



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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REMOTE PARTICIPATION ONLY

LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

*Tuesday, August 16, 2022
8:30 a.m. – 10:00 a.m.*

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

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

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

PUBLIC ADVISORY

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

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

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



Instructions for Public Comments

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

1. **In Writing:** Submit written comments via email to: ePublicComment@scag.ca.gov by **5pm on Monday, August 15, 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, August 15, 2022 will be announced and included as part of the official record of the meeting.

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

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

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

OUR MISSION

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

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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



Instructions for Participating in the Meeting

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

To Participate and Provide Verbal Comments on Your Computer

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

To Listen and Provide Verbal Comments by Phone

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

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LCMC - Legislative/Communications and Membership Committee
Members – August 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

16. Hon. Cheryl Viegas-Walker

El Centro, RC District 1

17. Sup. Donald Wagner

Orange County

18. Hon. Alan Wapner

SBCTA Representative

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LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

Southern California Association of Governments
Remote Participation Only
Tuesday, August 16, 2022
8:30 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Peggy Huang, Chair)

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

General information for all public comments: Members of the public are encouraged, but not required, to submit written comments by sending an email to: ePublicComment@scag.ca.gov by 5pm on Monday, August 15, 2022. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Legislative/Communications and Membership Committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to aguilarm@scag.ca.gov. Written comments received after 5pm on Monday, August 15, 2022, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Legislative/Communications and Membership Committee in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. If you desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the "raise hand" function on your computer or pressing *9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar (if there is a Consent Calendar), please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted upon with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

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REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – July 19, 2022

Receive and File

2. Legislative Tracking Report
3. Memberships & Sponsorships

INFORMATION ITEMS

4. Legislative Advocacy Update
(Kevin Gilhooley, Legislation Manager)
5. The Inflation Reduction Act Summary
(David Angel, Legislative Analyst)

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

(Javiera Cartagena, Director of Government and Public Affairs)

PRESENTATION

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

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



Southern California Association of Governments
Remote Participation Only
August 16, 2022

LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)
MINUTES OF THE MEETING
TUESDAY, JULY 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.ig2.com/Citizens/>.

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

MEMBERS PRESENT

Peggy Huang (Chair)

Jose Luis Solache (Vice Chair)

- Cindy Allen
- Claudia Bill-de la Peña
- Margaret Finlay
- Alex Fisch
- Jan Harnik
- Patricia Lock Dawson
- Clint Lorimore
- Ray Marquez
- Mike Posey
- David J. Shapiro
- Donald P. Wagner
- Alan Wapner

- Lynwood*
- Long Beach*
- Thousand Oaks*
- Duarte*
- Culver City*
- Riverside*
- Eastvale*
- Chino Hills*
- Huntington Beach*
- Calabasas*

TCA

District 26

- District 30
- District 46
- District 35
- District 41
- RCTC
- District 68
- District 4
- District 10
- District 64
- District 44
- Orange County
- SBCTA

MEMBERS NOT PRESENT

- Lorrie Brown
- Curt Hagman
- Deborah Robertson
- Cheryl Viegas-Walker

- Ventura*
- Rialto*
- El Centro*

- District 47
- San Bernardino County
- District 8
- District 1

CALL TO ORDER

Chair Peggy Huang called the meeting to order at 8:30 a.m. and called on Hon. Mike Posey, Huntington Beach, District 64, to lead the Pledge of Allegiance. Staff confirmed that a quorum was present.

PRESENTATION

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

Chair Huang introduced and welcomed Senator Maria Elena Durazo, 24th District, and Chair, Senate Budget Sub-Committee 5 on Corrections, Public Safety, Judiciary, Labor, and Transportation. Senator Durazo spoke on the passing of California's largest budget in the state's history and detailed how the revenue would be spent. She emphasized the importance of investing in transportation, addressing climate issues, creating good jobs, and investing in manufacturing. Senator Durazo also spoke on regional equity and working hard to get more for Southern California due to the size, population, and region's growth.

Chair Huang thanked Senator Durazo for her continued leadership and opened the floor to the committee members for questions or comments.

Hon. Mike Posey, Huntington Beach, District 64, thanked Senator Durazo for investing in leading the charge for investing in apprenticeship programs.

Hon. Jan Harnik, RCTC, thanked Senator Durazo for her presentation and her focus and support on transportation and workforce development.

Chair Huang inquired about discussions on the Judiciary Committee about helping local jurisdiction and law enforcement deal with the "smash and grab" crimes happening in local communities.

PUBLIC COMMENT PERIOD

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

SCAG staff confirmed that no written public comments were submitted via email to ePublicComment@scag.ca.gov but advised we had one (1) public comment speaker with a raised

hand. Chair Huang opened the floor to the public comment speaker. Public comment was given by the speaker, who identified himself as Mr. Harland.

Seeing and hearing no additional public comment speakers, Chair Huang closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEM

There were no prioritized agenda items.

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – June 21, 2022

Receive and File

2. Legislative Tracking Report
3. November 2022 Voter Initiatives

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

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

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

AYES: Allen, Bill-de la Peña, Finlay, Fisch, Harnik, Huang, Lock Dawson, Lorimore, Marquez, Posey (*item #2 & #3 only*), Shapiro, Solache, and Wagner (13)

NOES: None (0)

ABSTAINS: Posey – *Item #1 Minutes of the Meeting* (1)

ACTION ITEM

4. H.R. 7642 (Brownley) – Transportation Assistance for Olympic Cities Act of 2022
-

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

Mr. David Angel, Legislative Analyst, gave the committee a presentation on House Resolution (H.R.) 7642, the Transportation Assistance for Olympics Cities Act of 2022. Mr. Angel indicated that this bill would provide the Secretary of Transportation the authority to prioritize surface transportation grant funding for projects related to the Olympic Games. He noted that the City of Los Angeles would be hosting the 2028 Summer Olympic and Paralympic games, branded as the LA28, from July 14, 2028, through July 30, 2028. Mr. Angel explained that staff was recommending the LCMC to forward a "support" position to the Regional Council on H.R. 7642 and recommendation to authorize support for any future legislation with substantially similar language that may be introduced in a future congress.

