supported by a preponderance of the evidence, on the city's, county's, or city and county's ability to meet its share of specified housing needs or existing residential or commercial parking within 1/2 mile of the housing development. The bill would create an exception from the above-described provision if the development either dedicates a minimum of 20% of the total number of housing units to very low, low, or moderate-income households, students, the elderly, or persons with disabilities or contains fewer than 20 housing units.

**Position**

Oppose

**SB 1177**

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

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

**Introduced:** 2/17/2022

**Last Amend:** 4/4/2022

**Status:** 5/9/2022-Read third time. Passed. (Ayes 33. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 5/9/2022-A. DESK

**Summary:** The Joint Exercise of Powers Act authorizes 2 or more public agencies, by agreement, to form a joint powers authority to exercise any power common to the contracting parties, as specified. Current law authorizes the agreement to set forth the manner by which the joint powers authority will be governed. That act specifically authorizes the creation of the Orange County Housing Finance Trust, a joint powers authority, for the purposes of funding housing specifically assisting the homeless population and persons and families of extremely low, very low, and low income within the County of



Orange. This bill would similarly authorize the creation of the Burbank-Glendale-Pasadena Regional Housing Trust, a joint powers authority, by the Cities of Burbank, Glendale, and Pasadena, with the stated purpose of funding housing to assist the homeless population and persons and families of extremely low, very low, low, and moderate income.

**Position**

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

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

**Introduced:** 2/17/2022

**Status:** 5/16/2022-May 16 hearing: Placed on APPR suspense file.

**Location:** 5/16/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

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

**Position**

**SB 1353 (Wilk R) Homeless population census information: collection and reporting.**

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

**Introduced:** 2/18/2022

**Last Amend:** 4/18/2022

**Status:** 5/13/2022-Set for hearing May 19.

**Location:** 5/2/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

**Summary:** Current law creates the California Interagency Council on Homelessness (council) and requires departments administering state programs created on or after July 1, 2017, to collaborate with the council for the purpose of adopting guidelines and regulations to incorporate core components of Housing First. Current law defines "Housing First" as an evidence-based model that uses housing as a tool, rather than a reward, for recovery and that centers on providing or connecting homeless people to permanent housing as quickly as possible. Under existing law, Housing First providers offer services as needed and requested on a voluntary basis and do not make housing contingent on participation in services. This bill would require a local government entity to provide specified homelessness information for its jurisdiction to the council by January 1, 2025, including expenditures on homelessness programs and efforts provided to homeless persons within its jurisdiction, as well as related information regarding the funding of these services.

**Position**

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

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

**Introduced:** 2/18/2022

**Last Amend:** 4/19/2022

**Status:** 5/13/2022-Set for hearing May 19.

**Location:** 4/25/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

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

recipient for the repayment of financing provided under the program be used to pay debt service when due on bonds issued pursuant to the bond act.

**Position**

**SCA 2**

**(Allen D) Public housing projects.**

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

**Introduced:** 12/7/2020

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

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

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

**Position**

Support

**Information Technology**

**AB 2677**

**(Gabriel D) Information Practices Act of 1977.**

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

**Introduced:** 2/18/2022

**Last Amend:** 4/21/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** The Information Practices Act of 1977 prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Current law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to remove that exemption for local agencies starting January 1, 2024, and include, among other things, genetic information, IP address, online browsing history, and location information within the definition of "personal information" for the act's purposes. The bill would make other technical, nonsubstantive, and conforming changes.

**Position**

**Land Use/Zoning**

**ACA 7**

**(Muratsuchi D) Local government: police power: municipal affairs: land use and zoning.**

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

**Introduced:** 3/16/2021

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

**Location:** 3/16/2021-A. PRINT

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

**Position**

Attachment: 03a - LCMC - 05242022 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

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

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

**Introduced:** 2/15/2022

**Last Amend:** 3/9/2022

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

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

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

**Position**

Support

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

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

**Introduced:** 2/15/2022

**Last Amend:** 5/2/2022

**Status:** 5/3/2022-Re-referred to Com. on APPR.

**Location:** 4/28/2022-A. APPR.

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, 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 permitting agency to act on an application to create an accessory dwelling unit or a junior accessory dwelling unit within specified timeframes. This bill would require a permitting agency to act on an application to serve an accessory dwelling unit or a junior accessory dwelling unit within the same timeframes. The bill would provide that the requirement for a permitting agency to act on an application means either to return in writing a full set of comments to the applicant with a comprehensive request for revisions or to return the approved permit application.

**Position**

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

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

**Introduced:** 2/16/2022

**Last Amend:** 3/24/2022

**Status:** 4/7/2022-Read second time. Ordered to third reading.

**Location:** 4/7/2022-A. THIRD READING

**Calendar:** 5/19/2022 #10 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

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

**Position**

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

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

**Introduced:** 2/16/2022

**Last Amend:** 5/2/2022

**Status:** 5/12/2022-Read second time. Ordered to third reading.

**Location:** 5/12/2022-A. THIRD READING

**Calendar:** 5/19/2022 #72 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

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

**Position**

Oppose

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

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

**Introduced:** 2/16/2022

**Last Amend:** 5/2/2022

**Status:** 5/3/2022-Re-referred to Com. on APPR.

**Location:** 4/28/2022-A. APPR.

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

**Position**

Oppose

**AB 2386 (Bloom D) Planning and zoning: tenancy in common subject to an exclusive occupancy agreement.**

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

**Introduced:** 2/17/2022

**Last Amend:** 5/4/2022

**Status:** 5/5/2022-Read second time. Ordered to third reading.

**Location:** 5/5/2022-A. THIRD READING

**Calendar:** 5/19/2022 #40 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**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, open space, including agriculture, recreation, enjoyment of scenic beauty, use of natural resources, and other purposes. This bill, except as specified, would authorize the legislative body of a local agency to regulate by ordinance the design and improvement of any multifamily property held under a tenancy in common subject to an exclusive occupancy agreement, as defined, including by requiring disclosures in the exclusive occupancy agreement and specific physical requirements that are necessary to ensure consistency with, or implementation of, the general plan or any applicable specific plan.

**Position**

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

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

**Introduced:** 2/18/2022

**Last Amend:** 5/5/2022

**Status:** 5/9/2022-Read second time. Ordered to third reading.

**Location:** 5/9/2022-A. THIRD READING

**Calendar:** 5/19/2022 #53 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**Summary:** The Subdivision Map Act excludes various projects from its provisions, including the leasing of, or the granting of an easement to, a parcel of land, or any portion of the land, in conjunction with the financing, erection, and sale or lease of a solar electrical generation device on the land, if the

project is subject to review under other local agency ordinances regulating design and improvement or if the project is subject to discretionary action by the advisory agency or legislative body. This bill would also exempt from the requirements of the Subdivision Map Act the leasing of, or the granting of an easement to, a parcel of land, or any portion of the land, in conjunction with the financing, erection and sale or lease of an electrical energy storage system on the land, if the project is subject to discretionary action by the advisory agency or legislative body.

**Position**

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

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

**Introduced:** 2/18/2022

**Last Amend:** 4/25/2022

**Status:** 4/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 3.) (April 27). Re-referred to Com. on APPR.

**Location:** 4/28/2022-A. APPR.

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

**Summary:** The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Current law requires the planning agency of a city or county to provide an annual report to the Department of Housing and Community Development by April 1 of each year that includes, among other information, a housing element portion that includes, as provided, the city or county's progress in meeting its share of regional housing needs and local efforts to remove governmental constraints on the maintenance, improvement, and development of housing, as specified. This bill would authorize the Department of Housing and Community Development to reject the housing element portion of an annual report if the report is not in substantial compliance with these requirements. If the department rejects the housing element portion of an annual report, the bill would require the department to provide the reasons for the rejection in writing, as specified.

**Position**

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

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

**Introduced:** 2/18/2022

**Last Amend:** 4/18/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** The Housing Accountability Act, prohibits a local agency from disapproving a housing development project, as described, unless it makes certain written findings based on a preponderance of the evidence in the record. The act defines "disapprove the housing development project" as including any instance in which a local agency either votes and disapproves a proposed housing development project application, including any required land use approvals or entitlements necessary for the issuance of a building permit, or fails to comply with specified time periods. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if the lead agency finds that the project will not have that effect. This bill would define "disapprove the housing development project" as also including any instance in which a local agency denies a project an exemption from CEQA for which it is eligible, as described, or requires further environmental study to adopt a negative declaration or addendum for the project or to certify an environmental impact report for the project when there is a legally sufficient basis in the record before the local agency to adopt a negative declaration or addendum or to certify an environmental impact report without further study.

**Position**

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

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

**Introduced:** 2/18/2022

**Last Amend:** 3/31/2022

**Status:** 5/16/2022-Read third time. Passed. Ordered to the Senate. (Ayes 68. Noes 0.)

**Location:** 5/16/2022-S. DESK

**Summary:** The Planning and Zoning Law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined,

ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards. Current law authorizes a development proponent to request a modification to a development that has been approved under the streamlined, ministerial approval process if the request is submitted before the issuance of the final building permit required for construction of the development. This bill would prohibit a local government from determining that a development, including an application for a modification, is in conflict with the objective planning standards on the basis that application materials are not included, if the applicator contains substantial evidence that would allow a reasonable person to conclude that the development is consistent with the objective planning standards.

**Position**

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

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

**Introduced:** 2/18/2022

**Last Amend:** 4/21/2022

**Status:** 4/25/2022-Re-referred to Com. on APPR.

**Location:** 4/20/2022-A. APPR.

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

**Position**

**SB 1094 (Becker D) Local planning.**

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

**Introduced:** 2/16/2022

**Last Amend:** 5/2/2022

**Status:** 5/16/2022-May 16 hearing: Placed on APPR suspense file.

**Location:** 5/16/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

**Summary:** Current law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine the existing and projected need for housing for each region, and requires the share of a city or county of the regional housing need to include that share of the housing need of persons at all income levels within the area significantly affected by the general plan of the city or county. Current law requires the housing element to identify adequate sites for housing, as specified. Current law allows the department to permit a city or county to substitute up to 25% of its obligation to identify adequate sites for any income category in its housing element if the city or county includes a program that commits the local government to provide units in that income category through the provision of committed assistance during the planning period covered by the element to low- and very low income households at affordable housing costs or affordable rents, as specified. Current law provides that this provision does not apply to any city or county that has not met its share of regional housing needs for low- and very low income households, as specified. This bill would provide that any city or county that has not met its share of regional housing needs for moderate-, low-, and very low income households is not authorized to substitute up to 25% of its obligation to identify adequate sites through a committed assistance program.

**Position**

**Police Department**

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

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

**Introduced:** 1/26/2022

**Last Amend:** 3/21/2022

**Status:** 5/5/2022-Read second time. Ordered to third reading.

**Location:** 5/5/2022-A. THIRD READING

**Calendar:** 5/19/2022 #45 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

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

**Position**

**AB 2062 (Salas D) Local law enforcement hiring grants.**

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

**Introduced:** 2/14/2022

**Status:** 4/27/2022-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/27/2022-A. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Would, upon appropriation of funds for this purpose in the annual Budget Act and until January 1, 2029, require the Board of State and Community Corrections to establish a grant program to provide \$50,000,000 in grants to local law enforcement agencies to incentivize peace officers to work in local law enforcement agencies that are in underserved communities and to live in the communities that they are serving. The bill would require grant funds to be used to provide a 5-year supplement to peace officer salaries in local law enforcement agencies that are in underserved communities that have had a homicide rate higher than the state average for the past 5 years or more and where the peace officer lives within 5 miles of the office in which they work. The bill would require local law enforcement agencies that receive grants to report specified information to the board annually and would require the board to report to the Legislature and the Governor's office on the efficacy of the program, as prescribed, on or before July 1, 2028.

**Position**

**AB 2147 (Ting D) Pedestrians.**

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

**Introduced:** 2/15/2022

**Status:** 4/27/2022-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/27/2022-A. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Current law prohibits pedestrians from entering roadways and crosswalks, except under specified circumstances. Under existing law, a violation of these provisions is an infraction. Current law establishes procedures for peace officers to make arrests for violations of the Vehicle Code without a warrant for offenses committed in their presence, as specified. This bill would prohibit a peace officer, as defined, from stopping a pedestrian for specified traffic infractions unless a reasonably careful person would realize there is an immediate danger of collision with a moving vehicle or other device moving exclusively by human power.

**Position**

**SB 1006 (Jones R) Law enforcement: homeless outreach teams.**

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

**Introduced:** 2/14/2022

**Last Amend:** 3/22/2022

**Status:** 5/13/2022-Set for hearing May 19.

**Location:** 4/4/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

**Summary:** Current law authorizes a county to establish a homeless adult and family multidisciplinary personnel team, as defined, with the goal of facilitating the expedited identification, assessment, and

linkage of homeless individuals to housing and supportive services within that county and to allow provider agencies to share confidential information for the purpose of coordinating housing and supportive services to ensure continuity of care. Current law authorizes the team to include, among others, housing or homeless services provider agencies, medical personnel, and legal counsel, as specified. This bill would require the Department of Justice, to the extent funding is provided for these purposes, to administer a competitive grant program to enable local law enforcement agencies to establish and operate homeless outreach teams.

**Position**

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

**Current Text:** Amended: 3/16/2022 [html](#) [pdf](#)

**Introduced:** 2/14/2022

**Last Amend:** 3/16/2022

**Status:** 5/13/2022-Set for hearing May 19.

**Location:** 5/2/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

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

**Position**

**Public Works**

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

**Current Text:** Introduced: 1/27/2022 [html](#) [pdf](#)

**Introduced:** 1/27/2022

**Status:** 4/27/2022-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/27/2022-A. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Current law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Current law defines the term "public works" for purposes of requirements regarding the payment of prevailing wages to include construction, alteration, demolition, installation, or repair work done under contract and paid for using public funds, except as specified. Current law makes a willful violation of laws relating to the payment of prevailing wages on public works a misdemeanor. This bill would expand the definition of "public works" to include fuel reduction work paid for in whole or in part out of public funds performed as part of a fire mitigation project, as specified.

**Position**

**AB 1883 (Quirk-Silva D) Public restrooms.**

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

**Introduced:** 2/8/2022

**Last Amend:** 4/18/2022

**Status:** 4/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 27). Re-referred to Com. on APPR.

**Location:** 4/28/2022-A. APPR.

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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



department to conduct educational outreach to the general public and homelessness service providers that the database is available on its internet website.

**Position**

**AB 1886 (Cooper D) Public works: definition.**

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

**Introduced:** 2/8/2022

**Status:** 4/7/2022-Read second time. Ordered to third reading.

**Location:** 4/7/2022-A. THIRD READING

**Calendar:** 5/19/2022 #12 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**Summary:** Current law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Current law defines the term "public works" for purposes of requirements regarding the payment of prevailing wages to include construction, alteration, demolition, installation, or repair work done under contract and paid for using public funds, except as specified. Existing law makes a willful violation of laws relating to the payment of prevailing wages on public works a misdemeanor. This bill would expand the definition of "public works" to include street sweeping maintenance performed for the preservation, protection, and keeping of any publicly owned or publicly operated street, road, or highway done under contract and paid for in whole or in part out of public funds.

**Position**

**AB 2463 (Lee D) Public works: exemption.**

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

**Introduced:** 2/17/2022

**Last Amend:** 3/21/2022

**Status:** 5/5/2022-Read third time. Passed. Ordered to the Senate. (Ayes 61. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

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

**Summary:** Pursuant to existing law, all workers employed on public works projects are required to be paid not less than the general prevailing rate of per diem wages for work, except as specified. Current law exempts, until January 1, 2024, from these requirements work performed by a volunteer, a volunteer coordinator, or a member of the California Conservation Corps or a community conservation corps. This bill would extend that exemption until January 1, 2031.

**Position**

**Transportation**

**AB 1616 (Petrie-Norris D) Economic relief: California Emergency Relief Fund.**

**Current Text:** Amended: 4/7/2022 [html](#) [pdf](#)

**Introduced:** 1/6/2022

**Last Amend:** 4/7/2022

**Status:** 4/21/2022-Re-referred to Com. on RLS. pursuant to Assembly Rule 96.

**Location:** 4/21/2022-A. RLS.

**Summary:** Current law transferred \$150,000,000 from the General Fund to the California Emergency Relief Fund for purposes relating to the COVID-19 emergency proclaimed by the Governor on March 4, 2020. Existing law authorizes the Controller to make a one-time payment to qualified recipients in a form and manner determined by the Franchise Tax Board. This bill would require the Controller to issue one-time cost-of-living payments of specified amounts to qualified recipients, as defined, from the California Emergency Relief Fund. The bill would transfer, from the General Fund to the California Emergency Relief Fund, the amount necessary for the Controller to issue these one-time payments, and would appropriate that amount from the California Emergency Relief Fund to the Controller for the purpose. The bill would require the Controller to issue the payments by June 15, 2023, to the extent practicable.

**Position**

**AB 1626 (Nguyen R) Motor Vehicle Fuel Tax Law: limitation on adjustment.**

**Current Text:** Introduced: 1/10/2022 [html](#) [pdf](#)

**Introduced:** 1/10/2022

**Status:** 1/11/2022-From printer. May be heard in committee February 10.

**Location:** 1/10/2022-A. PRINT

**Summary:** Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.

**Position**

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

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

**Introduced:** 1/12/2022

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

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

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

**Position**

**AB 1680 (Lee D) Transportation: prohibition orders.**

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

**Introduced:** 1/24/2022

**Last Amend:** 3/24/2022

**Status:** 5/5/2022-Read third time. Passed. Ordered to the Senate. (Ayes 61. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

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

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

**Position**

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

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

**Introduced:** 1/26/2022

**Last Amend:** 3/21/2022

**Status:** 5/5/2022-Read second time. Ordered to third reading.

**Location:** 5/5/2022-A. THIRD READING

**Calendar:** 5/19/2022 #45 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

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

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

**Position**

**AB 1778 (Garcia, Cristina D) State transportation funding: freeway projects: poverty and pollution: Department of Transportation.**

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

**Introduced:** 2/3/2022

**Last Amend:** 3/24/2022

**Status:** 5/11/2022-In committee: Hearing postponed by committee.

**Location:** 4/19/2022-A. APPR.

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

**Position**

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

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

**Introduced:** 2/9/2022

**Last Amend:** 3/21/2022

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

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

**Summary:** Current law prohibits the operation of a motorized bicycle or a class 3 electric bicycle on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail, as specified. Current law authorizes a local authority to additionally prohibit the operation of class 1 and class 2 electric bicycles on these facilities. This bill would remove the prohibition of class 3 electric bicycles on these facilities and would instead authorize a local authority to prohibit the operation of any electric bicycle or any class of electric bicycle on an equestrian trail, or hiking or recreational trail.

**Position**

**AB 1919 (Holden D) Youth Transit Pass Pilot Program: free youth transit passes: eligibility for state funding.**

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

**Introduced:** 2/9/2022

**Last Amend:** 4/6/2022

**Status:** 4/27/2022-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/27/2022-A. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Current law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Current law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. 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, as specified. Current law establishes the State Transit Assistance Program for the purpose of providing a source of state funding to eligible public transportation operators and other transportation agencies in order to support their local and regional transit operating and capital needs. Current law establishes the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Existing law conditions transit funding from certain programs on achieving specified ratios of fare revenues to operating costs. This bill would require local authorities, school districts, and colleges to maintain their funding for free or reduced fare youth transit as provided in the 2018-19 fiscal year.

**Position**

**AB 1938 (Friedman D) Transit and Intercity Rail Recovery Task Force.**

**Current Text:** Amended: 3/7/2022 [html](#) [pdf](#)

**Introduced:** 2/10/2022

**Last Amend:** 3/7/2022

**Status:** 4/27/2022-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/27/2022-A. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Current law provides for the funding of public transit and intercity rail, including under the Transportation Development Act. This bill would require the Secretary of Transportation, on or before July 1, 2023, to establish and convene the Transit and Intercity Rail Recovery Task Force to include representatives from the department and various local agencies, academic institutions, and nongovernmental organizations. 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 and intercity rail ridership and improve transit and intercity rail operations for users of those services.

**Position**

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

**Current Text:** Amended: 3/11/2022 [html](#) [pdf](#)

**Introduced:** 2/10/2022

**Last Amend:** 3/11/2022

**Status:** 5/4/2022-Referred to Com. on TRANS.

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

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

**Position**

**AB 1953 (Maienschein D) Drinking water: accessible water bottle refill stations.**

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

**Introduced:** 2/10/2022

**Last Amend:** 3/29/2022

**Status:** 4/27/2022-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/27/2022-A. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Would require, by January 1, 2025, the owner or operator of a transit hub, local park, public building, publicly owned building, shopping mall, or municipal golf course that has a water infrastructure source to install and maintain at least one, or maintain at least one existing, accessible water bottle refill station, as prescribed and except as specified. The bill would also require those owners and operators that have a water bottle refill station that is not accessible to upgrade, by January 1, 2025, the water bottle refill station to an accessible water bottle refill station.