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

Chair Huang requested clarification of when H.R. 7642 would sunset. Mr. Angel responded to Chair Huang by confirming H.R. 7642 would sunset on September 30, 2034.

There were no other questions or comments from the Committee members.

A MOTION was made (Shapiro) to APPROVE staff recommendation to SUPPORT H.R. 7642 and future legislation with substantially similar language. The MOTION was SECONDED (Allen) and APPROVED by a majority roll call vote as follows:

AYES: Allen, Bill-de la Peña, Finlay, Fisch, Harnik, Huang, Lock Dawson, Lorimore, Marquez, Posey, Shapiro, Solache, and Wagner (13)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEM

5. State Budget Update

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

Mr. Kevin Gilhooley, Legislation Manager, gave the committee members a State Budget Update presentation relating to SCAG's budget surplus priorities. He mentioned the state estimated a budget surplus of just under \$100 billion and spoke on the action taken by the Regional Council to prioritize a budget augmentation to support the Infill Infrastructure Grant Program. He explained that this year's budget was the largest in the state's history at \$308 billion, of which \$10.8 billion would be allocated to transportation programs and \$11.2 billion to housing programs. Mr. Gilhooley provided the committee a detailed update on how the funds for the Infill Infrastructure Grant Program, the S.B. 1 Funding Augmentation, the transportation projects for the 2028 Summer Olympic games, and the Active Transportation Program were allocated by comparing it to SCAG's initial request. Mr. Gilhooley concluded his presentation by noting that a trailer bill related to climate remains outstanding, but funds for those specific programs have not been negotiated.

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

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

Ms. Javiera Cartagena, Director of Government and Public Affairs, began her remarks by informing the committee members that President Harnik and SCAG leadership would virtually meet with Senator Anthony Portantino from La Canada Flintridge on Wednesday, July 20th, 2022. She noted that if any Committee members were interested in joining this meeting, contact Mr. Kevin Gilhooley, Legislation Manager, for details.

Ms. Cartagena introduced Ms. Ana Vallianatos, SCAG's new Communications Manager. She briefly detailed Ms. Vallianatos's 20 years of professional experience in public relations, community outreach, and marketing.

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

Hon. Jan Harnik, RCTC, expressed her gratitude for the changes over the years, beginning with Past President Clint Lorimore, indicating she's noticed our voices are being heard, members of SCAG are speaking up, and Southern California is getting the attention.

Hon. Harnik announced that the City of Palm Desert and other Community Partners are having a "thank an outdoor worker day" on Friday.

ADJOURNMENT



There being no further business, Chair Huang adjourned the Legislative/Communications and Membership Committee meeting at 9:28 a.m.

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

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Legislative / Communications and Membership Committee

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



AGENDA ITEM 2
REPORT

Southern California Association of Governments
Remote Participation Only
August 16, 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 138 measures that have a nexus to the Regional Council’s adopted 2022 State and Federal Legislative Platform.

California adopted a final \$308 billion budget, the largest in state history, on June 29, 2022. This came after the Governor negotiated several outstanding issues with the legislature and signed numerous budget-related bills that make up the Fiscal Year 2022-2023 State Budget. While the budget is mostly complete, the Legislature and Governor are still negotiating a \$19.3 billion Climate Package, which should be passed before the conclusion of the 2021-2022 Legislative Session at the end of August. SCAG submitted a letter to the Governor and Legislative Leadership detailing some priorities for inclusion in the Climate Package.

The State Legislature adjourned for the Summer Recess on June 30, 2022, and reconvened from the month-long Summer Recess to finish the 2022 Legislative Session on August 1, 2022. The deadline

for fiscal committees to act on fiscal bills lapsed last Friday, August 12. August 31, 2022, marks the last day for each house to pass any remaining legislation. Staff is monitoring the climate budget trailer bill and will closely monitor the Legislature’s final actions in this session and provide an update on any new budget-related work, as well as the final disposition of bills the agency has taken a position on in future meetings.

The table below highlights recent and upcoming legislative deadlines:

Date	Deadline
July 1, 2022	Last day for policy committees to meet and report bills. Summer Recess begins upon adjournment.
August 1, 2022	Legislature reconvenes from Summer Recess
August 12, 2022	Last day for fiscal committees to meet and report bills.
August 15-31, 2022	Floor session only. No committee may meet for any purpose.
August 25, 2022	Last day to amend bills on the floor.
August 31, 2022	Last day for each house to pass bills.
September 30, 2022	Last day for Governor to sign or veto bills passed by the Legislature before Sept. 1 and in the Governor’s possession on or after Sept. 1.

FISCAL IMPACT:

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

ATTACHMENT(S):

1. 02a - LCMC - 08162022 - Legislative Tracking Bill Report

SCAG Bill Report 8/9/2022

Broadband

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

Current Text: Amended: 8/1/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 8/1/2022

Status: 8/8/2022-In committee: Referred to suspense file.

Location: 8/8/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

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

Current Text: Amended: 8/1/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 8/1/2022

Status: 8/8/2022-From committee: Be ordered to second reading pursuant to Senate Rule 28.8.

Location: 8/8/2022-S. SECOND READING

Calendar: 8/11/2022 #32 SENATE ASSEMBLY BILLS - SECOND READING FILE

Summary: Current law requires the Public Utilities Commission to develop, implement, and administer the California Advanced Services Fund program to encourage deployment of high-quality advanced communications services to all Californians that will promote economic growth, job creation, and the substantial social benefits of advanced information and communications technologies. Current law requires the commission, in collaboration with relevant state agencies and stakeholders, to maintain and update a statewide, publicly accessible, and interactive map showing the accessibility of broadband service in the state, as provided. This bill would authorize the commission to collect information from providers of broadband services at the address level. The bill would prohibit the commission from disclosing residential subscriber information, as provided.

Position

CEQA

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

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

Introduced: 2/18/2022

Last Amend: 8/2/2022

Status: 8/8/2022-In committee: Referred to suspense file.

Location: 8/8/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, 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. Current law, the California Environmental Quality Act (CEQA), requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if the lead agency finds that the project will not have that effect. This bill would define "disapprove the housing development project" as also including any instance in which a local agency fails to issue a project an exemption from CEQA for which it is eligible, as described, or fails to adopt a negative declaration or addendum for the project, to certify an environmental impact report for the project, or to approve another comparable environmental document, if certain conditions are satisfied.

Position

[SB 886](#)

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

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

Introduced: 1/27/2022

Last Amend: 6/16/2022

Status: 6/29/2022-June 29 set for first hearing. Placed on suspense file.

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

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, 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, including that each building within the project is certified as Leadership in Energy and Environmental Design (LEED) platinum or better by the United States Green Building Council, that the project's construction impacts are fully mitigated, and that the project is not located, in whole or in part, on certain types of sites, including a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway as determined by the Federal Emergency Management Agency, as provided. The bill, with respect to a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway, would prohibit a local government from denying an application on the basis that a public university did not comply with any additional permit requirement, standard, or action adopted by that local government applicable to the site if the public university is able to satisfy all applicable federal qualifying criteria in order to demonstrate that the site meets these criteria and is otherwise eligible to be exempt from CEQA pursuant to the above requirements. By imposing additional duties on local governments, this bill would impose a state-mandated local program.

Position

City Attorney

[AB 2766](#)

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

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

Introduced: 2/18/2022

Last Amend: 6/21/2022

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

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

Calendar: 8/11/2022 #101 SENATE ASSEMBLY BILLS - THIRD READING FILE

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

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

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

Introduced: 2/17/2022

Last Amend: 8/8/2022

Status: 8/8/2022-Read third time and amended. Ordered to second reading.

Location: 8/8/2022-S. SECOND READING

Calendar: 8/11/2022 #50 SENATE ASSEMBLY BILLS - SECOND READING FILE

Summary: The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act generally requires posting an agenda at least 72 hours before a regular meeting that contains a brief general description of each item of business to be transacted or discussed at the meeting, and prohibits any action or discussion from being undertaken on any item not appearing on the posted agenda. The act authorizes a legislative body to take action on items of business not appearing on the posted agenda under specified conditions. The act contains specified provisions regarding providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would revise and recast those teleconferencing provisions and, until January 1, 2026, would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements that each teleconference location be identified in the notice and agenda and that each teleconference location be accessible to the public if at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. Under this exception, the bill would authorize a member to participate remotely under specified circumstances, including participating remotely for just cause or due to emergency circumstances.

Position

Support

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

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

Introduced: 2/18/2022

Last Amend: 5/2/2022

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

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

Calendar: 8/11/2022 #114 SENATE ASSEMBLY BILLS - THIRD READING FILE

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: 8/4/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 8/4/2022

Status: 8/8/2022-Read second time. Ordered to third reading.

Location: 8/8/2022-S. THIRD READING

Calendar: 8/11/2022 #260 SENATE ASSEMBLY BILLS - THIRD READING FILE

Summary: The Ralph M. Brown Act requires the meetings of the legislative body of a local agency to be conducted openly and publicly, with specified exceptions. Current law makes agendas of public

meetings and other writings distributed to the members of the governing board disclosable public records, with certain exceptions. 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. Current law requires a local agency to post the agenda for a special meeting at least 24 hours prior to the special meeting in a location that is freely accessible to members of the public. 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

Climate Bonds

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

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

Introduced: 2/17/2022

Last Amend: 3/21/2022

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

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

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

Position

Climate Change

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

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

Introduced: 2/19/2021

Last Amend: 6/9/2022

Status: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

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

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

Introduced: 2/19/2021

Last Amend: 8/26/2021

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

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

Calendar: 8/11/2022 #89 SENATE ASSEMBLY BILLS - THIRD READING FILE

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

Position

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

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

Introduced: 1/12/2022

Last Amend: 5/19/2022

Status: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

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

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

Introduced: 1/18/2022

Last Amend: 8/8/2022

Status: 8/8/2022-Read third time and amended. Ordered to third reading.

Location: 8/4/2022-A. THIRD READING

Calendar: 8/11/2022 #102 ASSEMBLY THIRD READING FILE - SENATE BILLS

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

Position

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

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

Introduced: 1/24/2022

Last Amend: 6/13/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

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

Position

Economic Development

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

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

Introduced: 2/8/2022

Last Amend: 4/18/2022

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

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

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

Position

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

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

Introduced: 2/15/2022

Last Amend: 5/19/2022

Status: 8/8/2022-From committee: Be ordered to second reading pursuant to Senate Rule 28.8.

Location: 8/8/2022-S. SECOND READING

Calendar: 8/11/2022 #19 SENATE ASSEMBLY BILLS - SECOND READING FILE

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

Position

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

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

Introduced: 2/16/2022

Last Amend: 6/15/2022

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

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

Calendar: 8/11/2022 #135 SENATE ASSEMBLY BILLS - THIRD READING FILE

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

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

Position

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

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

Introduced: 2/16/2021

Last Amend: 6/16/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

Position

Emergency Management

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

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

Introduced: 2/17/2022

Last Amend: 5/19/2022

Status: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

Employee Relations

AB 1949 (Low D) Employees: bereavement leave.

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

Introduced: 2/10/2022

Last Amend: 6/30/2022

Status: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

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

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

Introduced: 2/18/2022

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

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

Calendar: 8/11/2022 #138 SENATE ASSEMBLY BILLS - THIRD READING FILE

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

Position

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

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

Introduced: 2/15/2022

Last Amend: 6/29/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

Position

[SB 833](#)

(Dodd D) Community Energy Resilience Act of 2022.