**Position**

**AB 1975 (Nazarian D) Local government: bus shelters.**

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

**Introduced:** 2/10/2022

**Last Amend:** 4/18/2022

**Status:** 4/28/2022-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 8. Noes 0.) (April 27). Re-referred to Com. on APPR.

**Location:** 4/28/2022-A. APPR.

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

**Summary:** Would require each city, including a charter city, county, or city and county, to submit a report to the appropriate policy committees of the Legislature on or before January 1, 2024, and annually thereafter, that identifies the number of bus shelters within the local agency. By imposing additional duties on local agencies, the bill would impose a state-mandated local program.

**Position**

**AB 1981**

**(Lee D) Jury duty.**

**Current Text:** Amended: 3/16/2022 [html](#) [pdf](#)

**Introduced:** 2/10/2022

**Last Amend:** 3/16/2022

**Status:** 4/27/2022-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/27/2022-A. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

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

**Position**

**AB 2039**

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

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

**Introduced:** 2/14/2022

**Last Amend:** 5/5/2022

**Status:** 5/12/2022-Read third time. Passed. Ordered to the Senate. (Ayes 66. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

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

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

**Position**

**AB 2057**

**(Carrillo D) Transportation Agency: goods movement data.**

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

**Introduced:** 2/14/2022

**Last Amend:** 3/28/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

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

**Position**

**AB 2061**

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

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

**Introduced:** 2/14/2022

**Last Amend:** 4/18/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Current law requires the Public Utilities Commission (PUC), in consultation with the Energy Commission and the State Air Resources Board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to, among other things, reduce dependence on petroleum and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. The PUC is required to approve, or modify and approve, programs and investments in transportation electrification, including those that deploy charging infrastructure, through a reasonable cost recovery mechanism, if certain requirements are met. Beginning July 1, 2023, this bill would require an entity that receives an incentive funded by a state agency or through a charge on ratepayers to install, own, or operate a charging station, in whole or in part, to report charging station uptime, as defined, to the Energy Commission. The bill would require the Energy Commission, in consultation with the PUC, to develop a formula to calculate uptime to provide consistent, standardized reporting of information.

**Position**

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

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

**Introduced:** 2/14/2022

**Status:** 4/6/2022-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/6/2022-A. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

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

**Position**

**AB 2074 (Gipson D) Air Quality Improvement Program: micromobility devices.**

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

**Introduced:** 2/14/2022

**Status:** 4/6/2022-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/6/2022-A. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

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

**Position**

**AB 2097 (Friedman D) Residential and commercial development: remodeling, renovations, and additions: parking requirements.**

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

**Introduced:** 2/14/2022

**Status:** 5/12/2022-Read second time. Ordered to third reading.

**Location:** 5/12/2022-A. THIRD READING

**Calendar:** 5/19/2022 #68 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**Summary:** Would prohibit a public agency from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile of public transit, as

defined. When a project provides parking voluntarily, the bill would authorize a public agency to impose specified requirements on the voluntary parking. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a new multifamily or nonresidential development to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities. The bill would exempt certain commercial parking requirements from these provisions if the requirements of the bill conflict with an existing contractual agreement of the public agency that was executed before January 1, 2023.

**Position**

**AB 2147 (Ting D) Pedestrians.**

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

**Introduced:** 2/15/2022

**Status:** 4/27/2022-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/27/2022-A. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Current law prohibits pedestrians from entering roadways and crosswalks, except under specified circumstances. Under existing law, a violation of these provisions is an infraction. Current law establishes procedures for peace officers to make arrests for violations of the Vehicle Code without a warrant for offenses committed in their presence, as specified. This bill would prohibit a peace officer, as defined, from stopping a pedestrian for specified traffic infractions unless a reasonably careful person would realize there is an immediate danger of collision with a moving vehicle or other device moving exclusively by human power.

**Position**

**AB 2237 (Friedman D) Transportation planning: regional transportation improvement plan: sustainable communities strategies: climate goals.**

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

**Introduced:** 2/16/2022

**Last Amend:** 4/18/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**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. Current law requires the Strategic Growth Council, by January 31, 2022, to submit a report to the relevant policy and fiscal committees of the Legislature that includes, among other things, an overview of those sustainable communities strategies, an assessment of how implementation of those sustainable communities strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs, including the Affordable Housing and Sustainable Communities Program. This bill would require the council, in consultation with the State Air Resources Board, the Department of Housing and Community Development, and the Transportation Agency, to convene a task force to review the roles and responsibilities of metropolitan planning organizations and to define "sustainable community."

**Position**

**AB 2264 (Bloom D) Pedestrian crossing signals.**

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

**Introduced:** 2/16/2022

**Last Amend:** 3/17/2022

**Status:** 4/27/2022-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/27/2022-A. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Current law defines a traffic-actuated signal as an official traffic signal, as specified, that displays one or more of its indications in response to traffic detected by mechanical, visual, electrical, or other means. Upon the first placement or replacement of a traffic-actuated signal, as specified, current law requires the traffic-actuated signal to be installed and maintained to detect bicycle or motorcycle traffic on the roadway. This bill would require a traffic-actuated signal to be installed and maintained to have a leading pedestrian interval, upon the first placement or replacement of a traffic-

actuated signal. The bill would also require an existing traffic-actuated signal capable of being implemented with remote installation or in-person programming to be programmed with a leading pedestrian interval when maintenance work is done on the intersection in which the traffic-actuated signal is located, if the signal is in a residence, business, or business activity district, a safety corridor, or an area with a high concentration of pedestrians and cyclists, as specified.

**Position**

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

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

**Introduced:** 2/16/2022

**Last Amend:** 5/5/2022

**Status:** 5/9/2022-Read second time. Ordered to third reading.

**Location:** 5/9/2022-A. THIRD READING

**Calendar:** 5/19/2022 #52 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

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

**Position**

**AB 2336 (Friedman D) Vehicles: Speed Safety System Pilot Program.**

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

**Introduced:** 2/16/2022

**Last Amend:** 4/21/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Would authorize, until January 1, 2028, the Cities of Los Angeles, Oakland, San Jose, Glendale, and Palm Springs, and the City and County of San Francisco, to establish the Speed Safety System Pilot Program if the system meets specified requirements. The bill would require the participating cities or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized. The bill would require the participating cities or city and county to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. The bill would require the participating cities or city and county to develop uniform guidelines for, among other things, the processing and storage of confidential information.

**Position**

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

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

**Introduced:** 2/17/2022

**Last Amend:** 4/19/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair



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

**Position**

**AB 2432 (Muratsuchi D) Neighborhood electric vehicles: County of Los Angeles: South Bay cities area.**

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

**Introduced:** 2/17/2022

**Last Amend:** 3/31/2022

**Status:** 5/5/2022-Read third time. Passed. Ordered to the Senate. (Ayes 61. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

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

**Summary:** Current law defines "low-speed vehicle" for purposes of the Vehicle Code as a motor vehicle with 4 wheels that is capable of a minimum speed of 20 miles per hour and a maximum speed of 25 miles per hour on a paved level surface and that has a gross vehicle weight rating of less than 3,000 pounds. Current law imposes certain restrictions on the use of low-speed vehicles on public streets and highways, and generally requires an operator of a low-speed vehicle to have a driver's license. A low-speed vehicle is also known as a neighborhood electric vehicle (NEV). A violation of the Vehicle Code is an infraction, unless otherwise specified. This bill would authorize the County of Los Angeles or any city in the South Bay cities area, as defined, to establish a similar NEV transportation plan for a plan area that may include any applicable portion of the county or city located within the jurisdiction of the South Bay Cities Council of Governments, as specified, subject to the same penalties. The bill would require that the transportation plan have received a prior review and the comments of the Southern California Association of Governments and any agency having traffic law enforcement responsibilities in an entity included in the plan area.

**Position**

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

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

**Introduced:** 2/17/2022

**Last Amend:** 3/21/2022

**Status:** 5/11/2022-In committee: Hearing postponed by committee.

**Location:** 3/29/2022-A. APPR.

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

**Summary:** Current law provides for the funding of projects on the state highway system and other transportation improvements, including under the state transportation improvement program, the state highway operation and protection program, the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the program within the Road Maintenance and Rehabilitation Program commonly known as the Local Partnership Program. This bill would require the agencies that administer those programs to revise the guidelines or plans applicable to those programs to ensure that projects included in the applicable program align with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, and specified greenhouse gas emissions reduction standards.

**Position**

**AB 2441 (Kalra D) Public employment: local public transit agencies: new technologies.**

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

**Introduced:** 2/17/2022

**Status:** 5/4/2022-Referred to Com. on L., P.E. & R.

**Location:** 5/4/2022-S. L., P.E. & R.

**Summary:** Current law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matter subject to collective bargaining. This bill would prescribe requirements for public transit employers in connection with the introduction of new technologies for public transit services that introduce new products,

services, or type of operation, as specified, or that eliminate jobs or job functions of the workforce to which they apply. The bill would require a public transit employer to provide notice, as specified, to the applicable exclusive employee representative of its intention to begin any procurement process or a plan to acquire or deploy to new technologies for public transit services, as described above, not less than 12 months before commencing the process, plan, or deployment.

**Position**

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

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

**Introduced:** 2/17/2022

**Last Amend:** 5/5/2022

**Status:** 5/9/2022-Read second time. Ordered to third reading.

**Location:** 5/9/2022-A. THIRD READING

**Calendar:** 5/19/2022 #55 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

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

**Position**

**[AB 2462](#) (Valladares R) Neighborhood electric vehicles: County of Los Angeles: Westside Planned Communities.**

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

**Introduced:** 2/17/2022

**Last Amend:** 3/10/2022

**Status:** 5/5/2022-Read third time. Passed. Ordered to the Senate. (Ayes 61. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

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

**Summary:** Current law imposes certain restrictions on the use of low-speed vehicles on public streets and highways, and generally requires an operator of a low-speed vehicle to have a driver's license. A low-speed vehicle is also known as a neighborhood electric vehicle (NEV). A violation of the Vehicle Code is an infraction, unless otherwise specified. Current law authorizes certain local agencies to establish a NEV transportation plan subject to certain requirements. A person operating a NEV in a plan area in violation of certain provisions is guilty of an infraction punishable by a fine not exceeding \$100. This bill would authorize the County of Los Angeles to establish a similar NEV transportation plan for the Westside Planned Communities in that county, subject to the same penalties. The bill would require a report to the Legislature by August 31, 2028, containing certain information and recommendations related to the NEV transportation plan. The bill would repeal these provisions on January 1, 2040.

**Position**

**[AB 2514](#) (Dahle, Megan R) Transportation: underserved rural communities: study.**

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

**Introduced:** 2/17/2022

**Last Amend:** 4/18/2022

**Status:** 5/11/2022-In committee: Hearing postponed by committee.

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

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, 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. This bill would require the agency, in consultation with the commission and rural counties, to conduct a study that includes a comprehensive evaluation of the current state of transportation in underserved rural communities and a transportation needs assessment of the cost to operate, maintain, and provide for the transportation system in underserved rural communities, as specified.

The bill would require the agency to submit the study to the Legislature on or before January 1, 2024.

**Position**

**AB 2562 (Bennett D) Clean Transportation Program: hydrogen-fueling stations.**

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

**Introduced:** 2/17/2022

**Last Amend:** 3/21/2022

**Status:** 4/27/2022-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/27/2022-A. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

**Summary:** Current law creates the Alternative and Renewable Fuel and Vehicle Technology Fund, to be administered by the State Energy Resources Conservation and Development Commission, and require the moneys in the fund, upon appropriation by the Legislature, to be expended by the commission to implement the program. Current law requires the commission, until January 1, 2024, to allocate \$20,000,000 annually to fund a specified number of publicly available hydrogen-fueling stations identified by the State Air Resources Board, not to exceed 20% of the moneys appropriated by the Legislature from the Alternative and Renewable Fuel and Vehicle Technology Fund, until there are at least 100 publicly available hydrogen-fueling stations in operation in the state. Under current law, these allocations are subject to all of the requirements applicable to allocations from the Clean Transportation Program. This bill would require the commission, if it awards funding to hydrogen-fueling station projects under the program, to provide preference to those projects that are located at a port and are publicly accessible, are co-located at a fueling station for medium- and heavy-duty trucks, or are located along a specified corridor or on the state's portion of the National Highway Freight Network.

**Position**

**AB 2599 (Cervantes D) High-occupancy vehicle lanes: County of Riverside.**

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

**Introduced:** 2/18/2022

**Last Amend:** 3/29/2022

**Status:** 4/27/2022-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/27/2022-A. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

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

**Position**

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

**Current Text:** Amended: 4/7/2022 [html](#) [pdf](#)

**Introduced:** 2/18/2022

**Last Amend:** 4/7/2022

**Status:** 5/5/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (May 5). Re-referred to Com. on APPR.

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

**Calendar:** 5/18/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

**Position**

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

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

**Introduced:** 2/18/2022

**Last Amend:** 3/17/2022

**Status:** 5/11/2022-In committee: Set, first hearing. Referred to suspense file.

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

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE FILE, HOLDEN, Chair

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

**Position**

**AB 2956 (Committee on Transportation) Transportation.**

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

**Introduced:** 2/28/2022

**Last Amend:** 4/18/2022

**Status:** 5/12/2022-Read second time. Ordered to Consent Calendar.

**Location:** 5/11/2022-A. CONSENT CALENDAR

**Calendar:** 5/19/2022 #106 ASSEMBLY CONSENT CALENDAR 2ND DAY-ASSEMBLY BILLS

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

**Position**

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

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

**Introduced:** 12/7/2020

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

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

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

**Position**

Support

**SB 771 (Becker D) Prenatal screening program.**

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

**Introduced:** 2/19/2021

**Last Amend:** 4/28/2022

**Status:** 4/28/2022-Referred to Com. on HEALTH. From committee with author's amendments. Read

second time and amended. Re-referred to Com. on HEALTH.

**Location:** 4/28/2022-A. HEALTH

**Summary:** Current law requires a clinical laboratory performing laboratory tests or examinations classified as moderate or high complexity under the federal Clinical Laboratory Improvement Amendments of 1988 (CLIA) to obtain a clinical laboratory license from the State Department of Public Health. Current law generally exempts specified clinical laboratories from rules and regulations of the department, including clinical laboratories owned and operated by the United States and certified under CLIA. Under current regulations, a certificate of accreditation issued by the United States Department of Health and Human Services is considered a state license or registration issued by the department, as specified. Current law requires a city or county public health laboratory, as specified, to be approved by the department and to comply with the requirements of CLIA. This bill would prohibit the department, by way of rule, regulation, contract, or any other manner, from preventing a laboratory with both a CLIA certificate of accreditation and a current state clinical or public health laboratory license from offering noninvasive prenatal tests to pregnant women who have opted out of the California Prenatal Screening Program or have chosen to have testing done in addition to the genetic tests offered as part of the California Prenatal Screening Program.

**Position**

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

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

**Introduced:** 2/3/2022

**Last Amend:** 5/11/2022

**Status:** 5/16/2022-Read third time. Passed. (Ayes 24. Noes 1.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 5/16/2022-A. DESK

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

**Position**

Support

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

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

**Introduced:** 2/7/2022

**Last Amend:** 5/4/2022

**Status:** 5/16/2022-May 16 hearing: Placed on APPR suspense file.

**Location:** 5/16/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

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

**Position**

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

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

**Introduced:** 2/8/2022

**Status:** 5/9/2022-Read third time. Passed. (Ayes 31. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 5/9/2022-A. DESK

**Summary:** Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Current law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does

not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys, as specified. This bill would authorize a transit agency that uses program moneys to fund a free or reduced fare transit program and that demonstrates compliance with the above-described requirements in its initial program application to continue to use those moneys to maintain that program on an ongoing basis without demonstrating continued compliance with those requirements.

**Position**

Support

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

**Current Text:** Amended: 3/16/2022 [html](#) [pdf](#)

**Introduced:** 2/14/2022

**Last Amend:** 3/16/2022

**Status:** 5/13/2022-Set for hearing May 19.

**Location:** 5/2/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

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

**Position**

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

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

**Introduced:** 2/15/2022

**Status:** 5/13/2022-Set for hearing May 19.

**Location:** 4/4/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

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

**Position**

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

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

**Introduced:** 2/15/2022

**Last Amend:** 4/28/2022

**Status:** 5/16/2022-May 16 hearing: Placed on APPR suspense file.

**Location:** 5/16/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

**Summary:** Would prohibit a city, county, or city and county from imposing any minimum automobile parking requirement on a housing development project that is located within 1/2 mile of public transit, as defined. The bill, notwithstanding the above-described prohibition, would authorize a city, county, or city and county to impose or enforce minimum automobile parking requirements on a housing development project if the local government demonstrates to the developer, within 30 days of the receipt of a completed application, that the development would have a negative impact, supported by a preponderance of the evidence, on the city's, county's, or city and county's ability to meet its share of specified housing needs or existing residential or commercial parking within 1/2 mile of the housing

development. The bill would create an exception from the above-described provision if the development either dedicates a minimum of 20% of the total number of housing units to very low, low-, or moderate-income households, students, the elderly, or persons with disabilities or contains fewer than 20 housing units.

**Position**

Oppose

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

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

**Introduced:** 2/16/2022

**Last Amend:** 4/6/2022

**Status:** 5/13/2022-Set for hearing May 19.

**Location:** 5/2/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

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

**Position**

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

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

**Introduced:** 2/17/2022

**Last Amend:** 5/2/2022

**Status:** 5/13/2022-Set for hearing May 19.

**Location:** 5/2/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

**Summary:** Would require the University of California Institute of Transportation Studies to, on or before June 30, 2023, develop and make available to transit operators, as defined, a survey for the purpose of promoting consistency in the collection of specified survey data. The bill would require transit operators to, on or before June 30, 2025, develop and implement a plan to reduce the street harassment experienced by its riders, as specified, and to consider the safety concerns and needs of riders impacted by street harassment when planning, designing, and operating their systems. The bill would require transit operators to, on or before June 30, 2024, collect survey data for the purpose of informing the plan. The bill would require the plan to be developed in consultation with certain riders, and would require those transit operators to conduct outreach in multiple languages in order to reach limited-English-proficient persons impacted by street harassment, as specified. The bill would authorize these plans to include changes to policies, design, operations, or other aspects of transit systems, as specified.

**Position**

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

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

**Introduced:** 2/17/2022

**Last Amend:** 4/18/2022

**Status:** 5/13/2022-Set for hearing May 19.

**Location:** 5/9/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

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

accountability, including to provide for the appointment of its board of directors by the Anaheim City Council.

**Position**

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

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

**Introduced:** 2/17/2022

**Status:** 5/16/2022-May 16 hearing: Placed on APPR suspense file.

**Location:** 5/16/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

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

**Position**

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

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

**Introduced:** 2/17/2022

**Last Amend:** 4/19/2022

**Status:** 5/10/2022-Read second time. Ordered to third reading.

**Location:** 5/10/2022-S. THIRD READING

**Calendar:** 5/19/2022 #75 SENATE SENATE BILLS -THIRD READING FILE

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

**Position**

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

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

**Introduced:** 2/17/2022

**Last Amend:** 4/28/2022

**Status:** 5/16/2022-May 16 hearing: Placed on APPR suspense file.

**Location:** 5/16/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

**Summary:** Current law establishes or authorizes the establishment of various incentive programs that are administered or funded by the State Air Resources Board to provide financial assistance for the purchase of zero-emission or near-zero-emission vehicles by individuals, including, among others, the Clean Cars 4 All Program. Under current law, the Clean Cars 4 All Program is administered by the state board to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. The state board, in



partnership with the Beneficial State Foundation, also administers the Clean Vehicle Assistance Program, funded by the California Climate Investments cap-and-trade program, to provide grants and affordable financing to help income-qualified state residents purchase or lease a clean vehicle. This bill would, on or before July 1, 2023, require the state board, with respect to the various zero-emission and near-zero-emission vehicle incentive programs administered or funded by the state board, to adopt certain revisions to those programs if the state board finds those revisions to be feasible. The bill would require the state board, if it finds that the adoption of one or more of the revisions is infeasible, to prepare a report, as specified, describing the rationale for the finding, to post the report on its internet website, and to provide a notice of the report to the relevant policy and fiscal committees of the Legislature.

**Position**

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

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

**Introduced:** 2/17/2022

**Last Amend:** 3/29/2022

**Status:** 5/13/2022-Set for hearing May 19.

**Location:** 5/2/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

**Summary:** Would establish the Office of the Zero-Emission Vehicle Equity Advocate in the Governor's office to steer the development of a shared, cross-agency definition of equity, and to set an equity agenda for the deployment of light-, medium-, and heavy-duty zero-emission vehicles, the supporting infrastructure, and workforce development. The bill would require the office to provide guidance to state agencies by developing and adopting an equity action plan, to publish an update of the progress on its activities on its internet website every 2 years, and to notify the relevant policy committees of the Legislature of the information provided in that update. The bill would repeal these provisions on January 1, 2028.