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

Introduced: 1/4/2022

Last Amend: 6/30/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

Position

Environmental Services

[AB 1749](#)

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

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

Introduced: 2/1/2022

Last Amend: 6/30/2022

Status: 8/2/2022-Read second time. Ordered to third reading.

Location: 8/2/2022-S. THIRD READING

Calendar: 8/11/2022 #187 SENATE ASSEMBLY BILLS - THIRD READING FILE

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

Position

[AB 2076](#)

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

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

Introduced: 2/14/2022

Last Amend: 6/13/2022

Status: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would establish the Extreme Heat and Community Resilience Program in the office, to be administered by the Office of Planning and Research through the Integrated Climate Adaptation and Resiliency Program (ICARP), for the purpose of coordinating state efforts and supporting local and regional efforts to prevent or mitigate the impacts of, and reduce the public health risks of, heat. The bill would require the office to coordinate with other state agencies to implement the program and update the Extreme Heat Action Plan. The bill would require the Director of State Planning and Research to appoint a Chief Heat Officer to coordinate state activities and funding to address heat and oversee the implementation of the program. The bill would require the advisory council to, among

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other things, advise and provide input to the office on actions to improve the effectiveness of the program. The bill would require the office, when making appointments to the advisory council, to ensure that the advisory council is comprised of members with the necessary expertise to advise on the implementation of the program. Upon appropriation by the Legislature, the bill would require the office, as part of the program, to award grants and provide technical assistance to eligible entities, as defined, that support local and regional efforts to mitigate the impacts and reduce the public health risks of heat. The bill would require the office, in the awarding of grants, to prioritize projects that serve disadvantaged or vulnerable communities, as specified, that demonstrate participation in a regional climate collaborative program, or that are a component of a comprehensive heat action plan.

Position

AB 2114 (Kalra D) California Pocket Forest Initiative.

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

Introduced: 2/14/2022

Last Amend: 6/6/2022

Status: 6/20/2022-In committee: Referred to suspense file.

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

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

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

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

Introduced: 2/16/2022

Last Amend: 6/13/2022

Status: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

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

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

Introduced: 2/17/2022

Last Amend: 6/9/2022

Status: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200

SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

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

Current Text: Amended: 8/1/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 8/1/2022

Status: 8/8/2022-In committee: Referred to suspense file.

Location: 8/8/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: (1)Current law establishes within the Natural Resources Agency the State Water Resource Control Board and the California regional water quality control boards. Current law requires the work of the state board to be divided into at least 2 divisions, known as the Division of Water Rights and the Division of Water Quality. Current law requires the state board to formulate and adopt state policy for water quality control. This bill would create a Drought Section within the state board, as specified. The bill would require the state board, in consultation with the Department of Fish and Wildlife, to adopt principles and guidelines for diversion and use of water in coastal watersheds, as specified, during times of water shortage for drought preparedness and climate resiliency. The bill would require that the principles and guidelines provide for the development of watershed-level contingency plans to support public trust uses, public health and safety, and the human right to water in times of water shortage, among other things. The bill also would require the state board, prior to adopting those principles and guidelines, to allow for public comment and hearing, as provided. The bill would require the state board to adopt those principles and guidelines no later than March 31, 2024.

Position

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

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

Introduced: 12/7/2020

Last Amend: 6/23/2022

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

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

Calendar: 8/11/2022 #67 ASSEMBLY THIRD READING FILE - SENATE BILLS

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

Position

Watch

SB 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: 6/29/2022-June 29 set for first hearing. Placed on suspense file.

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

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100
ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

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

Introduced: 2/14/2022

Last Amend: 6/29/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100
ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

Position

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

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

Introduced: 2/14/2022

Last Amend: 6/20/2022

Status: 8/8/2022-From consent calendar on motion of Assembly Member Reyes. Ordered to third reading.

Location: 8/8/2022-A. THIRD READING

Calendar: 8/11/2022 #128 ASSEMBLY THIRD READING FILE - SENATE BILLS

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

Position

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

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

Introduced: 2/15/2022

Last Amend: 5/19/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100
ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

Position

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

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

Introduced: 2/16/2022

Last Amend: 6/23/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100
ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

Position

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

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

Introduced: 2/16/2022

Last Amend: 8/2/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100
ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: The California Safe Drinking Water Act requires the State Water Resources Control Board (state board) to administer provisions relating to the regulation of drinking water to protect public health. In this regard, existing law prohibits a person from using any pipe, pipe or plumbing fitting or fixture, solder, or flux that is not lead free in the installation or repair of any public water system or any plumbing in a facility providing water for human consumption, except as provided. This bill would require, no later than January 1, 2027, except as provided, an operating agency, as defined, to complete a water efficiency and quality assessment report, as specified, for each covered building. The bill would define a "covered building" to mean a building owned and occupied, or leased, maintained, and occupied, by a state agency, or a public school building, including a charter school building, as described. If the report identifies noncompliant plumbing fixtures and noncompliant appliances, the bill would require the operating agency to replace those fixtures and appliances that fail to meet water efficiency standards, as specified, at the earliest practical time, subject to available funding. If the report determines that a building's potable water system is contaminated with lead, the bill would require the operating agency to fit all drinking and cooking water sources with particulate and lead

filters as soon as possible, no later than one year from receipt of the report, subject to available funding, as specified. If a building contains lead pipe, the bill would require the operating agency to replace the lead pipe at the earliest practical time, subject to available funding. If the report determines that a building contains pipe of unknown material that was installed prior to 2010, the bill would require the operating agency to either treat the pipe as lead pipe or test the pipe to determine if it meets the definition of lead pipe.

Position

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

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

Introduced: 2/17/2022

Last Amend: 6/22/2022

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

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

Calendar: 8/11/2022 #63 ASSEMBLY THIRD READING FILE - SENATE BILLS

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

Position

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

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

Introduced: 2/17/2022

Last Amend: 6/15/2022

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

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

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

Position

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

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

Introduced: 2/18/2022

Last Amend: 6/23/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

Position

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

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

Introduced: 2/3/2021

Last Amend: 1/24/2022

Status: 6/27/2022-In committee: Referred to suspense file.

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

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, 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 561 (Ting D) Help Homeowners Add New Housing Program: accessory dwelling unit financing.

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

Introduced: 2/11/2021

Last Amend: 6/13/2022

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

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

Summary: Current law establishes the Capital Access Loan Program to assist qualified small businesses in financing the costs of complying with environmental mandates and the remediation of contamination on their properties, which is administered by the California Pollution Control Financing Authority. Under the program, the authority may enter into contracts with participating financial institutions and is required to establish a loss reserve account with each participating financial institution. Under the program, a participating financial institution that experiences a default on a qualified loan enrolled in the Capital Access Loan Program may obtain reimbursement from the authority by submitting a claim for reimbursement for a specified amount of the loss covered by that loan, subject to certain procedures. This bill, upon appropriation by the Legislature, would require the office of the Treasurer to establish and administer the Help Homeowners Add New Housing Program for the purpose of protecting participating financial institutions, as defined, from default on loans provided to a qualified homeowner to construct an accessory dwelling unit.

Position

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

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

Introduced: 2/12/2021

Last Amend: 6/23/2022

Status: 8/2/2022-Read second time. Ordered to third reading.

Location: 8/2/2022-S. THIRD READING

Calendar: 8/11/2022 #174 SENATE ASSEMBLY BILLS - THIRD READING FILE

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

Position

Attachment: 02a - LCMC - 08162022 - Legislative Tracking Bill Report (Legislative Tracking Report)

[AB 916](#)

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

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

Introduced: 2/17/2021

Last Amend: 6/23/2022

Status: 8/2/2022-Read second time. Ordered to third reading.

Location: 8/2/2022-S. THIRD READING

Calendar: 8/11/2022 #177 SENATE ASSEMBLY BILLS - THIRD READING FILE

Summary: Would prohibit a city or county legislative body from adopting or enforcing an ordinance requiring a public hearing as a condition of reconfiguring existing space to increase the bedroom count within an existing dwelling unit. The bill would apply these provisions only to a permit application for n more than 2 additional bedrooms within an existing dwelling unit. The bill would specify that these provisions are not to be construed to prohibit a local agency from requiring a public hearing for a proposed project that would increase the number of dwelling units within an existing structure. The bill would include findings that ensuring adequate housing is a matter of statewide concern and is not a municipal affair, and that the provision applies to all cities, including charter cities.

Position

Oppose

[AB 1288](#)

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

Current Text: Amended: 8/1/2022 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 8/1/2022

Status: 8/8/2022-In committee: Referred to suspense file.

Location: 8/8/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current federal law prescribes a volume ceiling on the aggregate amount of private activity bonds that may be issued in a state. Current law creates the California Debt Limit Allocation Committee (CDLAC) for the purpose of administering the volume limit for the state on private activity bonds through an allocation system. Existing law authorizes CDLAC to adopt, amend, or repeal rules and regulations as emergency regulations in accordance with the rulemaking provisions of the Administrative Procedure Act. This bill, instead, would authorize CDLAC to adopt, amend, or repeal rules and regulations without complying with the procedural requirements of the Administrative Procedures Act, except as specified. The bill would make rules and regulations adopted, amended, or repealed by CDLAC effective immediately upon adoption.

Position

[AB 1369](#)

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

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

Introduced: 2/19/2021

Last Amend: 6/8/2022

Status: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

[AB 1445](#)

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

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

Introduced: 2/19/2021

Last Amend: 6/6/2022

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

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

Attachment: 02a - LCMC - 08162022 - Legislative Tracking Bill Report (Legislative Tracking Report)

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

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

Current Text: Amended: 8/1/2022 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 8/1/2022

Status: 8/8/2022-From committee: Be ordered to second reading pursuant to Senate Rule 28.8.

Location: 8/8/2022-S. SECOND READING

Calendar: 8/11/2022 #8 SENATE ASSEMBLY BILLS - SECOND READING FILE

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

Position

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

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

Introduced: 2/19/2021

Last Amend: 1/13/2022

Status: 8/8/2022-From Consent Calendar. Ordered to third reading.

Location: 8/8/2022-S. THIRD READING

Calendar: 8/11/2022 #255 SENATE ASSEMBLY BILLS - THIRD READING FILE

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

Position

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

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

Introduced: 1/3/2022

Last Amend: 6/22/2022

Status: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

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

Current Text: Amended: 8/1/2022 [html](#) [pdf](#)

Introduced: 1/25/2022

Last Amend: 8/1/2022

Status: 8/8/2022-From committee: Be ordered to second reading pursuant to Senate Rule 28.8.

Location: 8/8/2022-S. SECOND READING

Calendar: 8/11/2022 #12 SENATE ASSEMBLY BILLS - SECOND READING FILE

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

Position

Support

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

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

Introduced: 1/27/2022

Last Amend: 4/18/2022

Status: 6/20/2022-In committee: Referred to suspense file.

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

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

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

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

Introduced: 2/9/2022

Last Amend: 4/19/2022

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

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

Summary: The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill, for taxable years beginning on or after January 1, 2023,

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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: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

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

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

Introduced: 2/14/2022

Last Amend: 6/23/2022

Status: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

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

Current Text: Amended: 8/1/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Last Amend: 8/1/2022

Status: 8/8/2022-In committee: Referred to suspense file.

Location: 8/8/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would establish the Housing Cost Reduction Incentive Program, to be administered by the department, 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.