**Position**

**SB 1391 (Kamlager D) greenhouse gases: market-based compliance mechanisms: linkages to the state.**

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

**Introduced:** 2/18/2022

**Last Amend:** 3/17/2022

**Status:** 5/13/2022-Set for hearing May 19.

**Location:** 5/9/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

**Summary:** Current law prohibits a state agency from linking, as defined, a market-based compliance mechanism with any other state, province, or country unless the state agency notifies the Governor. Current law requires the Governor to issue specified findings within 45 days of receiving that notice from a state agency and to provide those findings to the Legislature. This bill would additionally prohibit a state agency from linking a market-based compliance mechanism with any other state, province, or country unless all of the following conditions are met: (1) the state agency has completed one or more formal regulatory processes within the last 3 years to review the state's market-based mechanisms, as provided, (2) the state agency publicly consulted with the Independent Emissions Market Advisory Committee as part of that process, and (3) if the market-based compliance mechanism proposed for linking has issued or is authorized to issue an offset credit that can be used for compliance purposes, then the market-based compliance mechanism includes a provision that automatically reduces the number of emissions allowances it makes available for compliance purposes as provided.

**Position**

**SB 1410 (Caballero D) California Environmental Quality Act: transportation impacts.**

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

**Introduced:** 2/18/2022

**Last Amend:** 5/2/2022

**Status:** 5/16/2022-May 16 hearing: Placed on APPR suspense file.

**Location:** 5/16/2022-S. APPR. SUSPENSE FILE

**Calendar:** 5/19/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE FILE, PORTANTINO, Chair

**Summary:** The California Environmental Quality Act (CEQA) requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public

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

**Position**

Support

**Wildfire**

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

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

**Introduced:** 1/15/2021

**Last Amend:** 6/2/2021

**Status:** 6/21/2021-In committee: Set, first hearing. Hearing canceled at the request of author. (Set for hearing on 06/01/2022)

**Location:** 5/13/2022-S. N.R. & W.

**Calendar:** 6/1/2022 9 a.m. - 1021 O Street, Room 2200 SENATE NATURAL RESOURCES AND WATER, STERN, Chair

**Summary:** Current law, until January 1, 2023, exempts from the requirements of CEQA prescribed fire, thinning, or fuel reduction projects undertaken on federal lands to reduce the risk of high-severity wildfire that have been reviewed under the federal National Environmental Policy Act of 1969, as provided. Current law requires the Department of Forestry and Fire Protection, beginning December 31, 2019, and annually thereafter until January 1, 2023, to report to the relevant policy committees of the Legislature the number of times the exemption was used. This bill would extend the exemption from CEQA and the requirement on the department to report to the relevant policy committees of the Legislature to January 1, 2026.

**Position**

**Total Measures: 185**

**Total Tracking Forms: 185**



AGENDA ITEM 4  
REPORT

Southern California Association of Governments  
Remote Participation Only  
May 24, 2022

To: Legislative/Communications and Membership Committee (LCMC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Kevin Gilhooley, Legislation Manager  
(213) 236-1878, Gilhooley@scag.ca.gov

Subject: LCMC Welcome and Orientation

**RECOMMENDED ACTION:**

Information Only - No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*As the 2022-2023 term for the Legislative/Communications and Membership Committee (LCMC) begins, staff has prepared a report that outlines the Committee's responsibilities and includes the 2022 State and Federal Legislative Platform, SCAG bill position tracker, and 2022-23 LCMC Calendar of Meetings.*

**BACKGROUND:**

The LCMC is responsible for developing recommendations to the Regional Council regarding legislative matters, providing policy direction for the agency's marketing and communications, reviewing sponsorship and membership opportunities whose cost exceeds \$5,000, and promoting membership in the agency.

A majority of the LCMC's efforts are devoted to reviewing legislative bills and major policy efforts in Sacramento and Washington, D.C. On an annual basis, the LCMC recommends, and the Regional Council (RC) adopts a State and Federal Legislative Platform. The legislative platform expresses policy statements that staff then uses to evaluate various legislative proposals with recommendations for official positions. This document is reviewed by the LCMC on an annual basis, typically in the fall, followed by consideration by the full RC in the winter. The 2022 State and Federal Legislative Platform was recommended by the LCMC on January 18, 2022 and adopted by the Regional Council on February 3, 2022.



To date, the LCMC has recommended, and the RC has approved, 30 positions on legislative measures for the two-year legislative session that began in 2021. SCAG's legislative bill position tracker is also attached to this report for the Committee's review.

The LCMC also has jurisdiction over SCAG's Public Participation Plan, Policy for Consultation with Federally Recognized Indian Tribal Governments and Federal Land Management Agencies, and regularly considers memberships in outside organizations and sponsorships for activities that relate to SCAG's core planning activities.

The Committee generally meets on the third Tuesday of the month. The schedule can be viewed in the attached 2022-23 Calendar of Meetings. The current term for Members of the LCMC is through the May 4, 2023 General Assembly.

#### Legislative Calendar

On January 3, 2022, the California Legislature reconvened for the second session of its two-year cycle. Governor Gavin Newsom submitted his proposed Fiscal Year 2022-2023 State Budget on January 10, 2022. Since then, state lawmakers have held hearings on various components of his plan and have proposed their own budget blueprints. Governor Newsom released his revised budget proposal on May 13, 2022. Budget negotiations have kicked into high gear as the Legislature must approve a budget by June 15, 2022. The new fiscal year begins July 1, 2022.

As for the legislative process, all measures that did not advance in the last session (referred to as two-year bills) had to clear any remaining committees and pass the house of origin by January 31, 2022 or they could no longer move forward. February 18, 2022 marked the last day that new legislation could be introduced. These bills must pass their house of origin by May 27, 2022. The Legislature will then adjourn for the Summer Recess on July 1, 2022. They will reconvene on August 1, 2022 where lawmakers will face a legislative deluge and must finish their work by August 31, 2022. The Governor will then have until September 30, 2022 to sign or veto bills.

In Washington D.C., the Senate gavelled into session on January 3, 2022, while the House of Representatives returned on January 10, 2022. Congress has been in session for the first half of the year. The House will begin the summer recess on August 1, 2022 and one week later the Senate will recess. The House and Senate will reconvene around September 13, 2022. Because it is an election year, Congress will break again for most of October 2022 into mid-November 2022. The winter break will likely take place the last two weeks of December 2022.

#### **FISCAL IMPACT:**

Work associated with the 2022-23 LCMC New Member Orientation report is contained in the Indirect Cost budget, Legislation 810-0120.10.



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**ATTACHMENT(S):**

1. 05a - LCMC - 05242022 - 2022 SCAG Legislative Platform
2. 05b - LCMC - 05242022 - 2022 SCAG Bill Position Tracker
3. 05c - LCMC - 05242022 - 2022-23 LCMC Calendar of Meetings



## ABOUT SCAG

Founded in 1965, the Southern California Association of Governments (SCAG) is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments.

The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. The agency develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality management plans. In 1992, SCAG expanded its governing body, the Executive Committee, to a 70-member Regional Council to help accommodate new responsibilities mandated by the federal and state governments, as well as to provide more broad-based representation of Southern California's cities and counties. With its expanded membership structure, SCAG created regional districts to provide for more diverse representation. The districts were formed with the intent to serve equal populations and communities of interest. Currently, the Regional Council consists of 86 members.

In addition to the six counties and 191 cities that make up SCAG's region, there are six County Transportation Commissions that hold the primary responsibility for programming and implementing transportation projects, programs and services in their respective counties. Additionally, SCAG Bylaws provide for representation of Native American tribes, Air Quality Districts, and the Transportation Corridor Agencies on the Regional Council and Policy Committees.

## SCAG'S LEGISLATIVE PROGRAM

SCAG maintains a State and Federal Legislative Program, which consists of the Regional Council's positions on policies and legislative initiatives related to SCAG's core planning and policy areas—transportation, air quality, freight/goods movement, housing, environmental impact, sustainability, and economic recovery and job creation—that need the leadership and support of the California State Legislature and Congress to resolve challenges facing the SCAG region.

SCAG's legislative efforts are the product of a committee process whereby the agency's Legislative/Communications & Membership Committee, comprised of elected officials from throughout the region, identifies and recommends specific legislative action for consideration by the Regional Council with respect to state and federal legislation affecting the SCAG region.

The following state and federal legislative principles for 2021 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

## STATE

### Active Transportation

1. Support increased funding to the state's Active Transportation Program (ATP) to provide the resources necessary for First/Last Mile Improvements; separated, on-street bike facilities to increase safety; multi-use trails; Safe Routes to School Programs; cool streets and urban forestry initiatives to reduce extreme heat impacts; and other strategies to increase safe walking and biking.
2. Support legislation that protects the safety of active transportation users and ensure any legislation related to new mobility devices (scooters, etc.) and automated vehicles adequately addresses the needs of these modes.

### Affordable Housing & Housing Production

3. Advocate for a major expansion and investment in the Infill Infrastructure Grant Program, which provides funding for infrastructure improvements that support infill housing development and prioritizes projects near access to transit, in proximity to the essentials of life, and implements sustainable land-use strategies that achieve our greenhouse gas reduction goals.
4. Support the establishment of new incentives that serve as a motivating force for local communities to approve new housing development in the face of opposition.
5. Support the restoration and expansion of tax increment tools to build affordable housing stock, improve public transit, adapt to a changing climate, and reduce climate-warming carbon emissions. Incentivize collaboration among potentially impacted jurisdictions by sharing the net proceeds from future tax increment financing districts and emphasize tax increment as a public financing tool that does not increase taxes to residents.
6. While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery for residential projects, especially those located in a transit-rich area, jobs-rich area, or urban infill site.
7. Advocate for the consistency within state law the sometimes-competing demands contained within SB 375 and the Regional Housing Needs Assessment (RHNA).
8. Advocate for stronger coordination with HCD to support the efforts of jurisdictions to realize shared housing production goals by providing greater flexibility for local jurisdictions conducting housing element updates and for jurisdictions that have completed their housing elements and oppose punitive measures that detract from meeting state and regional housing goals, such as restricting grant funding.
9. In the spirit of collaboration and equity, advocate for the reinstatement of the practice that allows cities and counties to share or trade RHNA allocations as a tool that equips local jurisdictions to facilitate not only effective planning for housing, but its actual development.
10. Advocate for funding programs and guidelines that support regional equity to accommodate the SCAG region's 6th Cycle RHNA allocation of 1.3 million units, as provided by HCD, a number that is nearly three times larger than the determination provided under the 5th cycle and support regional equity goals for the programming of competitive housing programs.
11. As the population of unhoused individuals and families continues to grow in our region, and eviction and homelessness may be exacerbated by the ongoing COVID-19 pandemic, support pandemic rental assistance programs to assist renters and landlords by providing financial assistance for rent and utilities to prevent housing instability, potential eviction, and financial hardship due to the public health emergency.
12. While providing local jurisdictions with additional tools and funding, preserve local authority to address housing production, affordability, and homelessness challenges.
13. Support efforts to expand access to homeownership, particularly for first-time homebuyers and communities of color.

14. Support programs and legislation that expand the capacity to preserve both naturally occurring affordable housing as well as affordable housing with expiring covenants.

#### Broadband Access

15. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions such as schools, health clinics, public housing, and other community support organizations, to bridge the digital divide exacerbated by the COVID-19 pandemic.
16. Support collaboration between the federal, state, regional, and local levels of government, including MPOs and regional broadband consortia, to expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.
17. Support funding for technical studies that would establish baseline conditions in unserved and underserved communities and develop strategies to accelerate broadband deployment in said communities.

#### Building Resilience

18. Advocate that communities affected by natural disasters receive the resources they need to rebuild.
19. Support programs that provide the resources, including staff capacity, necessary for communities to prepare for the consequences of a changing climate and resulting natural disasters.
20. In collaboration with other metropolitan planning organizations and stakeholders, explore potential updates to SB 375 (Steinberg, 2008) with the goal of focusing on ambitious yet achievable actions that will reduce greenhouse gas emissions in partnership with the State.
21. Support the expansion of General Fund and Greenhouse Gas Reduction Fund-funded forest health and fire prevention activities, which are primarily focused on conifer tree forests, to include chaparral landscapes. Advocate for ongoing land management and the stewardship of lands that contain essential chaparral and associated habitats to be context-sensitive, focus on biodiversity maintenance, and restore native vegetation.
22. Support preservation of net-GHG reducing agriculture with a focus on economic development, local food production, and supply.
23. Promote the integrated planning for land use with water supply and quality.

#### Cap & Trade

24. Support transparency, sufficient allocation, and equitable distribution to the SCAG region of Greenhouse Gas Reduction Fund (GGRF) resources commensurate with the region's responsibility and opportunity in meeting the state's overall GHG reduction goals.
25. Support program guidelines and scoring criteria that recognize and are sensitive to California's urban and suburban built environment.
26. Support expanded investment in the state's Commercial Organics Recycling Program that diverts organic material from landfills and support increased funding for local governments implementing the program.
27. Support the increased percentage of the continuous appropriations for the GGRF-funded Transit & Intercity Rail Capital Program and Low Carbon Transit Operations Program to promote transit expansion, ridership, and carbon reduction.

#### Congestion Reduction

28. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.
29. Support legislation that would develop new strategies for reducing congestion caused by school trips, such as expanding access to free or reduced student transit passes, supporting school bussing programs, and funding ongoing Safe Routes to Schools programs.



30. Support local pilot programs and funding mechanisms that employ innovative transportation strategies that reduce congestion and improve mobility, such as congestion or cordon pricing systems, while promoting equity measures.

#### Economic Development

31. Support the State in the rollout of the Community Economic Resiliency Fund (CERF) program such that the SCAG region's population is reflected equitably in the allocation of grant funds.
32. Support identification of ongoing funding sources for economic and workforce development centered on inclusive growth, support for small businesses, family-supporting jobs, access to capital, and entrepreneurship.

#### Expanding Opportunity

33. Support the establishment of a new California State University (CSU) campus in the City of Palm Desert (Coachella Valley) to increase educational and economic opportunities in the SCAG region.
34. Support the consistency within state law of the federal Opportunity Zones program in which private investments in economically distressed communities may, under certain conditions, be eligible for capital gains tax incentives.

#### Freight & Goods Movement

35. Support increased funding to the Trade Corridors Enhancement Program (TCEP), building upon the success of the Trade Corridors Improvement Fund (TCIF), to provide the resources necessary for critical infrastructure enhancements along the State's high-volume freight corridors.
36. Support funding to preserve and maintain transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.
37. Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).
38. Support funding strategies that strengthen the federal commitment to the nation's goods movement system, recognizing both the pivotal role that the SCAG region plays in domestic and international trade and consequently the disproportionate impacts carried by Southern California.

#### Government Efficiency

39. Update the Ralph M. Brown Act to give public agencies the flexibility to omit a lengthy and time-consuming "Roll Call" process during a public vote while maintaining the existing practice of recording and publishing the individual members' votes and making those votes available for public review.
40. Support legislative efforts to modernize the Ralph M. Brown Act to increase public participation, keep up with emerging technology, and allow local government agencies flexibility in conducting official meetings via teleconference and other electronic means.

#### Project Streamlining

41. While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery, especially for transportation, transit-oriented, infill, and/or housing projects.
42. Support measures that require transparency in CEQA litigation and eliminate duplicative CEQA lawsuits.
43. Provide judicial streamlining and an accelerated schedule for judicial review for projects challenged under CEQA when those projects have a clear public benefit, such as transportation, transit-oriented, infill, and/or housing projects.
44. Support efforts to reform the implementation of SB 743's Vehicle Miles Traveled (VMT) provisions, such as more comprehensive CEQA guidance concerning "additionality," unintended consequences for

housing development, and regional solutions, and project-specific design considerations for the State's unique and diverse landscapes.

#### Public Health

45. Support legislative efforts that further a "Health in All Policies" approach to facilitate equitable health outcomes related to SCAG's core public health focus areas: accessibility (to healthy food, parks and open space, and other services), affordable housing, air quality, climate resiliency, economic well-being, health equity, physical activity, and safety.
46. Support statewide and county efforts to collect public health-related data that is stratified by race and ethnicity to allow for improved health equity analyses.
47. Recognizing that climate change, public health, and racial justice are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.
48. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies to reduce extreme heat and emissions exposure, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized transportation options.

#### Racial Justice

49. Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, and practices and affirmatively advance equity and social justice as it relates to planning decisions in the region.

#### Technology & Data

50. Support the incorporation of new technologies and innovations into national and state transportation systems, such as advancements in alternatively powered zero/near-zero emission vehicles, autonomous vehicles, aviation, maritime, commerce, and small electric mobility devices that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.
51. Secure funding to support the coordination among state agencies, MPOs, and other government entities to collect and share data, which reflects emerging technologies, mobility choices, land use collaboration, and regional conservation opportunities.
52. Encourage the California Public Utilities Commission and support legislation related to Transportation Network Companies (TNCs), motorized scooters, and bike-share systems that ensure new regulations adequately protect users of all modes and supports the ability of local jurisdictions to secure access to public interest data, including ridership data, for local and regional planning purposes.
53. As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-cycle approach. For electric vehicles, in particular, support policies that ensure that proper battery reuse, recycling, and disposal are in place.
54. Building upon SCAG's work to accelerate electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle income neighborhoods.

#### Transportation Development Act

55. Support the development of greater efficiencies within the Transportation Development Act while streamlining and updating performance metrics relating to farebox recovery.

56. Support existing statutory authorization allowing SCAG to receive up to three-quarters of one percent of TDA revenues from SCAG-region county transportation commissions for transportation planning and programming responsibilities.

#### Transportation Funding

57. Protect all existing and new transportation funding sources from borrowing, use for any purpose other than transportation, or new conditions on the distributions of funds that reprioritize transportation projects.
58. Support a transition to a mileage-based user fee funding mechanism as a replacement to state gas taxes to provide sustainable funding to meet our state's transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source.
59. Support regional equity considerations for any funding source to ensure Southern California receives its fair share of funding based upon population, burden, and other quantifiable measures corresponding with the funding source.
60. Support increased funding for transportation projects based on applied regional performance metrics.
61. Support new funding for transportation agencies to offset the cost of implementing climate change initiatives, such as the Innovative Clean Transit regulation and the purchase of zero-emission vehicles and infrastructure.
62. Support legislation that would decrease the voter approval threshold—from the current requirement of 67% to 55%—for the creation, extension, or increase of local transportation tax measures like the authority given to school districts.

#### Transportation Safety

63. Support legislation and updated statewide policies that implement the recommendations of the state's Zero Traffic Fatalities Task Force, which would provide jurisdictions with greater local control to combat rising traffic-related fatalities and serious injuries, especially for the most vulnerable roadway users.
64. Work with the state and local partners to identify new tools and funding mechanisms to strengthen safety outcomes and achieve the region's safety targets, especially for those communities most impacted by high concentrations of serious and fatal crashes.
65. Work with state and local partners to develop resources that would support local jurisdictions' efforts to implement a "Safe System" approach on their local streets and roadways.

### **FEDERAL**

#### Affordable Housing, Homelessness, & Local Government

1. Support direct and flexible emergency funding for local governments of all sizes to respond to the Coronavirus Disease 2019 (COVID-19) or backfill tax revenue lost due to the global pandemic.
2. As the population of unhoused individuals and families continues to grow in our region, support new federal grant programs to assist cities, counties, and regional collaborations address homelessness challenges through supportive housing models and planning grants.
3. Support increased funding for critical federal programs that local governments depend on, including the Community Development Block Grants (CDBG), Affordable Housing Tax Credit (AFTC), and the HOME Investment Partnerships Program (HOME), as well as the creation of new tools to confront the housing affordability crisis and expand economic opportunity for residents in Southern California.

#### Aviation

4. Advocate for and seek out funding opportunities from the Federal Aviation Administration, which can help SCAG conduct airport passenger studies, planning activities, and forecasting models.

5. Support legislation that raises and indexes the cap on the passenger facility charge (PFC), giving local airports the option to adjust their user fees to make needed infrastructure improvements to airport facilities and for projects that promote access to the airport.
6. Oppose efforts to divert September 11 Security Fees for uses unrelated to the nation's aviation transportation system.

#### Broadband Access

7. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions such as schools, health clinics, public housing, and other community support organizations, to bridge the digital divide exacerbated by the COVID-19 pandemic.
8. Support collaboration between the federal, state, regional, and local levels of government, including MPOs and regional broadband consortia, to expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.
9. Support funding for technical studies that would establish baseline conditions in unserved and underserved communities and develop strategies to accelerate broadband deployment in said communities.

#### Environment & Air Quality

10. Support grant and formula programs for climate resiliency, EV charging and fueling infrastructure, and greenhouse gas emissions reduction.
11. As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-cycle approach. For electric vehicles, in particular, support policies that ensure that proper battery reuse, recycling, and disposal are in place.
12. Building upon SCAG's work to accelerate electrification of the vehicle fleet, support efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle income neighborhoods.

#### Freight & Goods Movement

13. Support increased funding that maintains and expands transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.
14. Support increased transparency measures for competitive grant awards.
15. Support increased federal freight funding through the establishment of a dedicated freight trust fund so that revenues can be distributed to states and regions that are most impacted by goods movement.
16. Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).
17. Support funding strategies that strengthen the federal commitment to the nation's goods movement system, recognizing both the pivotal role that the SCAG region plays in domestic and international trade and consequently the disproportionate impacts carried by Southern California.