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: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

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

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

Introduced: 2/15/2022

Last Amend: 6/23/2022

Status: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

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

Current Text: Amended: 8/1/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 8/1/2022

Status: 8/8/2022-From committee: Be ordered to second reading pursuant to Senate Rule 28.8.

Location: 8/8/2022-S. SECOND READING

Calendar: 8/11/2022 #23 SENATE ASSEMBLY BILLS - SECOND READING FILE

Summary: (1)Current law, the Planning and Zoning Law, requires that the legislative body of each county and each city adopt a comprehensive, long-term general plan for the physical development of the county and city, and specified land outside its boundaries, that includes, among other mandatory elements, a housing element. Current law authorizes the legislative body of any county or city, pursuant to specified procedures, to adopt ordinances that, among other things, regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes. Current law generally requires each local agency to comply with all applicable building ordinances and zoning ordinances of the county or city in which the territory of the local agency is situated, but, among other things, authorizes the governing board of a school district that has complied with specified law, by a 2/3 vote of its members, to render a city or county zoning ordinance inapplicable to a proposed use of property by the school district, unless the proposed use of the property is for nonclassroom facilities, as provided. This bill 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.

Position

Oppose

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

Current Text: Amended: 8/1/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 8/1/2022

Status: 8/8/2022-From committee: Be ordered to second reading pursuant to Senate Rule 28.8.

Location: 8/8/2022-S. SECOND READING

Calendar: 8/11/2022 #24 SENATE ASSEMBLY BILLS - SECOND READING FILE

Summary: (1)Current law, referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Existing law requires that an applicant agree to, and the city, county, or city and county ensure, the continued affordability of all very low and low-income rental units that qualified the applicant for a density bonus, as provided. Current law, for developments where 100% of all units are for lower income households, except as provided, requires that rent for 20% of the units be set at an affordable rent and that rent for the remaining units be at an amount consistent with the maximum rent levels for a housing development that receives an allocation of state or federal low-income housing tax credits from the California Tax Credit Allocation Committee (CTCAC). Current law, with respect to a for-sale unit that qualified the applicant for a density bonus, also requires that the local government enforce an equity sharing agreement, as provided, unless it is in conflict with the requirements of another public funding source or law. This bill, with respect to the affordability requirements applicable to 100% lower income developments, would instead require the rent for the remaining units in the development be set at an amount consistent with the maximum rent levels for lower income households, as those rents and incomes are determined by CTCAC.

Position

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

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

Introduced: 2/16/2022

Last Amend: 6/20/2022

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

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

Calendar: 8/11/2022 #134 SENATE ASSEMBLY BILLS - THIRD READING FILE

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

AB 2483 (Maienschein D) Housing for individuals experiencing homelessness.**Current Text:** Amended: 6/29/2022 [html](#) [pdf](#)**Introduced:** 2/17/2022**Last Amend:** 6/29/2022**Status:** 8/2/2022-In committee: Referred to suspense file.**Location:** 8/2/2022-S. APPR. SUSPENSE FILE**Calendar:** 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law establishes the Department of Housing and Community Development and requires it to administer various programs intended to promote the development of housing, including the Multifamily Housing Program, pursuant to which the department provides financial assistance in the form of deferred payment loans to pay for the eligible costs of development of specified types of housing projects. This bill would require the department, by December 31, 2023, to award incentives, as specified, to Multifamily Housing Program project applicants that agree to set aside at least 20% of the project's units, or no more than 50% of the project's units if the project includes more than 100 units, for individuals that are either experiencing homelessness or eligible to receive specified services including, among others, those received under the Program of All-Inclusive Care for the Elderly. The bill would also require the department to partner with the State Department of Health Care Services to determine the most effective way to align qualifying services in housing projects funded by the Multifamily Housing Program. The bill would require the department to assess tenant outcomes and engage with an evaluator to identify specified information with respect to projects receiving incentives under these provisions, including the number and demographics, including age, race, or ethnicity, and presubsidy housing status, of people being served.

Position**AB 2592 (McCarty D) Housing: underutilized state buildings.****Current Text:** Amended: 4/25/2022 [html](#) [pdf](#)**Introduced:** 2/18/2022**Last Amend:** 4/25/2022**Status:** 8/8/2022-In committee: Referred to suspense file.**Location:** 8/8/2022-S. APPR. SUSPENSE FILE**Calendar:** 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, 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 2656 (Ting D) Housing Accountability Act: disapprovals: California Environmental Quality Act.****Current Text:** Amended: 8/2/2022 [html](#) [pdf](#)**Introduced:** 2/18/2022**Last Amend:** 8/2/2022**Status:** 8/8/2022-In committee: Referred to suspense file.**Location:** 8/8/2022-S. APPR. SUSPENSE FILE**Calendar:** 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, 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. Current law, the California Environmental Quality Act (CEQA), requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that the

lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if the lead agency finds that the project will not have that effect. This bill would define "disapprove the housing development project" as also including any instance in which a local agency fails to issue a project an exemption from CEQA for which it is eligible, as described, or fails to adopt a negative declaration or addendum for the project, to certify an environmental impact report for the project, or to approve another comparable environmental document, if certain conditions are satisfied.

Position

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

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

Introduced: 2/18/2022

Last Amend: 5/23/2022

Status: 8/8/2022-In committee: Referred to suspense file.

Location: 8/8/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

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

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

Introduced: 2/18/2022

Last Amend: 5/5/2022

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

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

Calendar: 8/11/2022 #124 SENATE ASSEMBLY BILLS - THIRD READING FILE

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

Position

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

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

Introduced: 12/7/2020

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

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

Summary: The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or

special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.