#### Project Streamlining

18. Support measures that expedite and streamline both project development and delivery.

#### Public Health

19. Support legislative efforts that further a "Health in All Policies" approach to facilitate equitable health outcomes related to SCAG's core public health focus areas: accessibility (to healthy food, parks and open

space, and other services), affordable housing, air quality, climate resiliency, economic well-being, health equity, physical activity, and safety.

20. Recognizing that climate change, public health, and racial justice are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.
21. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies to reduce extreme heat and emissions exposure, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized transportation options.

#### Public-Private Partnerships

22. Support further development and implementation of Public-Private Partnerships (P3s) that are transparent, accountable, and marry the policy goals of the public sector with the financial expertise of the private sector to improve project development and delivery throughout the region, including support of improved P3 design-bid-build and design-build procurement processes.
23. Support private activity bonds, debt instruments that raise capital for revenue-generating highway and freight transfer projects, and restore tax exemption for advance refunding bonds, debt instruments that allow an issuer to pay off another outstanding bond in order to enable savings to be reinvested in additional infrastructure upgrades at airports, seaports, qualified highway or surface freight transfer facilities, affordable housing, and other projects with a clear public benefit.
24. Support efforts to protect the tax exemption of municipal bonds.

#### Public Transit & Mobility

25. Support efforts that expand public transit projects and services, both bus and rail, in the region to reduce congestion and enhance sustainability.
26. Support federal grant or pilot programs for comprehensive planning that encourages Transit-Oriented Development (TOD) opportunities to connect housing, jobs, and mixed-use development with transportation options and broaden eligibility guidelines to include MPOs.
27. Oppose efforts that undermine the authority of states and local governments to enact their own regulations related to autonomous vehicles (AVs).

#### Racial Justice

28. Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, and practices as it relates to planning decisions in the region.

#### Surface Transportation Policy & Funding

29. Support increased federal funding to provide stable investments into the national infrastructure and transportation system.
30. Expand eligibility for any planning grant programs to include MPOs as eligible recipients.
31. Support incentive funding to reward self-help jurisdictions. This model recognizes that self-help jurisdictions take risks and make significant local investments while leveraging federal dollars to deliver transportation improvements.
32. Support efforts to increase planning funds that help state and regional governments address impacts associated with climate change, with the goal of making our infrastructure more resilient.
33. Support a transition to a mileage-based user fee funding mechanism as a replacement to federal gas taxes to provide sustainable funding to meet our nation's transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source. Before a transition period, support adjustments to the federal gasoline taxes to maintain purchasing power.

34. Support sustainable solutions that restore the long-term solvency of the Highway Trust Fund, including expanding tolling options on the interstate highway system and providing support for states willing to research and/or pilot innovative revenue programs.
35. Support innovative financing tools and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.
36. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.
37. Support increased investment in the Transportation Alternatives Program (TAP), which is a key funding source for the state's Active Transportation Program (ATP) program.



Bill Number	Position/RC Action	Topic	Summary	Status
<b>2022 LEGISLATIVE SESSION BILLS</b>				
<b>AB 916 (Salas)</b>	Oppose 5/5/22	ADU: Bedroom Addition	This bill would prohibit city and counties from requiring a hearing as a condition for adding space for additional bedrooms within an existing house, condo, apartment, or dwelling. In addition, this bill increases the potential building height of an ADU a local government must approve ministerially from 16 feet to 18 feet.	Passed in the Assembly 61-0. Referred to Senate Housing and Governance & Finance Committees pending hearing.
<b>AB 1695 (Santiago)</b>	Support 5/5/22	Affordable Housing Loan and Grant Programs: Adaptive Reuse	This bill would allow "adaptive reuse" to be an eligible activity for any HCD-administered affordable housing loan or grant program. The bill defines adaptive reuse to mean the repurposing and rehabilitation of an existing building for use as permanent or long-term residences.	Passed in Asm. Housing and Comm. Development Committee 7-1. Re-referred to Approps to be heard 5/18/22.
<b>AB 1910 (Garcia, Cristina)</b>	Support 5/5/22	Publicly Owned Golf Courses Conversion: Affordable Housing	This bill would create an optional, incentive program administered by the Department of Housing and Community Development (HCD) to award grant funding to cities or counties that rezone publicly owned golf courses for affordable housing and open space to be funded through an appropriation by the legislature.	Passed Asm. Local Gov 5-2 and re-referred to Asm. Approps to be heard 5/19/22.
<b>AB 1944 (Lee and C. Garcia)</b>	Support 4/7/22	Brown Act Reform	This bill would allow local jurisdictions to allow their members to teleconference into a meeting without having to reveal the address of a private location in the notice and agenda or make the private location accessible to the public. The bill would also require a video stream accessible to the public when a member teleconferences into a meeting. It would also require teleconference options for public comment.	Passed Asm. Local Gov. Committee 5-2 pending Assembly floor vote.

Attachment: 05b - LCMC - 05242022 - 2022 SCAG Bill Position Tracker (LCMC Welcome and Overview)

Bill Number	Position/RC Action	Topic	Summary	Status
<b>AB 1976 (Santiago)</b>	Oppose 5/5/2022	Housing Element Compliance: very low- and lower-income households	This bill would allow HCD to rezone in a jurisdiction to accommodate 100% of the allocated need for very low- and lower-income housing in the SCAG region that has failed to complete rezoning by the required deadline or face \$10,000 per day fines.	Referred to the Asm. Housing and Comm. Development & Local Government Committees. Pending hearing.
<b>AB 2053 (Lee)</b>	Oppose 5/5/2022	The Social Housing Act	This bill would create the California Housing Authority, as an independent state body, the mission of which would be to produce and acquire publicly owned, social housing developments for the purpose of eliminating the gap between housing production and regional housing needs assessment targets.	Passed in Asm. Housing and Comm. Development Committee 6-2 and re-referred to Approps to be heard 5/19/22.
<b>AB 2218 (Quirk-Silva)</b>	Support 5/5/2022	CEQA Standing: Proposed Infill Housing Projects	This bill would limit legal standing for CEQA challenges to projects involving the development of housing at an infill site to persons who reside within 20 miles of the proposed project.	Referred to the Asm. Privacy and Consumer Protection & Business and Professions Committees. Re-referred and pending hearing in Asm. Rules Committee.
<b>AB 2295 (Bloom)</b>	Oppose 5/5/2022	Local Educational Agencies: Housing Development Projects	This bill would require that certain housing developments on land owned by a local educational agency be an authorized use if the housing development complies with certain conditions, such as affordability deed restrictions, at least 20% of the units be occupied by teachers and employees of a local educational agency at rents not to exceed 120% of the area median income, and that 100% of the units be rented by teachers and employees of the local educational agency.	Passed in Asm. Housing and Comm. Development 6-1 & Local Government 6-1 & Asm. Approps 12-4. Pending Assembly floor vote.





Bill Number	Position/RC Action	Topic	Summary	Status
<b>AB 2339 (Bloom)</b>	Oppose 5/5/2022	Housing Element Emergency Shelters: RHNA	This bill would allow for emergency homeless shelters to be sited and zoned in residential or mixed-use areas without conditional use permits.	Passed in Asm. Housing and Comm. Development 5-1 & Local Government 5-0. Re-referred to Asm. Approps to be heard 5/18/22.
<b>AB 2449 (Rubio)</b>	Support 4/7/22	Brown Act Reform	This bill would allow local agencies to use teleconferencing if a quorum of members participate in person from one location open to the public and within the local agency's jurisdiction. This bill would remove the requirements to identify the teleconference location, make each teleconference location accessible to the public, allow members of the public to address the legislative body at each teleconference location, or post an agenda at each teleconference location.	Passed Asm. Local Gov Committee 7-1 pending Asm. Floor vote.
<b>SB 490 (Caballero)</b>	Support 5/5/2022	Housing Acquisition and Rehabilitation: Technical Assistance	This bill would establish a technical assistance program at HCD to assist local and regional governmental agencies, non-profits, public housing authorities, and other entities to access "acquisition-rehabilitation projects."	Passed in the Senate 36-0. Referred to Asm. Housing and Comm. Development Committee pending hearing.
<b>SB 922 (Wiener)</b>	Support 03/10/22	CEQA Exemptions for Transportation Projects	Exempts pedestrian and bicycle facilities, customer information and wayfinding, transportation prioritization, conversion of highway/shoulder lanes, zero emission vehicle charging or refueling infrastructure projects and projects that reduce or eliminate parking minimums or implement TDM requirements from the requirements of CEQA permanently.	Passed Senate Enviro Quality Committee 5-0 pending Senate floor vote.

Bill Number	Position/RC Action	Topic	Summary	Status
<b>SB 930 (Wiener)</b>	Oppose 5/5/2022	Housing Accountability Act	This bill would allow HCD to implement the Housing Accountability Act without having to comply with the Administrative Procedure Act requirements. The Housing Accountability Act, among other things, limits the discretion a city or county has in considering approval of a residential development application.	Passed Senate Floor 31-0. Pending Assembly Committee assignments.
<b>SB 942 (Newman)</b>	Support 4/7/22	LCTOP Reform: Free or Reduced Fare Transit Program	This bill would provide public transit agencies with the flexibility to use Low Carbon Transit Operations Program (LCTOP) funds for free or reduced fare transit programs on an ongoing basis.	Passed Senate floor 31-0 pending Assembly Committee assignments.
<b>SB 1067 (Portantino)</b>	Oppose 5/5/2022	Housing Development Projects: Automobile Parking Requirements	This bill would prohibit a jurisdiction from imposing any minimum automobile parking requirements on a housing development project that is located within ½-mile of public transit and that either (1) dedicates 25% of the total units to very low, low-, and moderate-income households, students, the elderly, or persons with disabilities or (2) the developer demonstrates that the development would not have a negative impact on the city's or county's ability to meet specified housing needs and would not have a negative impact on existing residential or commercial parking within ½-mile of the project.	Passed Senate Gov. and Finance 4-0, Sen. Housing 6-2, and re-referred to Sen Approps to be heard 5/16/22.
<b>SB 1410 (Caballero)</b>	Support 5/5/2022	CEQA: Transportation Impacts	This bill would limit the VMT regulations to Transit Priority Areas only. In areas outside of urban infill areas, Levels of Service would be retained to assess transportation impacts for projects subject to CEQA review.	Passed in Sen. Enviro Quality Committee 7-0 and re-referred to Sen. Approps to be heard 5/16/22.



Bill Number	Position/RC Action	Topic	Summary	Status
<b>2021 LEGISLATIVE SESSION BILLS</b>				
<b>ACA 1 (Aguiar-Curry)</b>	Support 03/04/21	Local Revenue Measure Voter Thresholds	Would lower the voter threshold from two-thirds to 55 percent to approve local bonds and special taxes by a city, county, or special district to fund public infrastructure, affordable housing, or permanent supportive housing.	Referred to Asm. Local Government and Appropriations Committees. Pending hearing.
<b>AB 14 (Aguiar-Curry)</b>	Support 03/04/21	Calif. Advanced Services Fund (CASF) Reform	Would extend and reform the existing CASF surcharge to help close the digital divide. This bill would continue to fund CASF beyond 2022, expand eligibility and usability of CASF funding to "anchor institutions" (which includes local governments), streamline permitting, expand the definition of "unserved," and create Bond Financing and Securitization Accounts.	Signed into law by Governor Newsom on 10/09/2021.
<b>AB 43 (Friedman)</b>	Support 03/04/21	Traffic safety	Would provide greater flexibility to local governments when calculating speed limits along a section of a roadway if there is found to be an increase in traffic-related crashes.	Signed into law by Governor Newsom on 10/09/2021.
<b>AB 215 (Chiu)</b>	Oppose 09/02/21	Housing Element Violations	AB 215 would add new public participation process requirements and revision criteria for updating a city or county's housing element. Second, allows HCD to sue cities and counties relating to housing element non-compliance, even if the state Attorney General has declined to bring forward a legal action.	Signed into law by Governor Newsom on 09/28/2021.

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Bill Number	Position/RC Action	Topic	Summary	Status
<b>AB 687 (Seyarto)</b>	Support 04/01/21	Riverside County Housing Finance Trust	Would authorize Western Riverside Council of Governments (WRCOG) jurisdictions to establish the Riverside County Housing Finance Trust to provide funding for affordable housing for low-income populations and individuals experiencing homelessness.	Signed into law by Governor Newsom on 07/23/2021.
<b>SCA 2 (Allen &amp; Wiener)</b>	Support 05/06/21	Public Housing Project Voter Thresholds	Would place a measure on the statewide ballot asking voters if they want to strike Article 34 from the California Constitution. If voters approve the proposition and Article 34 is repealed, cities and counties could more easily pursue public affordable housing projects without first getting approval from a majority of voters within their jurisdiction.	Passed Assembly Housing and Comm Development Committee 8-0 and re-referred to Asm. Approps pending hearing.
<b>SB 4 (Gonzalez)</b>	Support 03/04/21	CASF Reform	Would reform the existing CASF surcharge to help close the digital divide. This bill would continue to fund CASF beyond 2022, expand eligibility and usability of CASF funding, streamline permitting, expand the definition of "unserved," and create Bond Financing and Securitization Accounts.	Signed into law by Governor Newsom on 10/09/2021.
<b>SB 7 (Atkins)</b>	Support 03/04/21	Environmental Leadership Act of 2021	Would extend and expand the California Environmental Quality Act (CEQA) streamlining process created for environmental leadership development projects (ELDP) under AB 900 (Chapter 354, Statutes of 2011). Would expand ELDP eligibility to include certain smaller housing projects.	Signed into law by Governor Newsom on 5/20/21.

Attachment: 05b - LCMC - 05242022 - 2022 SCAG Bill Position Tracker (LCMC Welcome and Overview)



Bill Number	Position/RC Action	Topic	Summary	Status
<b>SB 9 (Atkins)</b>	Oppose Unless Amended 05/06/21 Oppose 09/02/21	Duplexes	Would (1) require the ministerial approval of a housing development of no more than two units in a single-family zone (duplex) and would (2) require the ministerial approval of the subdivision (lot split) of a single parcel, already zoned for residential use, into two parcels.	Signed into law by Governor Newsom on 9/16/21.
<b>SB 10 (Wiener)</b>	Support if Amended 05/06/21	Housing Development Density	Would allow a city or county to pass an ordinance to zone any parcel for up to 10 residential units if the parcel is in a transit-rich area or an urban infill site.	Signed into law by Governor Newsom on 9/16/21.
<b>SB 15 (Portantino)</b>	Support 04/01/21	Incentives to Rezone Idle Retail for Affordable Housing	Would create a new grant program that would award grant funding to local jurisdictions that rezone idle retail sites to allow for the development of affordable housing.	Passed Senate 38-0 on 6/01/21. Pending referral to Assembly Committees.
<b>SB 261 (Allen)</b>	Oppose unless Amended 04/01/21	SCS Reform	Extends SB 375 regional GHG reduction targets, adds regional VMT reduction targets, introduces new opportunities for CARB to double-check an MPO's SCS, adds new reporting requirements for cities/counties to the MPO.	Died in Senate Transportation on 02/01/22.
<b>SB 266 (Newman)</b>	Support 04/01/21	Chino Hills State Park Expansion	Would direct the California Department of Parks and Recreation (DPR) to assist Chino Hills State Park in acquiring and managing three land parcels surrounding the park.	Signed into law by Governor Newsom on 10/09/2021.
<b>SB 623 (Newman)</b>	Support 04/01/21	Electronic Toll and Transit Fare Collection Systems	Would do several things, but most importantly, it clarifies that toll operators may use personally identifiable information to perform core business functions like billing, collection, and enforcement.	Died in Senate Judiciary on 02/01/22.



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

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SCAG Regional Council Meeting

SCAG Holidays

Legislative/Communications and Membership Committee Meeting

Annual Sacramento Advocacy Trip

Attachment: 05c - LCMC - 05242022 - 2022-23 LCMC Calendar of Meetings (LCMC Welcome and Overview)



AGENDA ITEM 7  
REPORT

Southern California Association of Governments  
Remote Participation Only  
May 24, 2022

To: Legislative/Communications and Membership Committee (LCMC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Kevin Gilhooley, Legislation Manager  
(213) 236-1878, Gilhooley@scag.ca.gov

Subject: Legislative Advocacy Update

**RECOMMENDED ACTION:**

Information Only - No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*This report provides the Legislative/Communications and Membership Committee (LCMC) with an update on SCAG's most recent legislative advocacy, including efforts to improve and augment the Infill Infrastructure Grant program, various SCAG lobby trips to advocate for SCAG budgetary priorities, and a summary of upcoming grant program deadlines.*

**BACKGROUND:**

Infill Infrastructure Grant Program

Last year, Immediate Past President Clint Lorimore and members of the Executive/Administration Committee tasked the LCMC with developing ideas for a potential legislative bill sponsored by SCAG. The LCMC made a handful of recommendations and prioritized advocating for the expansion and augmentation of the Infill Infrastructure Grant (IIG) Program. The Regional Council approved this recommendation at its January 2022 meeting.

Following the Regional Council's action, the agency submitted formal letters to Governor Gavin Newsom, legislative leadership, and the chairs of the budget committees requesting a \$5 billion augmentation of the IIG and the formation of a technical assistance program to assist all eligible applicants in applying for these funds.

Although the State's budget surplus has doubled since January 2022, Governor Newsom continues to propose a \$500 million augmentation for the IIG Program spread across two years. The unprecedented surplus gives the state a unique opportunity to make one-time investments to promote housing production.

Over the last month, the agency's efforts have been focused on growing the coalition of stakeholders from across the region and bringing together a diverse cross-section of environmental, housing, and business advocates to continue to urge the Governor and legislative leadership to increase funding for the IIG. A copy of the two letters is attached to this report for reference. Lawmakers have until June 15 to pass a budget.

#### Direct Advocacy in Sacramento

Former SCAG President Clint Lorimore joined the Los Angeles Area Chamber of Commerce for its annual "ACCESS Sacramento" event on Wednesday, April 2, 2022 at the State Capitol. A delegation of business, civic, elected, educational, and community leaders from Southern California came together to represent the greater Los Angeles region. The delegation met with state legislators to discuss various policy priorities relating to economic growth and job creation. While meeting with legislators, President Lorimore highlighted the Regional Council's Infill Infrastructure Grant budget request and lifted up the Chamber's legislative priorities.

On Wednesday, April 27, 2022, former President Clint Lorimore met with legislators from Southern California to discuss the region's housing and transportation budget priorities. Since the start of the year, SCAG has sent several letters to Governor Gavin Newsom and legislative and committee leadership outlining the requests. These letters are attached to the report for the Committee's review.

Former President Lorimore met with Assembly Majority Leader Eloise Gomez Reyes (D-San Bernardino), Assembly Transportation Committee Chair Laura Friedman (D-Glendale), Assemblymember Thurston "Smitty" Smith (R-Big Bear Lake), as well as staff to Senator Josh Newman (D-Fullerton). During these meetings, he advocated for the Southern California region by sharing SCAG's budget priorities, including:

1. \$5 billion augmentation to the Infill Infrastructure Grant (IIG) program;
2. \$4 billion funding increase to Senate Bill (S.B.) 1 programs;
3. \$2.5 billion for projects that support the 2028 Summer Olympic Games; and
4. \$1 billion to augment the Active Transportation Program (ATP).

Chair Friedman expressed her support for augmenting the ATP, which funds projects that promote walking and biking, connects active transportation networks, and supports carbon-free transportation options. During the most recent funding cycle in our region, SCAG received 147



applications, totaling \$853 million in requests for just \$93 million in available funding. Assemblymember Friedman authored a budget letter to legislative and budget committee leadership requesting appropriations be made in the amount of \$1.5 billion to the ATP.

The SCAG delegation also benefited from learning about the lawmakers’ legislative priorities and other issues taking center stage in Sacramento.

Notice of Funding Opportunity (NOFO) Update

On November 15, 2021, President Joe Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law. This bipartisan infrastructure law provides \$1.2 trillion in total spending over five years. It makes broad investments in roads, bridges, rail, transit, ports, airports, electric grid, water systems, and broadband, among other priorities. It represents a significant infusion of federal funding for U.S. public works across various industries.

Over the last six months, federal agencies have been working to implement the IIJA. To date, the Biden administration has announced the availability of approximately \$110 billion in federal formula and competitive grant funding. Over the next few months, there will be several funding opportunities for local governments and transportation agencies across new and existing programs. The White House released a comprehensive guidebook to help navigate through this information. Below is a current list of open Notices of Funding Opportunities (NOFOs) issued for each competitive program:

Program	Deadline	Agency
Port Infrastructure Development Program	May 16, 2022	Maritime Administration
JOINT Multimodal Projects Discretionary Grant (MPDG): Combines the National Infrastructure Project Assistance (MEGA) Program, Infrastructure for Rebuilding America (INFRA) Program, and Rural Surface Transportation Grant (RURAL) Program	May 23, 2022	Office of the Secretary of Transportation, U.S. Department of Transportation
JOINT: Buses and Bus Facilities Competitive Program and Low or No Emission Grant Program	May 31, 2022	Federal Transit Administration
Port Security Grant Program	June 13, 2022	Federal Emergency Management Agency

Transit Security Grant Program	June 13, 2022	Federal Emergency Management Agency
Intercity Bus Security Grant Program	June 13, 2022	Federal Emergency Management Agency
Airport Improvement Program	June 30, 2022	Federal Aviation Administration
Broadband Equity, Access, and Deployment Program	July 18, 2022	National Telecommunications and Information Administration
Safe Streets and Roads for All Discretionary Grant Program	September 15, 2022	Office of the Secretary of Transportation, U.S. Department of Transportation

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. 07a - LCMC - 05242022 - IIG Coalition Letter.Governor
2. 07b - LCMC - 05242022 - IIG Coalition Letter.Leadership)
3. 07c - LCMC - 05242022 - Friedman ATP \$1.5 billion budget request



May 11, 2022

The Honorable Gavin Newsom  
Governor  
1021 "O" Street, Suite 9000  
Sacramento, CA 95814

**RE: Southern California Budget Priorities - \$5 billion and Technical Assistance for the Infill Infrastructure Grant Program in Fiscal Year 2022-23 State Budget**

Dear Governor Newsom:

We the abovenamed agencies and organizations share your commitment to solving California's affordable housing crisis and doing our part to address the climate crisis. This is why we write

Attachment: 07a - LCMC - 05242022 - IIG Coalition Letter.Governor (Legislative Advocacy Update)

today to call your attention to the Infill Infrastructure Grant (IIG) program, an important public-private partnership that provides funding for essential infrastructure that supports the development of infill housing. As you consider the May Revision to your January Budget, we respectfully request that you consider the following two priorities:

- **Increase funding for the IIG to \$5 billion;**
- **Establish a state-administered Technical Assistance program to assist small- and medium-sized jurisdictions, and all eligible applicants, in applying and competing for these funds.**

Since voters first approved it in 2006, the IIG program has been a small but important source of funding to revitalize the infrastructure within already highly urbanized areas to handle more intensive development. The IIG program provides funding for infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill. Developers and local governments partner to apply for grant funding for the development or rehabilitation of parks or open space, water, sewer, or other utility service improvements, streets, roads, parking structures, transit linkages, transit shelters, traffic mitigation features, sidewalks, and streetscape improvements or other infrastructure needs that facilitate infill housing in climate friendly, infill locations.

In 2018, the IIG program received a \$300 million allocation of Proposition 1 bonds funds. In 2019, the IIG program received \$279.6 million in General Funds, followed by an additional \$250 million General Fund allocation in 2021. While we applaud the January Budget's recognition that the IIG is an important strategy in the State's efforts to boost housing production, the proposed \$500 million investment, spread across two fiscal years, represents the status quo and will fall far short of what not only what Southern California needs but also what the entire State needs to support housing production.

We recommend \$5 billion for the IIG program, while maintaining the Department of Housing and Community Development as the agency responsible for administering the IIG program. Further, we support dedicating a portion of the funds allocated for the IIG program for technical assistance, especially to help small and medium-sized jurisdictions to apply. Many councils of governments already use portions of their Regional Early Action Planning funds to provide technical assistance to local jurisdictions, but these funds are one-time and the programs offered differ from region to region while the housing crisis is statewide.

With an estimated \$45.7 billion surplus, the time is right for bold and visionary improvements to the IIG program. We believe that our suggestions would go a long way in providing more affordable housing opportunities in climate friendly, infill locations. If we can provide any additional information on this request, please do not hesitate to contact Kevin Gilhooley, State and Federal Legislative Affairs Manager at the Southern California Association of Governments, at (213) 236-1878 or gilhooley@scag.ca.gov. Thank you for your consideration.

Sincerely,

Kome Ajise  
Executive Director  
Southern California Association of  
Governments

Ryan Aeh  
Senior Vice President, Land Acquisition  
City Ventures

Mark Asturias  
Executive Director  
Irvine Community Land Trust

Ray Baca  
Executive Director  
Engineering Contractors Association

Leonora Camner  
Executive Director  
Abundant Housing LA

Mandy Eck  
Director of Marketing  
Santa Monica Travel and Tourism

Gretchen Gutierrez  
Chief Executive Officer  
Desert Valley Builders Association

Elizabeth Hansburg  
Co-Founder/Executive Director  
People for Housing – Orange County

Tracy Hernandez  
Founding CEO  
Los Angeles County Business Federation

Rich Lambros  
Managing Director  
Southern California Leadership Council

Jennifer McElyea  
Managing Partner  
ETHOS Real Estate

Tyler Monroe  
Senior Vice President  
Thomas Safran and Associates

Hilary Norton  
Executive Director  
FASTLinkDTLA

Scott Olson  
Chief Executive Officer  
The Olson Company

Steve PonTell  
President and CEO  
National Community Renaissance

Mott Smith  
Board Chair  
Council of Infill Builders

Jennifer Ward  
Senior Vice President of Advocacy and  
Government Affairs  
Orange County Business Council

Michael Wellborn  
President  
Friends of Harbors, Beaches, and Parks



May 11, 2022

The Honorable Anthony Rendon  
Speaker of the Assembly  
State Capitol, Room 219  
Sacramento, CA 95814

The Honorable Toni Atkins  
President Pro Tem of the Senate  
1021 O Street, Suite 8518  
Sacramento, CA 95814

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

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

Attachment: 07b - LCMC - 05242022 - IIG Coalition Letter-Leadership) (Legislative Advocacy Update)

**RE: Southern California Budget Priorities - \$5 billion and Technical Assistance for the Infill Infrastructure Grant Program in Fiscal Year 2022-23 State Budget**

Dear Speaker Rendon, Pro Tem Atkins, Chair Ting and Chair Skinner: :

We the abovenamed agencies and organizations share your commitment to solving California's affordable housing crisis and doing our part to address the climate crisis. This is why we write today to call your collective attention to the Infill Infrastructure Grant (IIG) program, an important public-private partnership that provides funding for essential infrastructure that supports the development of infill housing. In anticipation of the upcoming May Revision of Governor Gavin Newsom's January Budget, we respectfully request that you consider the following two priorities:

- **Increase funding for the IIG to \$5 billion;**
- **Establish a state-administered Technical Assistance program to assist small- and medium-sized jurisdictions, and all eligible applicants, in applying and competing for these funds.**

Since voters first approved it in 2006, the IIG program has been a small but important source of funding to revitalize the infrastructure within already highly urbanized areas to handle more intensive development. The IIG program provides funding for infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill. Developers and local governments partner to apply for grant funding for the development or rehabilitation of parks or open space, water, sewer, or other utility service improvements, streets, roads, parking structures, transit linkages, transit shelters, traffic mitigation features, sidewalks, and streetscape improvements or other infrastructure needs that facilitate infill housing in climate friendly, infill locations.

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We recommend \$5 billion for the IIG program, while maintaining the Department of Housing and Community Development as the agency responsible for administering the IIG program. Further, we support dedicating a portion of the funds allocated for the IIG program for technical assistance, especially to help small and medium-sized jurisdictions to apply. Many councils of governments already use portions of their Regional Early Action Planning funds to provide technical assistance to local jurisdictions, but these funds are one-time and the programs offered differ from region to region while the housing crisis is statewide.



With an estimated \$68 billion surplus, the time is right for bold and visionary improvements to the IIG program. We believe that our suggestions would go a long way in providing more affordable housing opportunities in climate friendly, infill locations. If we can provide any additional information on this request, please do not hesitate to contact Kevin Gilhooley, State and Federal Legislative Affairs Manager at the Southern California Association of Governments, at (213) 236-1878 or gilhooley@scag.ca.gov. Thank you for your consideration.

Sincerely,

Kome Ajise  
Executive Director  
Southern California Association of  
Governments

Ryan Aeh  
Senior Vice President, Land Acquisition  
City Ventures

Mark Asturias  
Executive Director  
Irvine Community Land Trust

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Director of Marketing  
Santa Monica Travel and Tourism

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Desert Valley Builders Association

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Co-Founder/Executive Director  
People for Housing – Orange County

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Founding CEO  
Los Angeles County Business Federation

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Managing Director  
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ETHOS Real Estate

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Chief Executive Officer  
The Olson Company

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President and CEO  
National Community Renaissance

Mott Smith  
Board Chair  
Council of Infill Builders

Jennifer Ward  
Senior Vice President of Advocacy and  
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Orange County Business Council

Michael Wellborn  
President  
Friends of Harbors, Beaches, and Parks

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Assemblymember.Friedman@assembly.ca.gov



COMMITTEES  
CHAIR: TRANSPORTATION  
ARTS, ENTERTAINMENT, SPORTS,  
TOURISM, AND INTERNET MED  
NATURAL RESOURCES  
WATER, PARKS AND WILDLIFE

May 11, 2022

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

The Honorable Richard Bloom  
Chair, Assembly Budget Subcommittee on Climate Crisis, Resources, Energy, and  
Transportation  
1021 O Street, Suite 8130  
Sacramento, CA 95814

**RE: \$1.5 billion for Active Transportation Program**

Dear Chairs Ting and Bloom:

The Legislature has a unique opportunity to invest in the Active Transportation Program (ATP) this year to dramatically improve the achievement of California's greenhouse gas (GHG) reduction goals, increase safety for pedestrians and cyclists, and improve the quality of life for many Californians. As such, I respectfully request appropriations be made in this year's budget to augment the ATP in the amount of \$1.5 billion. I am grateful for the Governor's continued support for a \$500 million augmentation for the ATP, but a total appropriation of \$1.5 billion would better equip our communities to meet transformative climate, safety, and equity goals.

The ATP was created to encourage increased use of active modes of transportation. To accomplish this goal, Californians must feel safe while walking and biking. Funding from the ATP may be used for the development of community-wide bike and pedestrian infrastructure, to increase safety and mobility for non-motorized users, build safe routes to schools, or develop active transportation plans. Since its inception, the ATP has funded over 900 active transportation projects across the state benefiting both urban and rural areas. More than 450 of the funded projects are Safe Routes to Schools projects and programs that encourage a healthy and active lifestyle throughout students' lives. In addition, every cycle has seen more than 85% of funds going towards projects that benefit state designated disadvantaged communities.

The State of California is working toward a goal of Toward Zero Deaths. The state's goals are to reduce the number and rate of fatalities by three percent per year and to reduce the number and rate of severe injuries by 1.5 percent per year, reaching the ultimate vision of eliminating fatalities and serious injuries by 2050. One of the most significant factors influencing the severity of a collision between a person driving and a person walking or bicycling is the vehicle speed. Nearly all infrastructure projects funded through the ATP are proven safety countermeasures and

Attachment: 07c - LCMC - 05242022 - Friedman ATP \$1.5 billion budget request (Legislative Advocacy Update)

strategies effective at reducing vehicular speeds, increasing the visibility of vulnerable roadway users, and reducing fatalities and serious injuries on our roadways.

While the ATP has successfully funded projects across the State, the Program is incredibly oversubscribed and cannot meet all the state's needs. I am encouraged that the Governor's January budget proposes a \$500 million augmentation to the ATP. This is a positive opening offer, however, there are far more high-scoring projects that were not funded in the most recent statewide and regional ATP funding cycles that are sitting on a shelf. For instance, in the most recent regional round of ATP, the Metropolitan Transportation Commission received 61 applications, totaling \$356 million for just \$37 million in available funds; the Sacramento Association of Governments received 25 applications, totaling \$62 million for just \$11.8 million in available funds; the San Diego Association of Governments received 33 applications totaling \$150 million for just \$16 million in available funds; and the Southern California Association of Governments received 147 applications, totaling \$853 million for just \$93 million in available funds. Augmenting funding for ATP projects will support good-paying construction jobs and enable more Californians to walk and bike to their destinations safely, yielding climate, equity, and public health co-benefits.

I would like to request a \$1.5 billion appropriation to the ATP while following the program's current framework for the increased funds, which provides 50 percent for the statewide program, 40 percent to regions for regional ATP programs, and reserves 10 percent for small urban areas.

This year may be the best opportunity in a lifetime to make transformative investments today that will pay enormous dividends in the future. Thank you in advance for your consideration of this important funding request.

Sincerely,



LAURA FRIEDMAN  
Assemblymember, 43<sup>rd</sup> District



AGENDA ITEM 8  
REPORT

Southern California Association of Governments  
Remote Participation Only  
May 24, 2022

To: Legislative/Communications and Membership Committee (LCMC)

EXECUTIVE DIRECTOR'S  
APPROVAL

From: Margaret de Larios, Public Affairs Specialist  
(213) 236-1842, delarios@scag.ca.gov

Subject: 2022 Regional Conference and General Assembly – Post-Event Recap

**RECOMMENDED ACTION:**

Information Only – No Action Required

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

**EXECUTIVE SUMMARY:**

*Over 700 civic and business leaders were in attendance at the 57th Annual Regional Conference & General Assembly from May 4-6, 2022, in Palm Desert. The event was a definitive success, drawing an unexpectedly high attendance despite being the first in-person General Assembly since 2019. This report provides an overview of the event, post-event survey to attendees and sponsors, and communication efforts in support of the event.*

**BACKGROUND:**

The Regional Conference & General Assembly is SCAG's premier annual event, drawing elected officials and other community and business leaders from six counties in the region. The General Assembly portion of the event is an annual meeting of delegates representing six counties and 191 cities in Southern California. Following the General Assembly, the conference portion of the event includes speakers, breakout panels, and the annual presentation of SCAG's Sustainability Awards. The event serves to connect the people, businesses, and governmental agencies across the SCAG region’s six counties, offering key constituencies the opportunity to explore emerging trends in a uniquely collaborative environment.

SCAG hosted the 57th Annual Regional Conference & General Assembly in Palm Desert from May 4-6, 2022. The event was a definitive success, drawing an attendance of 700 civic and business leaders and surpassing the set goal for sponsorship funding. The program explored strategies for

strengthening leadership and community-building and sent attendees home with fresh insights and new resources to help them better address future challenges in their local communities.

### **Event Highlights**

Thursday's panel sessions addressed some of the biggest challenges and opportunities facing the region including creating more equitable broadband access, tapping into the different ways to plan, fund and build affordable housing, leveraging federal and state funding to fuel a new era of growth, and transitioning to zero emissions by improving vehicle production, infrastructure updates, workforce development, and equitable access. The conference also provided a showcase for outstanding student work, bringing in bright minds from across the region to share innovative research and planning projects.

SCAG highlighted exemplary local projects at the 2022 Sustainability Awards Luncheon. Hosted by Nancy Sutley, Chief Sustainability Officer for the Los Angeles Department of Water and Power, the awards honored seven innovative projects that promote and improve mobility, livability, prosperity, and sustainability in Southern California.

On Friday, keynote speaker, ABC News Correspondent and "What Would You Do?" creator and host John Quiñones, delivered a powerful message about believing in oneself, never giving up, and always doing the right thing. Friday's program also featured a plenary panel that set a course for achieving multiple mobility, environmental, and economic goals as we prepare for Connect SoCal 2024, SCAG's next long-range transportation plan and sustainable communities strategy.

Throughout the event, SCAG provided a safe environment for all attendees consistent with the event guidelines and local Public Health guidelines.

### **Survey Results**

In SCAG's continuing effort to provide quality programming and evaluate the overall performance of the 2022 Regional Conference and General Assembly, SCAG staff prepared online surveys—one for conference attendees, the other for event sponsors—to obtain feedback on their experiences at the event.

A link to the appropriate survey was e-mailed to conference attendees and sponsors on the first business day following the conference, and the survey was open and available for approximately fifteen days. The general attendee survey received 100 responses from a varied group of elected officials, municipal and agency staff, and the public. A total of six sponsors completed the sponsor survey. The results have been tabulated and key findings are as follows:

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Key Findings – Attendee Survey:

- Approximately 54% of respondents reported that they had attended previous SCAG Regional Conferences. There was a slightly lower proportion of first-time attendees than previous years, at 46%.
- Attendees expressed high rates of satisfaction with event logistics. Approximately 5.5% of respondents reported being unsatisfied with the online registration process, staff support leading up to the event and the on-site check-in process.
- When asked to rate the importance of specific factors in deciding whether to attend the conference, responses underscored the importance of networking opportunities, which received the highest weighted score. Session topics and support of SCAG scored similarly high. Registration cost and conference date were the most frequently listed as “not important” in deciding whether to attend.
- A total of 91% of respondents said the conference met (53%) or exceeded (39%) their expectations. This is a shared percentage of the 2019 conference satisfaction of 92%.
- Each conference session received a weighted score out of three based on respondents’ assessment of them as either excellent, good, fair, or poor. The weighted scores are as follows:
  - Bridging the Digital Divide – Getting to Universal Broadband – 2.41
  - Advancing Housing Production Across Sectors – 2.27
  - The Region’s Zero Emission Transformation – 2.37
  - Funding Futures of Growth – 2.13
  - Keynote Address: John Quiñones – 2.46
  - Plenary Session- Connect SoCal: A Bold Vision for 2050 – 2.29
- 96% of respondents consider themselves either likely (22%) or highly likely (74%) to attend future SCAG conferences, which is slightly higher than the percentage of last year’s responses.
- As in previous years, a majority of respondents (69%) heard about the conference by “e-mail.” The second-most effective recruitment method reported was “Word of Mouth,” which brought in about 17% of attendees. A few respondents heard of the conference through the agency website (3%), and no respondents reported hearing about the conference through social media. 11% reported they heard of the conference through other means, for example SCAG hosted meetings or intra-agency correspondence.
- When asked about their primary reasons for attending the conference (in a ‘check all that apply’ question), “Support of SCAG” and networking opportunities were the strongest reported motivating factors – the former was cited by 64% of survey takers, and the latter by 73%. Many respondents also reported being drawn in by interest in specific conference topics (40%). Referral from other conference-goers was not reported as a strong driver of attendance; about 5% of respondents noted that.
- Those surveyed were also provided an opportunity to share what information they feel would be valuable to address at a future conference:

- Smart cities, including what they are and is and how jurisdictions can become smart cities
- Water and its impact on housing
- Racism as a public health crisis declaration
- Emerging technologies that will change mobility and land use across the region (e.g., new electric aviation modes)
- Lastly, the survey concluded with an opportunity for respondents to provide additional feedback. Some of the comments are paraphrased below:
  - Request for conference sessions that would be eligible for AICP CM credits.
  - Compliments to the venue and catering, and to staff for putting together a well-run program
  - Recommendations for program adjustments, including: musical transitions between speakers and applause, featuring a band at the evening reception, and including more exhibitors
  - Concern over the lack of electric vehicle charging options for self-parking
  - Note that the breakout panels were very time constrained
  - Request for additional, eye-level signage for the registration categories
  - Suggestion for follow-up to the student showcase projects showing how agencies might implement those ideas

#### Key Findings – Sponsor Survey:

- The vast majority of respondents were returning after having supported the conference in previous years (85%). Most new sponsors largely reported being recruited by the SCAG sponsorship packet or via e-mail.
- When asked to identify motivating factors in their decision to sponsor, respondents gave high importance ratings to “Demonstrate partnership with SCAG,” “Networking opportunities with elected officials,” and “Networking opportunities with city/county staff.” The factor rated with the lowest importance was “Seek new clients and/or business opportunities.”
- Sponsors reported being very satisfied with the program booklet advertisement, website/digital logo placements, on-site logo placements, conference registrations, and president’s reception invitations. The remaining components of speaking opportunities, product placement in registration bags, and exhibitor booth, although receiving a lower satisfaction score than the previously mentioned, still displayed a high satisfaction score.
- There was an opportunity for sponsors to showcase other benefits or opportunities that would be appealing with “Featuring a sponsor’s article in a post event email” being the only response.
- The sponsors who hosted an exhibit table (71% of respondents) were generally positive on the engagement level from conference attendees – 14% of respondents said they had a “very high” number of attendees at their table and 57% reported “satisfactory” traffic.



- All respondents said that they are either “very likely” (71.4%) or “likely” (27.6%) to sponsor SCAG’s Regional Conference and General Assembly in the future.
- The survey concluded with an opportunity for respondents to provide additional feedback on how SCAG can improve the sponsorship experience. One comment that was provided was that they were “very happy with (their) experience”.

Overall, the sponsors that completed the Sponsor Survey expressed satisfaction with their experience at the conference. They reported finding great value and return from sponsorship and indicated a strong likelihood of repeating support for future events.

Full results of the attendee and sponsor surveys are attached.

The host committee raised \$324,900 in sponsorships, which represents the third highest amount the agency has ever achieved for conference fundraising. With a goal of \$250,000, the total amount raised this year was 130 percent of the goal and only 8.6 percent less than the previous high-water mark of \$355,400 in 2019. SCAG secured monetary support from 56 sponsors, which was much lower than what was achieved in 2019 (78 sponsors), but the amount raised per sponsor in 2022 was the highest on record (\$5,802 average in 2022 versus \$4,616 average in 2019). SCAG was able to secure sponsorships for nearly every single program element that could be sponsored. Only the Student Showcase element of the program went unsponsored.

Overall ticket sales were comparable to past events, with revenue totaling approximately \$43,000 in 2022 compared to \$44,000 in 2019.