Position
Support

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

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

Introduced: 12/7/2020

Last Amend: 6/20/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. Current law requires that the housing element include, among other things, an inventory of land suitable and available for residential development. If the inventory of sites does not identify adequate sites to accommodate the need for groups of all households pursuant to specified law, existing law requires the local government to rezone sites within specified time periods and that this rezoning accommodate 100% of the need for housing for very low and low-income households on sites that will be zoned to permit owner-occupied and rental multifamily residential use by right for specified developments. This bill, the Neighborhood Homes Act, would deem a housing development project, as defined, an allowable use on a parcel that is within a zone where office, retail, or parking are a principally permitted use, if the development and site meet specified requirements, including that the site is not adjacent to an industrial use or agricultural use. The bill would require the density for a housing development under these provisions to meet or exceed the density deemed appropriate to accommodate housing for lower income households according to the type of local jurisdiction, including a density of at least 20 units per acre for a suburban jurisdiction. The bill would require the housing development to meet all other local requirements, other than those that prohibit residential use, or allow residential use at a lower density than that required by the bill.

Position
Watch

SB 490 (Caballero D) Community Anti-Displacement and Preservation Program: technical assistance.

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

Introduced: 2/17/2021

Last Amend: 6/8/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

Position
Support

SB 679 (Kamlager D) Los Angeles County: affordable housing.

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

Introduced: 2/19/2021

Last Amend: 6/20/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Would establish the Los Angeles County Affordable Housing Solutions Agency and would

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

Position

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

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

Introduced: 1/13/2022

Last Amend: 6/16/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: The COVID-19 Tenant Relief Act, until October 1, 2025, establishes procedural requirements and limitations on evictions for nonpayment of rent due to COVID-19 rental debt, as defined. Current law, among other things, prohibits a tenant that delivers to a landlord or files with the court a declaration, under penalty of perjury, of COVID-19-related financial distress, as defined, from being deemed in default with regard to the COVID-19 rental debt, as prescribed. This bill would, until January 1, 2025, create a grant program under the administration of the Department of Housing and Community Development and would require the department to, among other things, award a program grant, as defined, to a qualified applicant who submits a complete application, as defined, on a first-come, first-served basis, except that the bill would require the department to provide grants to all tier one applicants, as defined, before processing the applications of other applicants, as specified. The bill would define "qualified applicant" to mean a landlord who has applied for rental assistance funds pursuant to the State Rental Assistance Program and satisfies certain criteria, including that the landlord has received a negative final decision, as specified.

Position

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

Current Text: Amended: 8/1/2022 [html](#) [pdf](#)

Introduced: 2/1/2022

Last Amend: 8/1/2022

Status: 8/3/2022-August 3 hearing postponed by committee.

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

Calendar: 8/10/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

Position

[SB 914](#) (Rubio D) HELP Act.

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

Introduced: 2/2/2022

Last Amend: 5/19/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Would enact the HELP (Homeless Equity for Left Behind Populations) Act. The bill would require cities, counties, and continuums of care receiving state funding to address homelessness on or after January 1, 2023, to take specific steps to ensure that the needs of victim service providers and survivors of violence, and a gendered analysis of the causes and consequences of homelessness, are incorporated into homelessness planning and responses. The bill would also impose other

homelessness planning and data analysis requirements on these cities, counties, and continuums of care. The bill would prohibit victim service providers, as defined, from being required or expected to enter client-level data into specified homeless data systems and would permit any funding provided to cities, counties, and continuums of care to be used to support the development of these data systems and the maintenance of comparable databases, as specified.

Position

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

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

Introduced: 2/7/2022

Last Amend: 6/2/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Would, beginning January 1, 2025, and before January 2, 2030, require the Department of Alcoholic Beverage Control to conduct a pilot program that would authorize the department to issue an additional hours license to an on-sale licensee located in a qualified city that would authorize, with or without conditions, the selling, giving, or purchasing of alcoholic beverages at the licensed premises between the hours of 2 a.m. and 4 a.m., upon completion of specified requirements by the qualified city in which the licensee is located. The bill would impose specified fees related to the license to be deposited in the Alcohol Beverage Control Fund. The bill would require the applicant to notify specified persons of the application for an additional hours license and would provide a procedure for protest and hearing regarding the application. The bill would require the Department of the California Highway Patrol and each qualified city that has elected to participate in the program to submit reports to the Legislature and specified committees regarding the regional impact of the additional hours licenses, as specified. The bill would provide that any person under 21 years of age who enters and remains in the licensed public premises during the additional serving hour without lawful business therein is guilty of a misdemeanor, as provided. The pilot program would apply to the Cities of Cathedral City, Coachella, Fresno, Oakland, Palm Springs, and West Hollywood, and the City and County of San Francisco.

Position

Oppose

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

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

Introduced: 2/9/2022

Last Amend: 5/19/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

Position

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

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

Introduced: 2/9/2022

Last Amend: 6/20/2022

Status: 8/4/2022-Read second time. Ordered to consent calendar.

Location: 8/3/2022-A. CONSENT CALENDAR

Calendar: 8/11/2022 #153 ASSEMBLY CONSENT CALENDAR 2ND DAY-SENATE BILLS

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

Position

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

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

Introduced: 2/15/2022

Last Amend: 6/30/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

Position

Oppose

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

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

Introduced: 2/18/2022

Last Amend: 4/19/2022

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

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

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

Position

SCA 2 (Allen D) Public housing projects.

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

Introduced: 12/7/2020

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100
ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

Position
Support

Information Technology

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

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

Introduced: 2/18/2022

Last Amend: 6/30/2022

Status: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

Land Use/Zoning

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

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

Introduced: 3/16/2021

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

Location: 3/16/2021-A. PRINT

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

Position

Planning, Building, & Code Enforcement

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

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

Introduced: 2/15/2022

Last Amend: 3/9/2022

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

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

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

Position

Support

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

Current Text: Amended: 8/1/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Last Amend: 8/1/2022

Status: 8/8/2022-From committee: Be ordered to second reading pursuant to Senate Rule 28.8.

Location: 8/8/2022-S. SECOND READING

Calendar: 8/11/2022 #21 SENATE ASSEMBLY BILLS - SECOND READING FILE

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

Position

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

Current Text: Amended: 8/1/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 8/1/2022

Status: 8/8/2022-From committee: Be ordered to second reading pursuant to Senate Rule 28.8.