### **Communications**

E-mail communications are the most direct driver of registrations (an assessment that is backed by the feedback received via the attendee survey). In the lead-up to the conference, the public affairs team sent invitations and regular program updates to the stakeholders in SCAG's newsletter distribution lists, past event attendees, and regular agency partners.

In advance of and during the event, staff shared program highlights through SCAG’s social media profiles on Twitter, Facebook and LinkedIn. LinkedIn is SCAG’s second-largest social media platform with 4,100 followers and was used in event promotion for the first time this year. Posts on LinkedIn had more than 18,000 impressions and 2,200 engagements, and the account gained more than 60 new followers during and immediately following the event. Twitter posts about the event received more than 16,600 impressions and 650 engagements and Facebook posts about the event reached over 4,100 users. In total, social media posts earned more than 38,700 impressions and 2,800 engagements.

The event also received earned media attention. During the event, the public affairs team distributed two press releases: one announcing the main conference program and one covering the swearing-in of new SCAG President Jan Harnik and the other 2022-2023 board officers.

A summary of media hits follows:

Date	Headline	URL	Hit Sentence	Source	Reach
14-May	OC health care agency receives recognition for equity initiatives	<a href="https://www.oc-breeze.com/2022/05/14/213075_oc-health-care-agency-receives-recognition-for-equity-initiatives/">https://www.oc-breeze.com/2022/05/14/213075_oc-health-care-agency-receives-recognition-for-equity-initiatives/</a>	... We are humbled by the recognition and grateful to SCAG for supporting and highlighting our work ...	<a href="#">Orange County Breeze</a>	29,000
12-May	The Port of Long Beach Community Grants Program honored with Sustainability Award	<a href="https://cyprusshippingnews.com/2022/05/12/the-port-of-long-beach-community-grants-program-honored-with-sustainability-award/">https://cyprusshippingnews.com/2022/05/12/the-port-of-long-beach-community-grants-program-honored-with-sustainability-award/</a>	... The Port of Long Beach Community Grants Program has been bestowed with a prestigious Sustainability Award by the <b>Southern California Association of Governments</b> ...	<a href="#">Cyprus Shipping News</a>	2,000
12-May	Valley College class anticipates future demand for electric truck technicians	<a href="https://www.redlandscommunitynews.com/news/valley-college-class-anticipates-future-demand-for-electric-truck-technicians/article_ac6efc50-d20e-11ec-9b4f-dbca0dc69d23.html">https://www.redlandscommunitynews.com/news/valley-college-class-anticipates-future-demand-for-electric-truck-technicians/article_ac6efc50-d20e-11ec-9b4f-dbca0dc69d23.html</a>	... Volvo LIGHTS took home top honors - Outstanding Achievement in Sustainability - at the <b>Southern California Association of Governments (SCAG) 2022 Sustainability Awards</b> .	<a href="#">Redlands Community News</a>	1,566 (Online)
12-May	Palm Desert's Jan Harnik sworn in as SCAG President	<a href="https://patch.com/california/palmdesert/palm-desert-s-jan-harnik-sworn-scag-president">https://patch.com/california/palmdesert/palm-desert-s-jan-harnik-sworn-scag-president</a>	... Newly installed President Jan Harnik is taking the long view on what the next 12 months will mean for the six-county Southern California Association of Governments (SCAG) region as it confronts critical issues such as broadband access, transportation, air quality and the housing crisis ...	<a href="#">Patch (Palm Desert)</a>	NA
12-May	Palm Desert's Jan Harnik sworn in as SCAG President	<a href="https://patch.com/california/los-angeles/palm-desert-s-jan-harnik-sworn-scag-president">https://patch.com/california/los-angeles/palm-desert-s-jan-harnik-sworn-scag-president</a>	... Newly installed President Jan Harnik is taking the long view on what the next 12 months will mean for the six-county <b>Southern California Association of Governments (SCAG) region</b> as it confronts critical issues such as broadband access, transportation, air quality and the housing crisis ...	<a href="#">Patch (Los Angeles)</a>	NA
12-May	SCAG honors 2 IE projects with its 2022 Sustainability Awards	<a href="https://patch.com/california/redlands/scag-honors-2-ie-projects-its-2022-sustainability-awards">https://patch.com/california/redlands/scag-honors-2-ie-projects-its-2022-sustainability-awards</a>	... The cities of Riverside and Rancho Cucamonga have been announced as winners of the 2022 Sustainability Awards by the <b>Southern California</b>	<a href="#">Patch (Redlands - Loma Linda)</a>	NA

			Association of Governments (SCAG) ...		
6-May	IE Cities Recognized at SCAG's 57th Annual Regional Conference and General Assembly	<a href="https://www.kvcrnews.org/2022-05-05/scag-holds-57th-annual-regional-conference-and-general-assembly-this-week">https://www.kvcrnews.org/2022-05-05/scag-holds-57th-annual-regional-conference-and-general-assembly-this-week</a>	... KVCR's Jennifer Perez Lara had the opportunity to speak with Kome Ajise, executive director at the <b>Southern California Association of Governments (SCAG)</b> , to learn more about the conference, where two Inland Empire cities will be recognized ...	<a href="#">KVCR Radio 1:49 Radio Spot</a>	<b>3,000 Online</b>
6-May	Premia Asociacion de Gobiernos Proyecto de Vivienda de El Centro	<a href="https://www.ivpressonline.com/adela-ntevalle/premia-asociacion-de-gobiernos-proyecto-de-vivienda-de-el-centro/article_6bb3e520-ccc1-11ec-b579-571fb2156e14.html">https://www.ivpressonline.com/adela-ntevalle/premia-asociacion-de-gobiernos-proyecto-de-vivienda-de-el-centro/article_6bb3e520-ccc1-11ec-b579-571fb2156e14.html</a>	(Translated) ... El Centro's Lotus Living Tiny Home project was recognized by the <b>Southern California Association of Governments (SCAG)</b> as one of the 2022 Sustainability Award winners ...	<a href="#">IV Press</a>	<b>NA</b>
6-May	Southern California Association of Governments elects 2022-23 Board	<a href="http://www.oc-breeze.com/2022/05/05/212760_southern-california-association-of-governments-elects-2022-23-board/">http://www.oc-breeze.com/2022/05/05/212760_southern-california-association-of-governments-elects-2022-23-board/</a>	... Congratulations to Hon. Jan Harnik (Riverside County Transportation Commission) who will serve as the new SCAG President ...	<a href="#">Orange County Breeze</a>	<b>29,000</b>
5-May	Southern California Association of Governments holds 2022 Regional Conference, swearing in Palm Desert Mayor Jan Harnik as President	<a href="https://kesq.com/news/2022/05/05/scag-holds-2022-regional-conference-swears-in-palm-desert-mayor-jan-harnik-as-its-new-president/">https://kesq.com/news/2022/05/05/scag-holds-2022-regional-conference-swears-in-palm-desert-mayor-jan-harnik-as-its-new-president/</a>	... <b>Southern California Association of Governments</b> addressed a variety of pressing issues throughout the area ...	<a href="#">KESQ-TV (ABC) Online and 2:21 Broadcast Segment</a>	<b>96,000 Online</b>

**FISCAL IMPACT:**

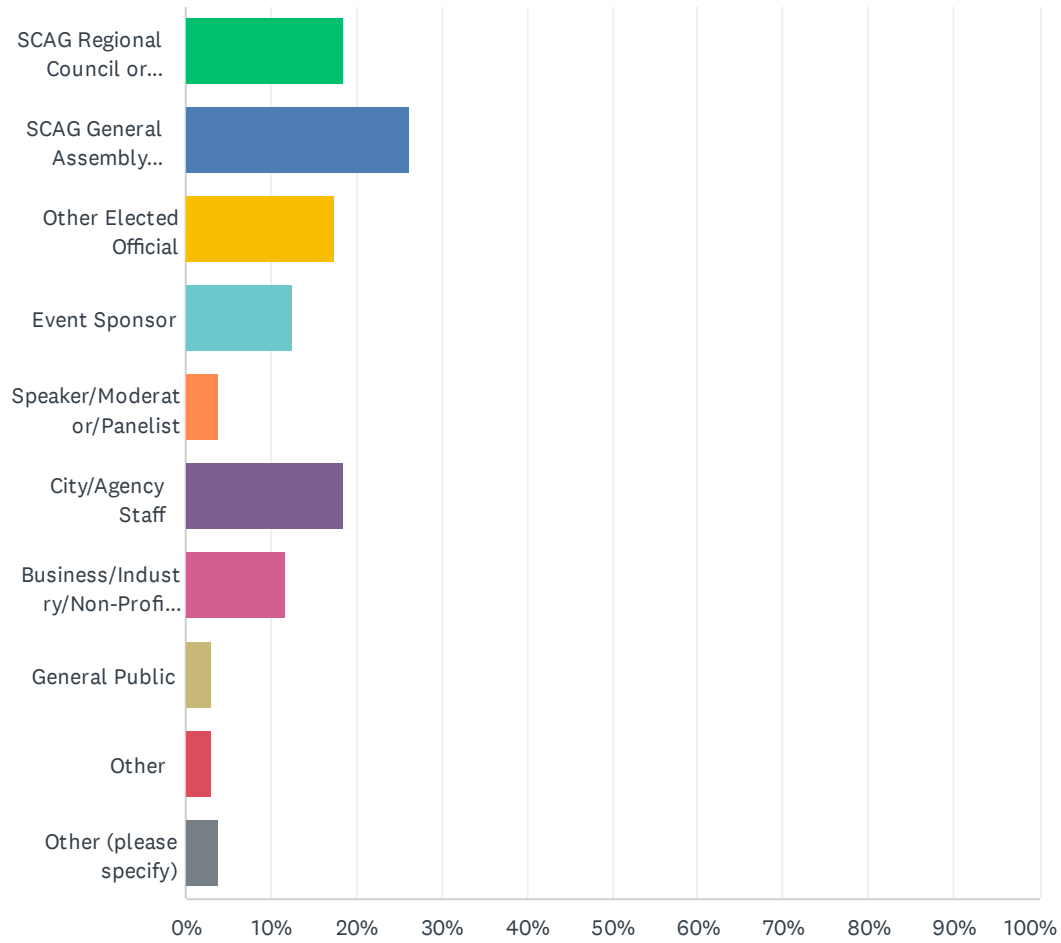
Work associated with the 2022 Regional Conference and General Assembly – Post-Event Recap staff report is contained in the General Fund budget, General Assembly 800-0160.06.

**ATTACHMENT(S):**

1. 2022 GA Attendee Survey Results (As of 5/18/22)

### Q1 Please check/indicate your affiliation:

Answered: 103 Skipped: 1



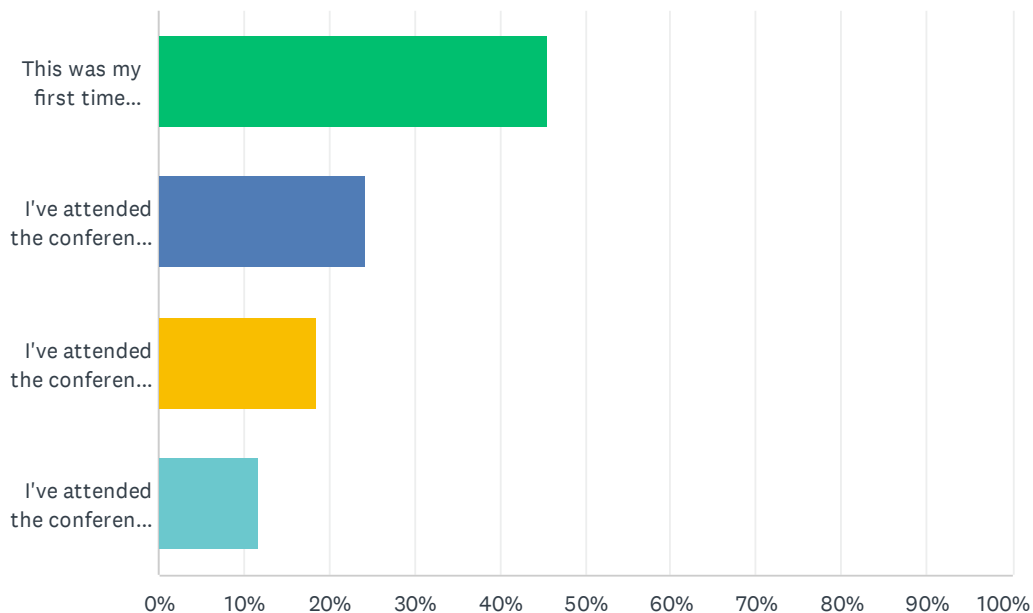
2022 Regional Conference & General Assembly Attendee Survey

ANSWER CHOICES	RESPONSES	
SCAG Regional Council or Policy Committee Member	18.45%	19
SCAG General Assembly Delegate	26.21%	27
Other Elected Official	17.48%	18
Event Sponsor	12.62%	13
Speaker/Moderator/Panelist	3.88%	4
City/Agency Staff	18.45%	19
Business/Industry/Non-Profit Professional	11.65%	12
General Public	2.91%	3
Other	2.91%	3
Other (please specify)	3.88%	4
Total Respondents: 103		

Attachment: 2022 GA Attendee Survey Results (As of 5/18/22) (2022 Regional Conference and General Assembly – Post-Event Recap)

## Q2 Have you previously attended SCAG's Regional Conference & General Assembly?

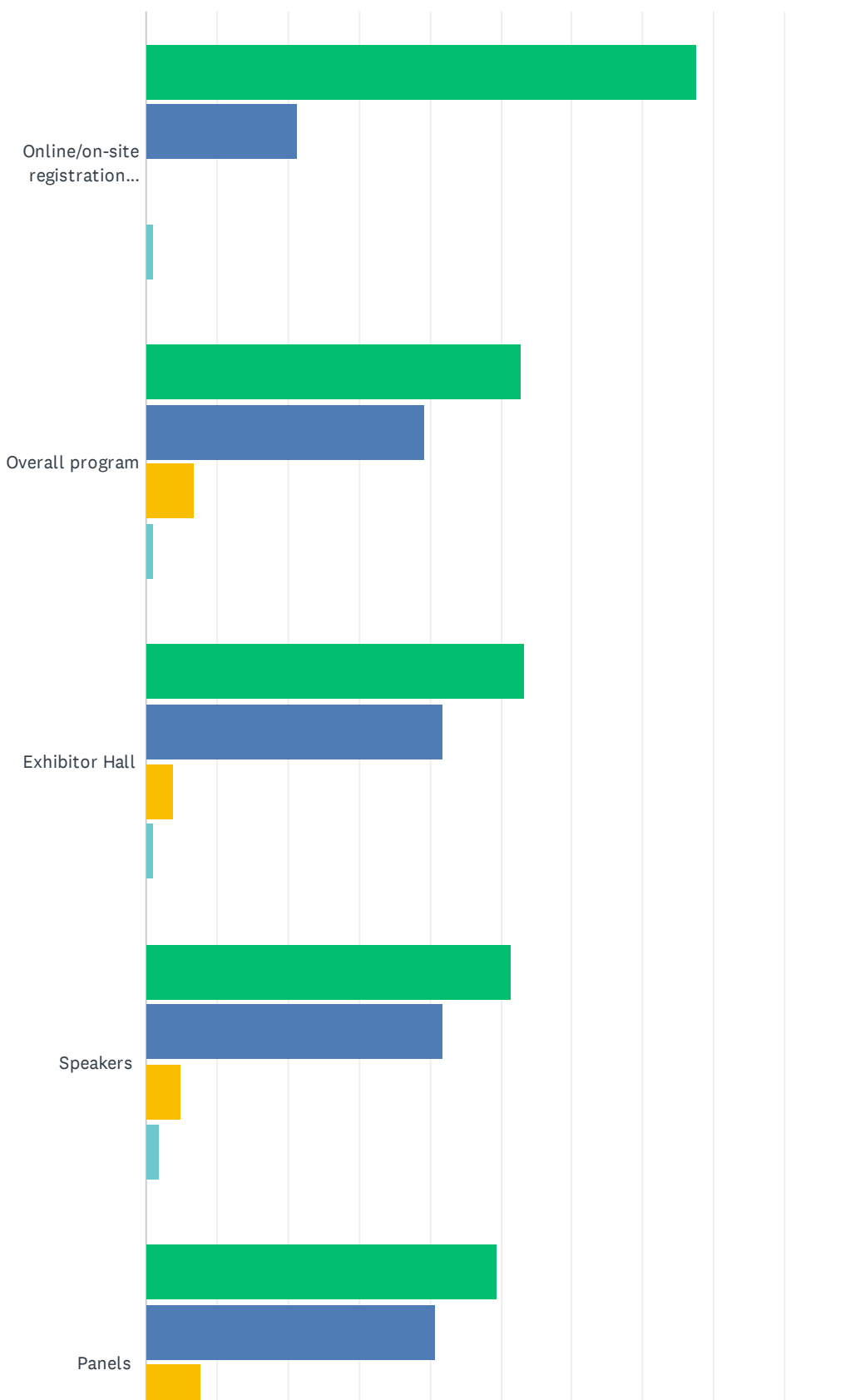
Answered: 103 Skipped: 1



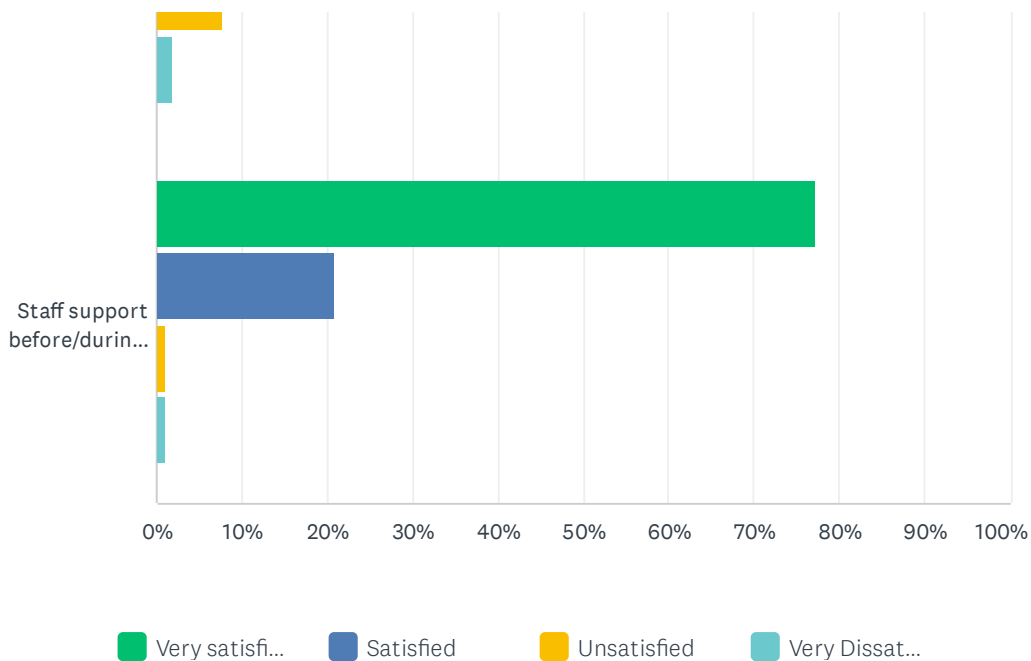
ANSWER CHOICES	RESPONSES	
This was my first time attending the conference	45.63%	47
I've attended the conference 2-3 times	24.27%	25
I've attended the conference 4-7 times	18.45%	19
I've attended the conference 8+ times	11.65%	12
TOTAL		103

### Q3 How satisfied were you with the following conference components?

Answered: 103 Skipped: 1



2022 Regional Conference & General Assembly Attendee Survey



	VERY SATISFIED	SATISFIED	UNSATISFIED	VERY DISSATISFIED	TOTAL	WEIGHTED AVERAGE
Online/on-site registration process	77.67% 80	21.36% 22	0.00% 0	0.97% 1	103	3.75
Overall program	52.94% 54	39.22% 40	6.86% 7	0.98% 1	102	3.36
Exhibitor Hall	53.40% 55	41.75% 43	3.88% 4	0.97% 1	103	3.43
Speakers	51.46% 53	41.75% 43	4.85% 5	1.94% 2	103	3.36
Panels	49.51% 51	40.78% 42	7.77% 8	1.94% 2	103	3.28
Staff support before/during the event	77.23% 78	20.79% 21	0.99% 1	0.99% 1	101	3.72

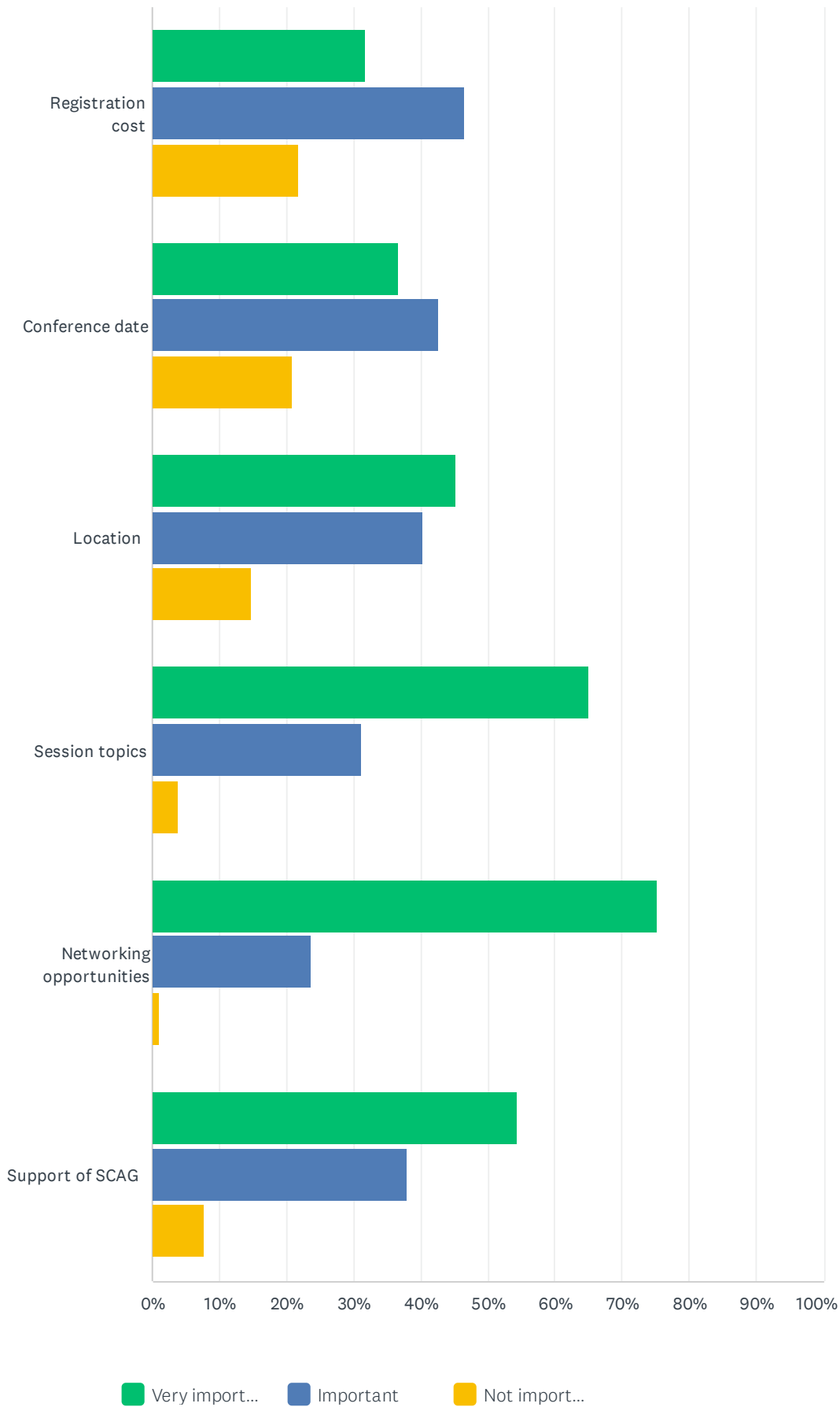
Attachment: 2022 GA Attendee Survey Results (As of 5/18/22) (2022 Regional Conference and General Assembly – Post-Event Recap)



## Q4 How important are each of the following factors in your decision to attend this conference?

Answered: 103 Skipped: 1

2022 Regional Conference & General Assembly Attendee Survey



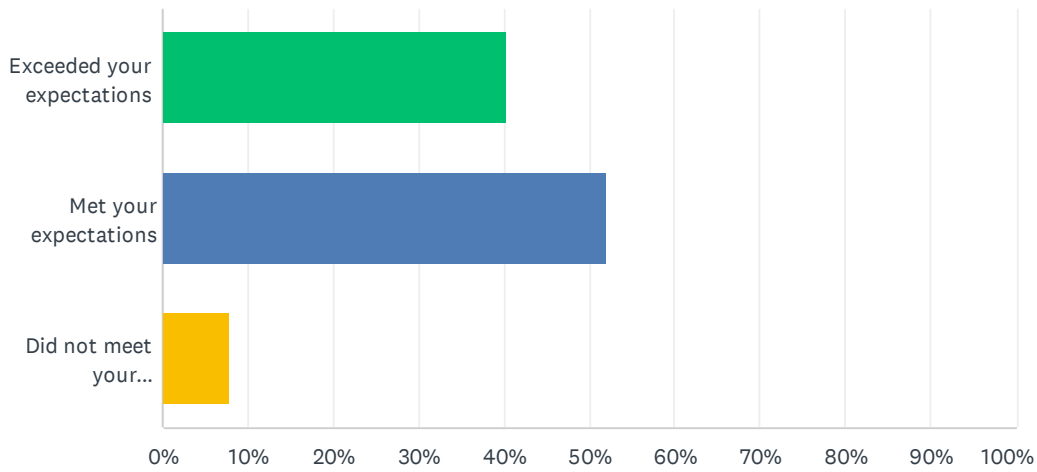
2022 Regional Conference & General Assembly Attendee Survey

	VERY IMPORTANT	IMPORTANT	NOT IMPORTANT	TOTAL	WEIGHTED AVERAGE
Registration cost	31.68% 32	46.53% 47	21.78% 22	101	2.10
Conference date	36.63% 37	42.57% 43	20.79% 21	101	2.16
Location	45.10% 46	40.20% 41	14.71% 15	102	2.30
Session topics	65.05% 67	31.07% 32	3.88% 4	103	2.61
Networking opportunities	75.25% 76	23.76% 24	0.99% 1	101	2.74
Support of SCAG	54.37% 56	37.86% 39	7.77% 8	103	2.47

Attachment: 2022 GA Attendee Survey Results (As of 5/18/22) (2022 Regional Conference and General Assembly – Post-Event Recap)

### Q5 Overall, the conference:

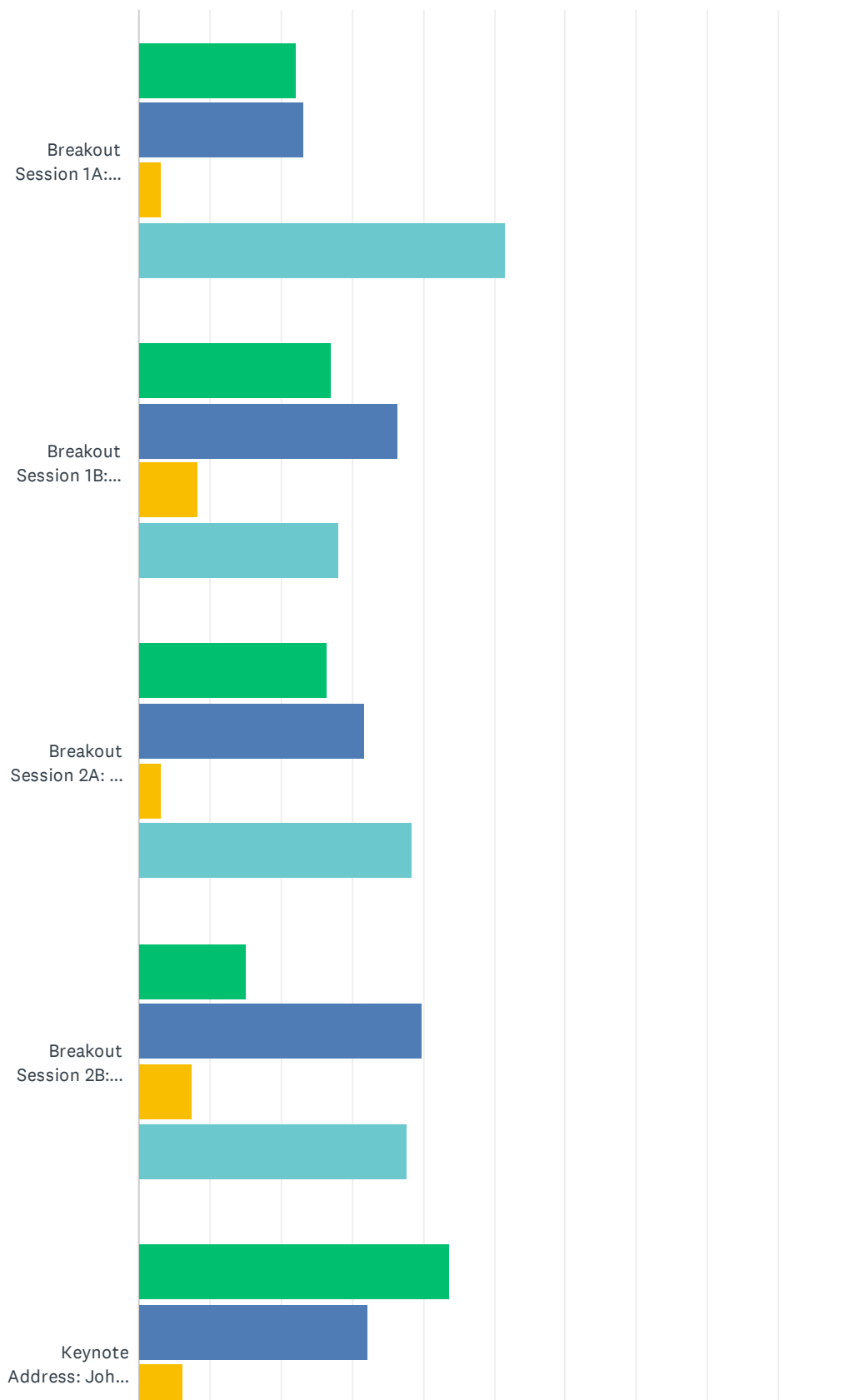
Answered: 102 Skipped: 2



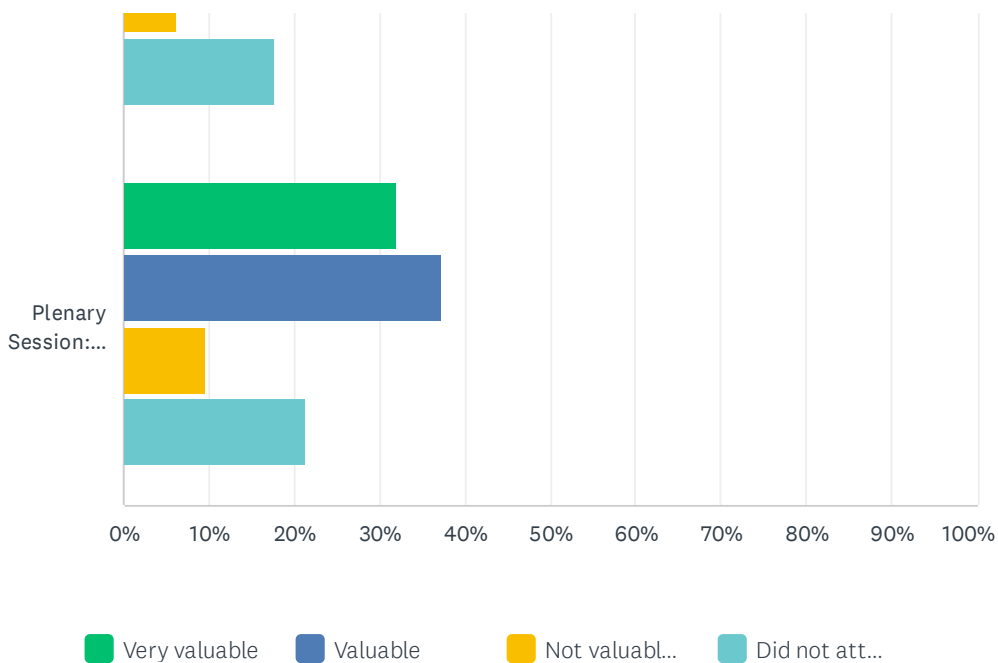
ANSWER CHOICES	RESPONSES	
Exceeded your expectations	40.20%	41
Met your expectations	51.96%	53
Did not meet your expectations	7.84%	8
<b>TOTAL</b>		<b>102</b>

# Q6 How would you rate the content of the program sessions?

Answered: 99 Skipped: 5



## 2022 Regional Conference & General Assembly Attendee Survey

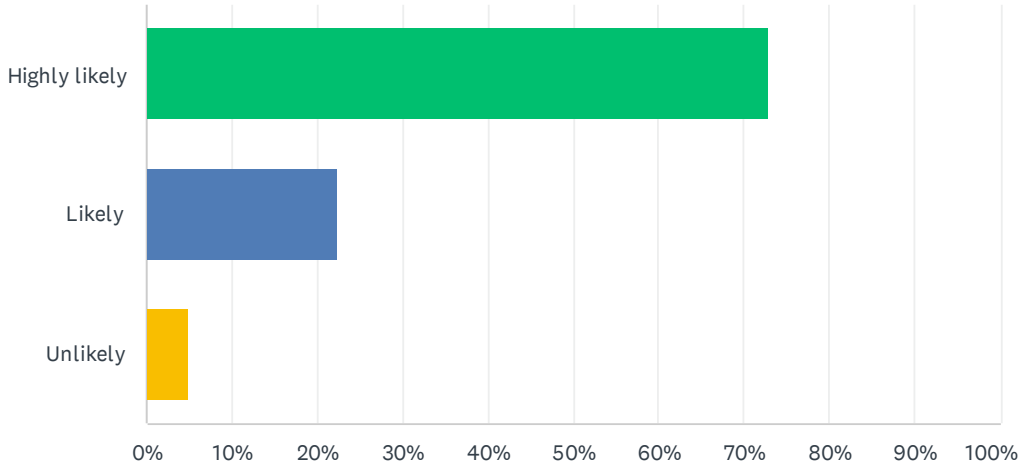


	VERY VALUABLE	VALUABLE	NOT VALUABLE AT ALL	DID NOT ATTEND	TOTAL	WEIGHTED AVERAGE
Breakout Session 1A: Bridging the Digital Divide — Getting to Universal Broadband	22.11% 21	23.16% 22	3.16% 3	51.58% 49	95	2.39
Breakout Session 1B: Advancing Housing Production Across Sectors: Tools, Resources & Opportunities	27.08% 26	36.46% 35	8.33% 8	28.13% 27	96	2.26
Breakout Session 2A: The Region's Zero-emission Transformation	26.37% 24	31.87% 29	3.30% 3	38.46% 35	91	2.38
Breakout Session 2B: Funding Futures of Growth	15.05% 14	39.78% 37	7.53% 7	37.63% 35	93	2.12
Keynote Address: John Quiñones	43.75% 42	32.29% 31	6.25% 6	17.71% 17	96	2.46
Plenary Session: Connect SoCal: A Bold Vision For 2050	31.91% 30	37.23% 35	9.57% 9	21.28% 20	94	2.28

Attachment: 2022 GA Attendee Survey Results (As of 5/18/22) (2022 Regional Conference and General Assembly – Post-Event Recap)

### Q7 Based on your impressions of this conference, how likely are you to attend the Regional Conference and General Assembly again?

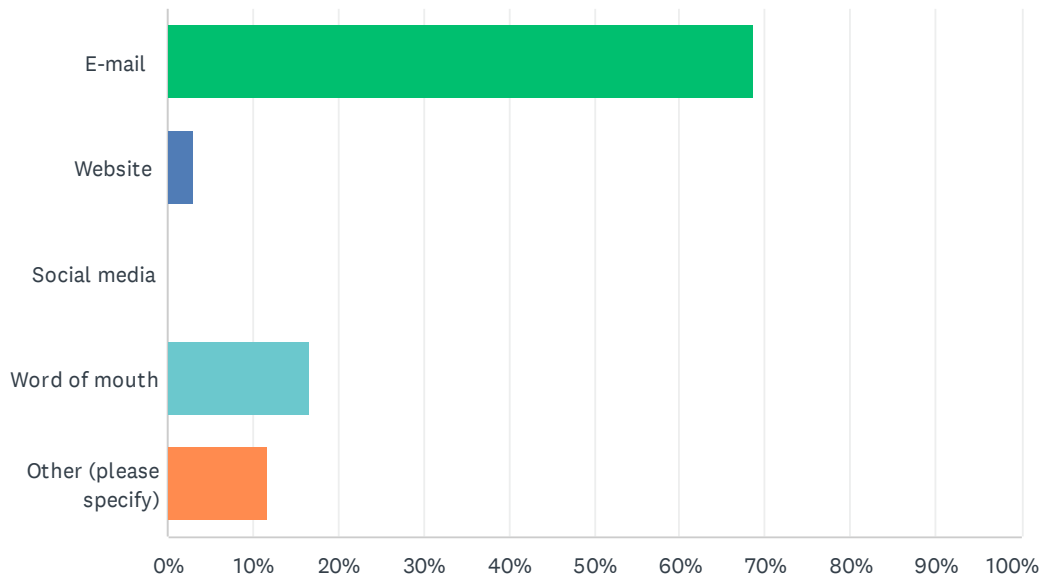
Answered: 103 Skipped: 1



ANSWER CHOICES	RESPONSES	
Highly likely	72.82%	75
Likely	22.33%	23
Unlikely	4.85%	5
TOTAL		103

## Q8 How did you hear about this conference?

Answered: 102 Skipped: 2

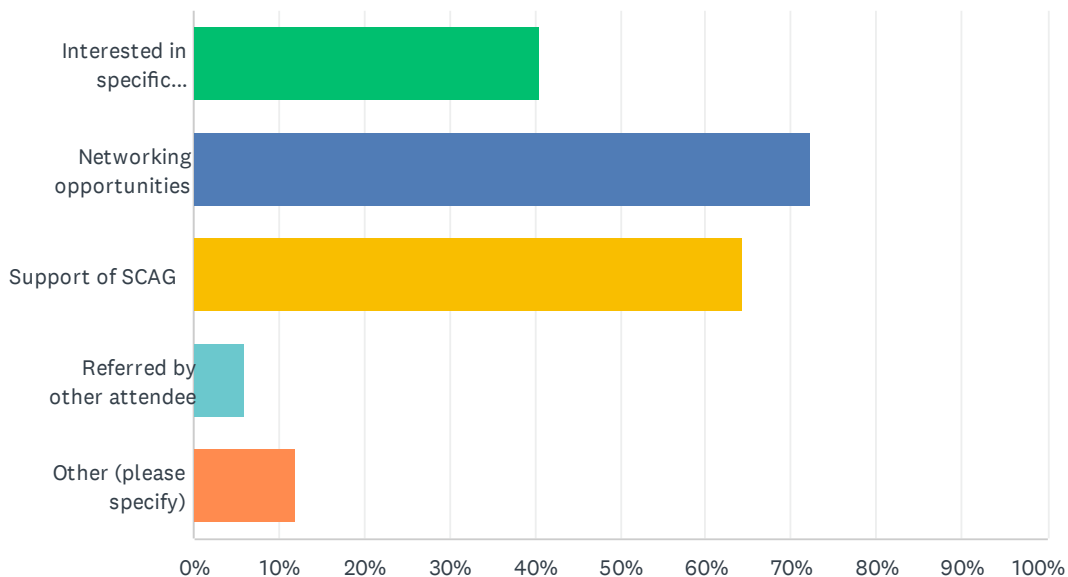


ANSWER CHOICES	RESPONSES	
E-mail	68.63%	70
Website	2.94%	3
Social media	0.00%	0
Word of mouth	16.67%	17
Other (please specify)	11.76%	12
<b>TOTAL</b>		<b>102</b>



### Q9 What were your main reasons for attending this conference? (Please check all that apply)

Answered: 101 Skipped: 3



ANSWER CHOICES	RESPONSES	
Interested in specific conference topic	40.59%	41
Networking opportunities	72.28%	73
Support of SCAG	64.36%	65
Referred by other attendee	5.94%	6
Other (please specify)	11.88%	12
Total Respondents: 101		

Q10 Please describe any topics or information that you feel would be valuable to address at a future conference?

Answered: 35 Skipped: 69

Q11 Please share any additional comments about the conference.

Answered: 27 Skipped: 77

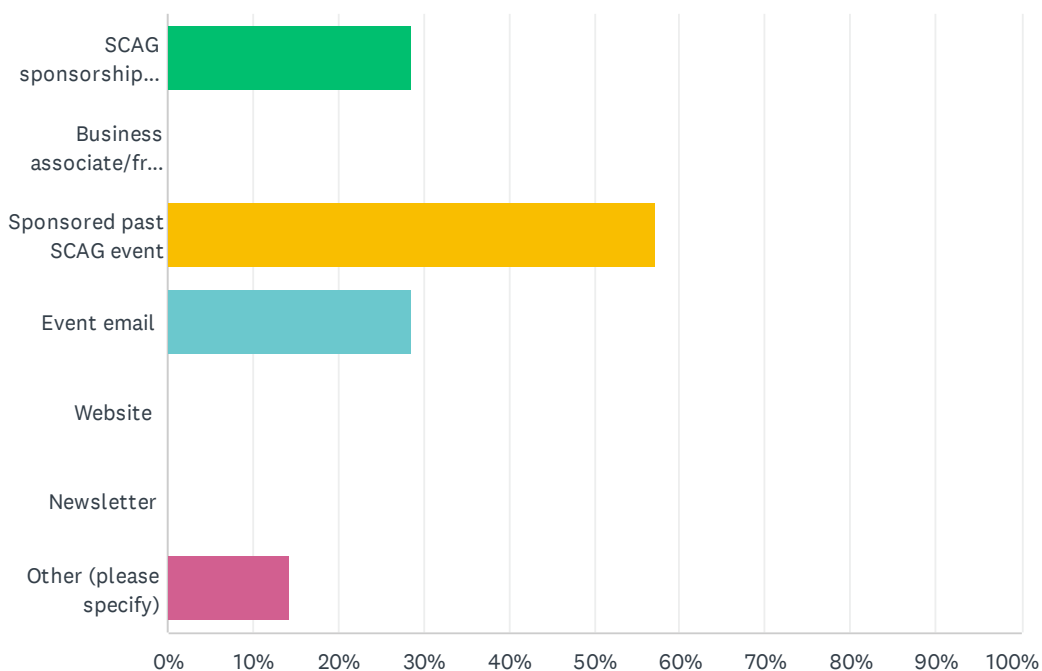
## Q12 Contact Information (optional)

Answered: 46 Skipped: 58

ANSWER CHOICES	RESPONSES	
Name	100.00%	46
Organization	97.83%	45
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email	95.65%	44
Phone	82.61%	38

### Q13 How did you hear about sponsorship opportunities for this event?

Answered: 7 Skipped: 97



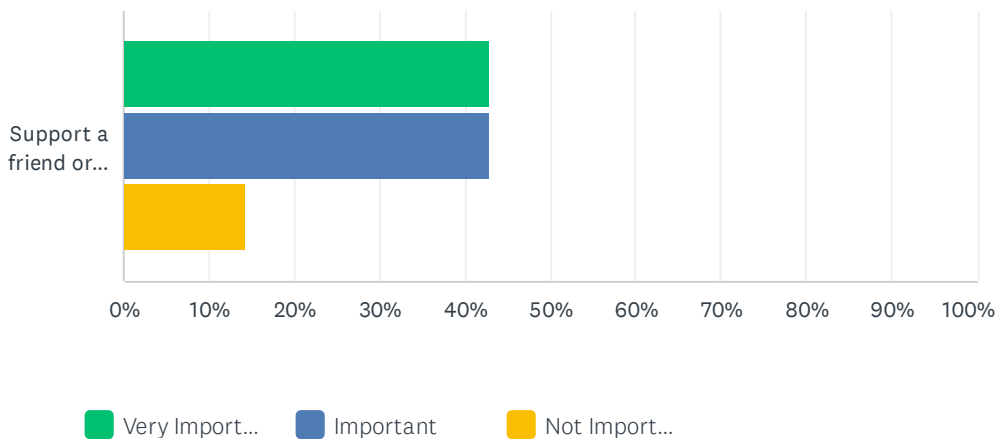
ANSWER CHOICES	RESPONSES	
SCAG sponsorship packet	28.57%	2
Business associate/friend	0.00%	0
Sponsored past SCAG event	57.14%	4
Event email	28.57%	2
Website	0.00%	0
Newsletter	0.00%	0
Other (please specify)	14.29%	1
Total Respondents: 7		

# Q14 How important are the following outcomes to your company when considering sponsorship of the Regional Conference & General Assembly?

Answered: 7 Skipped: 97



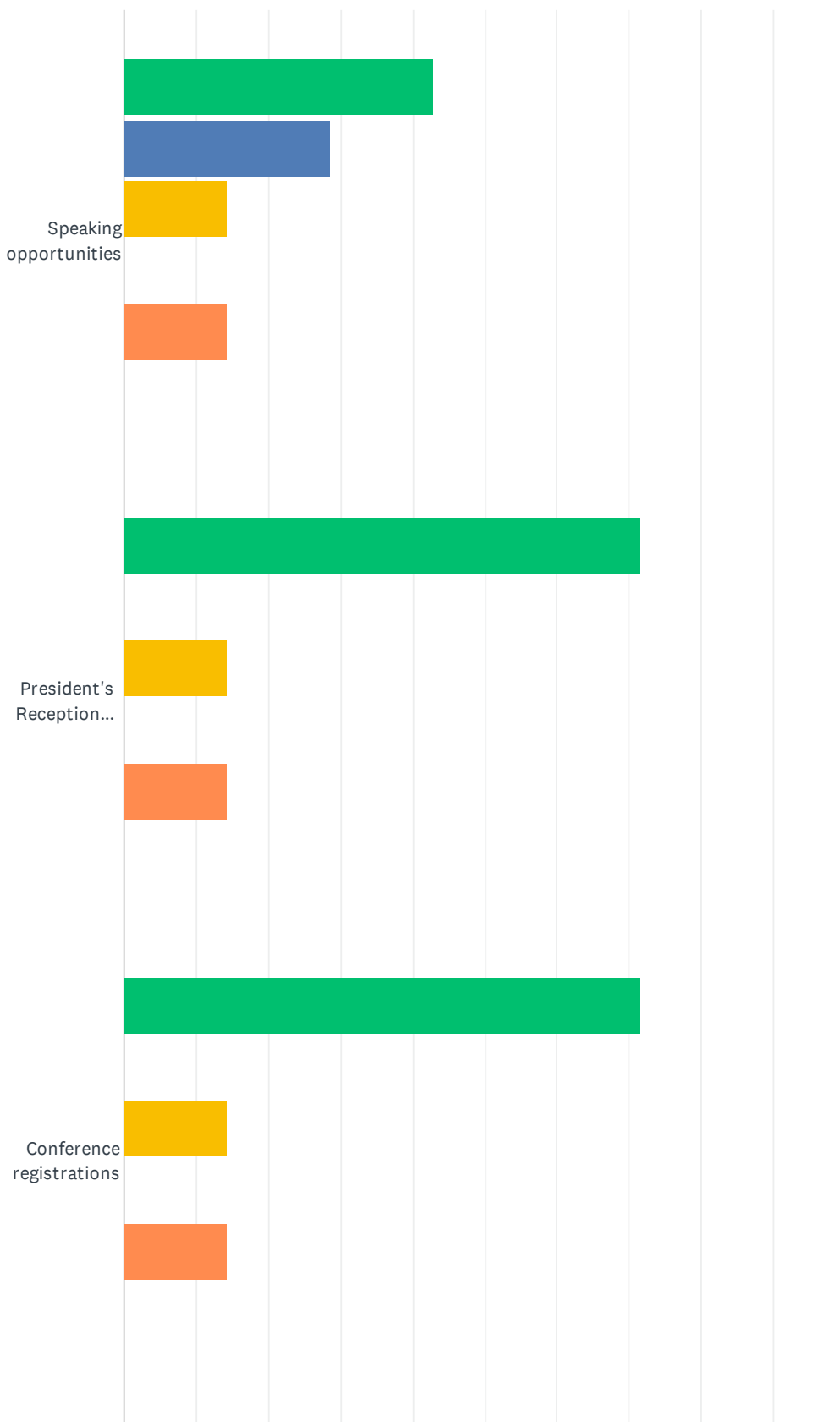
2022 Regional Conference & General Assembly Attendee Survey



	VERY IMPORTANT	IMPORTANT	NOT IMPORTANT	TOTAL	WEIGHTED AVERAGE
Commitment to address regional issues	71.43% 5	28.57% 2	0.00% 0	7	2.71
Visibility of company name/logo	71.43% 5	28.57% 2	0.00% 0	7	2.71
Demonstrate partnership with SCAG	100.00% 7	0.00% 0	0.00% 0	7	3.00
Networking opportunities with elected officials	85.71% 6	14.29% 1	0.00% 0	7	2.86
Networking opportunities with city/county staff	100.00% 7	0.00% 0	0.00% 0	7	3.00
Seek new clients and/or business opportunities	28.57% 2	42.86% 3	28.57% 2	7	2.00
Support a friend or colleague	42.86% 3	42.86% 3	14.29% 1	7	2.29

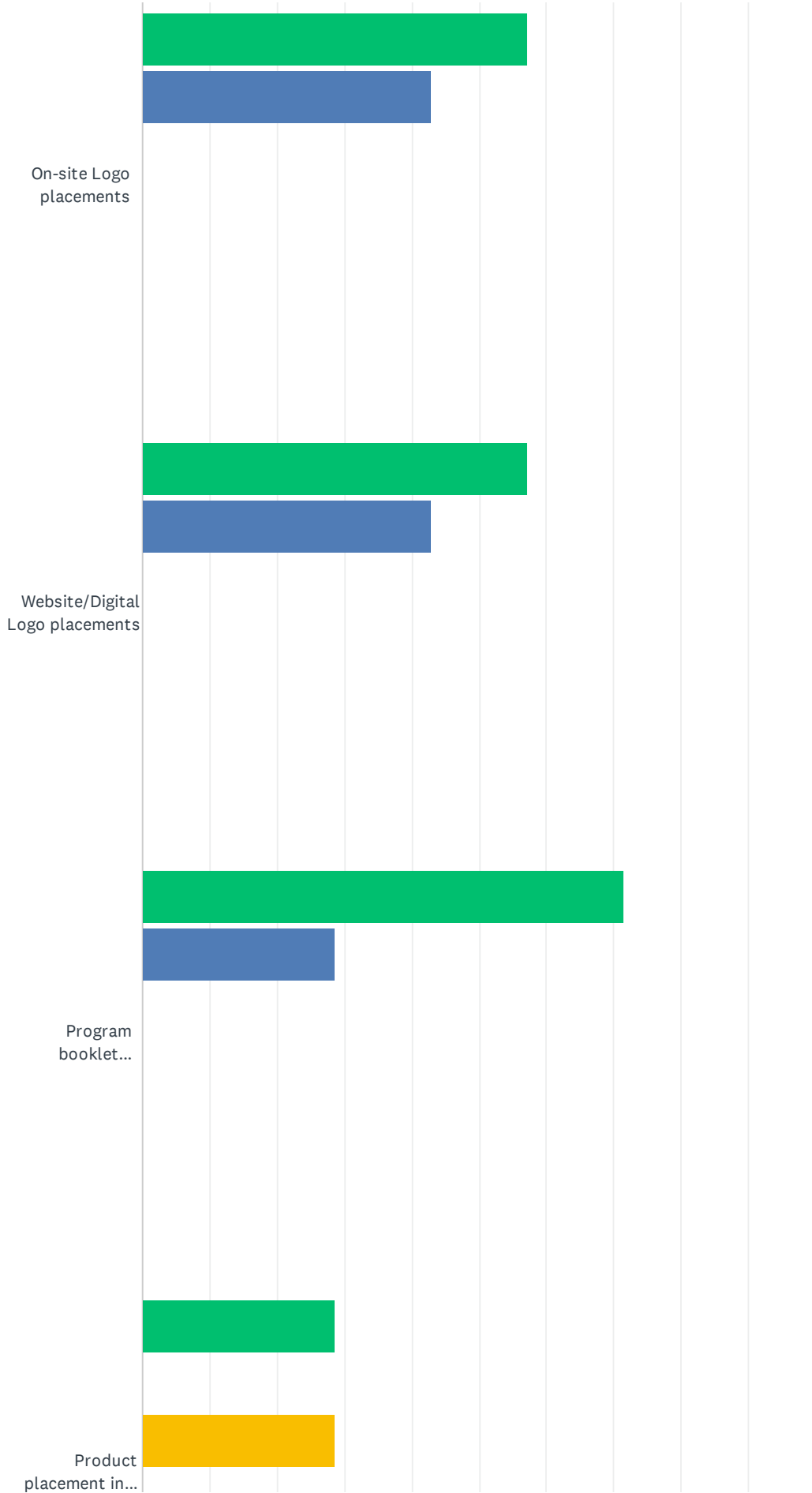
### Q15 How satisfied were you with the following sponsorship benefits?

Answered: 7 Skipped: 97

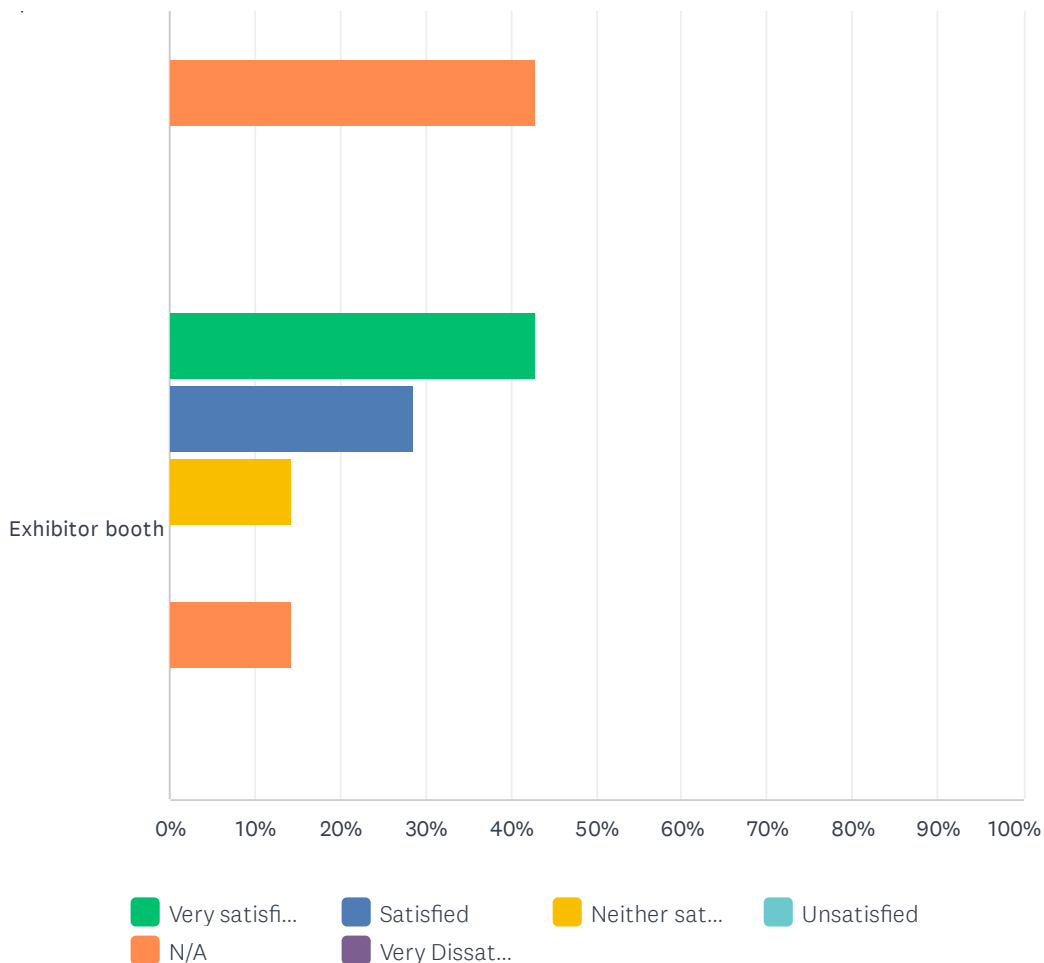




2022 Regional Conference & General Assembly Attendee Survey



2022 Regional Conference & General Assembly Attendee Survey



	VERY SATISFIED	SATISFIED	NEITHER SATISFIED NOR UNSATISFIED	UNSATISFIED	N/A	VERY DISSATISFIED	TOTAL	WE AV
Speaking opportunities	42.86% 3	28.57% 2	14.29% 1	0.00% 0	14.29% 1	0.00% 0	7	
President's Reception invitations	71.43% 5	0.00% 0	14.29% 1	0.00% 0	14.29% 1	0.00% 0	7	
Conference registrations	71.43% 5	0.00% 0	14.29% 1	0.00% 0	14.29% 1	0.00% 0	7	
On-site Logo placements	57.14% 4	42.86% 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	7	
Website/Digital Logo placements	57.14% 4	42.86% 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	7	
Program booklet advertisement	71.43% 5	28.57% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	7	
Product placement in registration bags	28.57% 2	0.00% 0	28.57% 2	0.00% 0	42.86% 3	0.00% 0	7	
Exhibitor booth	42.86% 3	28.57% 2	14.29% 1	0.00% 0	14.29% 1	0.00% 0	7	

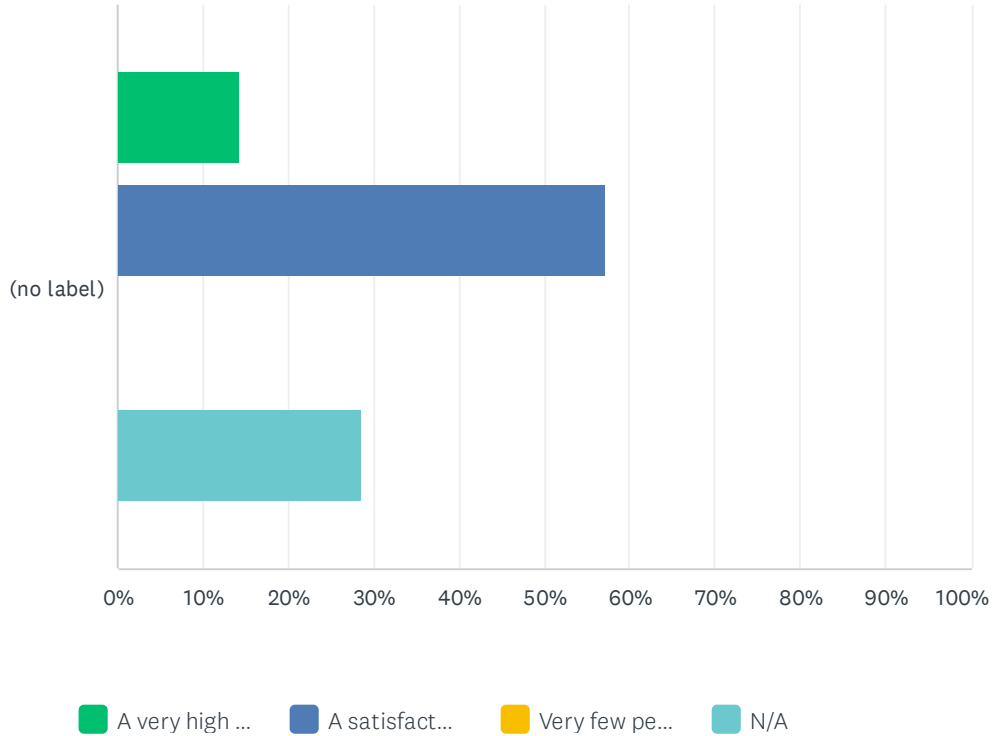
Attachment: 2022 GA Attendee Survey Results (As of 5/18/22) (2022 Regional Conference and General Assembly – Post-Event Recap)

## Q16 What other benefits or opportunities would be appealing to you?

Answered: 1 Skipped: 103

### Q17 If your organization had an exhibitor booth, how would you rank the level of engagement at your booth?

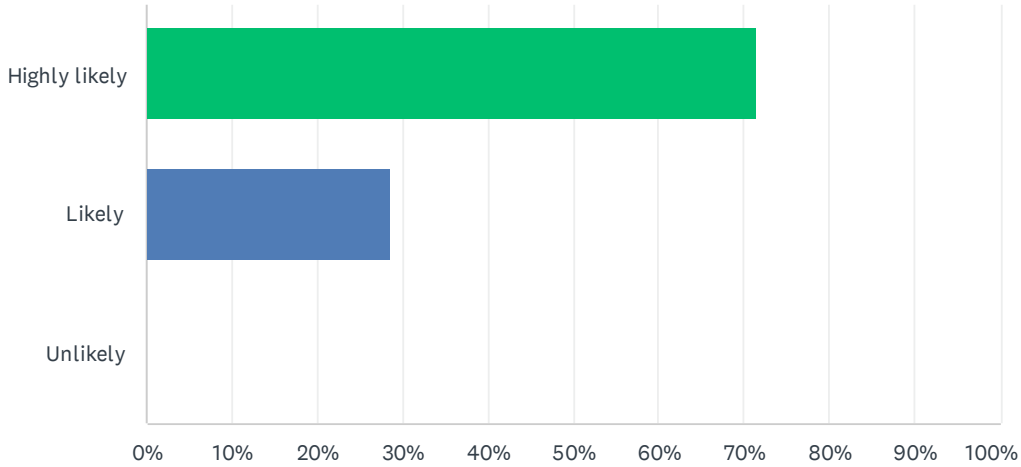
Answered: 7 Skipped: 97



	A VERY HIGH NUMBER OF ATTENDEES CAME TO OUR TABLE	A SATISFACTORY NUMBER OF ATTENDEES CAME TO OUR TABLE	VERY FEW PEOPLE CAME TO OUR TABLE	N/A	TOTAL	WEIGHTED AVERAGE
(no label)	14.29% 1	57.14% 4	0.00% 0	28.57% 2	7	2.20

### Q18 Based on your impressions of this conference, how likely are you to sponsor SCAG's Regional Conference & General Assembly in the future?

Answered: 7 Skipped: 97



ANSWER CHOICES	RESPONSES	
Highly likely	71.43%	5
Likely	28.57%	2
Unlikely	0.00%	0
TOTAL		7

Q19 Do you have any additional feedback or input on what SCAG can do to help improve your sponsorship experience?

Answered: 1 Skipped: 103