Location: 8/8/2022-S. SECOND READING

Calendar: 8/11/2022 #23 SENATE ASSEMBLY BILLS - SECOND READING FILE

Summary: (1)Current law, the Planning and Zoning Law, requires that the legislative body of each county and each city adopt a comprehensive, long-term general plan for the physical development of the county and city, and specified land outside its boundaries, that includes, among other mandatory elements, a housing element. Current law authorizes the legislative body of any county or city, pursuant to specified procedures, to adopt ordinances that, among other things, regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes. Current law generally requires each local agency to comply with all applicable building ordinances and zoning ordinances of the county or city in which the territory of the local agency is situated, but, among other things, authorizes the governing board of a school district that has complied with specified law, by a 2/3 vote of its members, to render a city or county zoning ordinance inapplicable to a proposed use of property by the school district, unless the proposed use of the property is for nonclassroom facilities, as provided. This bill 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.

Position

Oppose

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

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

Introduced: 2/16/2022

Last Amend: 6/20/2022

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

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

Calendar: 8/11/2022 #134 SENATE ASSEMBLY BILLS - THIRD READING FILE

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 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: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Current law requires the planning agency of a city or county to provide an annual report to the Department of Housing and Community Development by April 1 of each year that includes, among other information, a housing element portion that includes, as provided, the city or county's progress in meeting its share of regional housing needs and local efforts to remove governmental constraints on the maintenance, improvement, and development of housing, as specified. This bill would authorize the Department of Housing and Community Development to reject the housing element portion of an annual report if the report is not in substantial compliance with these requirements. If the department rejects the housing element portion of an annual report, the bill would require the department to provide the reasons for the rejection in writing, as specified.

Position

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

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

Introduced: 2/18/2022

Last Amend: 8/2/2022

Status: 8/8/2022-In committee: Referred to suspense file.

Location: 8/8/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, 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. Current law, the California Environmental Quality Act (CEQA), requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if the lead agency finds that the project will not have that effect. This bill would define "disapprove the housing development project" as also including any instance in which a local agency fails to issue a project an exemption from CEQA for which it is eligible, as described, or fails to adopt a negative declaration or addendum for the project, to certify an environmental impact report for the project, or to approve another comparable environmental document, if certain conditions are satisfied.

Position

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

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

Introduced: 2/18/2022

Last Amend: 6/22/2022

Status: 8/1/2022-Read second time. Ordered to third reading.

Location: 8/1/2022-S. THIRD READING

Calendar: 8/11/2022 #167 SENATE ASSEMBLY BILLS - THIRD READING FILE

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

Position

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

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

Introduced: 2/18/2022

Last Amend: 5/23/2022

Status: 8/8/2022-In committee: Referred to suspense file.

Location: 8/8/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

Police Department

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

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

Introduced: 1/26/2022

Last Amend: 3/21/2022

Status: 8/2/2022-Read second time. Ordered to third reading.

Location: 8/2/2022-S. THIRD READING

Calendar: 8/11/2022 #184 SENATE ASSEMBLY BILLS - THIRD READING FILE

Summary: Would require a person who is 18 years of age or older riding a bicycle upon a two-lane highway when approaching a stop sign at the entrance of an intersection with another roadway with two or fewer lanes, where stop signs are erected upon all approaches, to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and to pedestrians, as specified, and continue to yield the right-of-way to those vehicles and pedestrians until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. The bill would state that these provisions do not affect the liability of a driver of a motor vehicle as a result of the driver's negligent or wrongful act or omission in the operation of a motor vehicle. The bill would impose a warning citation for a first violation by a person who is under 18 years of age and fails to stop when approaching a stop sign at the entrance of an intersection.

Position

AB 2147 (Ting D) Pedestrians.

Current Text: Amended: 8/1/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Last Amend: 8/1/2022

Status: 8/8/2022-In committee: Referred to suspense file.

Location: 8/8/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200

SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

Public Works

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

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

Introduced: 1/27/2022

Last Amend: 5/19/2022

Status: 6/27/2022-In committee: Referred to suspense file.

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

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, 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 done under contract and paid for in whole or in part out of public funds performed as part of a fire mitigation project, as specified.

Position

AB 1883 (Quirk-Silva D) Public restrooms.

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

Introduced: 2/8/2022

Last Amend: 6/23/2022

Status: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

AB 1886 (Cooper D) Public works: definition.

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

Introduced: 2/8/2022

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

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

Calendar: 8/11/2022 #131 SENATE ASSEMBLY BILLS - THIRD READING FILE

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: 8/8/2022-From committee: Be ordered to second reading file pursuant to Senate Rule 28.8 and ordered to Consent Calendar.

Location: 8/8/2022-S. CONSENT CALENDAR

Calendar: 8/11/2022 #41 SENATE ASSEMBLY BILLS - SECOND READING FILE

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 117](#)

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

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

Introduced: 12/18/2020

Last Amend: 7/16/2021

Status: 8/26/2021-In committee: Held under submission. (Set for hearing on 08/11/2022)

Location: 8/5/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, 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 electric bicycles, as defined, as projects eligible for funding under the program.

Position

[AB 371](#)

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

Current Text: Amended: 6/27/2022 [html](#) [pdf](#)

Introduced: 2/1/2021

Last Amend: 6/27/2022

Status: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

[AB 950](#)

(Ward D) Department of Transportation: sales of excess real property: affordable housing, emergency shelters, and feeding programs.

Current Text: Amended: 7/13/2021 [html](#) [pdf](#)

Introduced: 2/17/2021

Last Amend: 7/13/2021

Status: 8/8/2022-In committee: Referred to suspense file.

Location: 8/8/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would authorize the Department of Transportation to sell its excess real property to the city, county, or city and county where the real property is located if the city, county, or city and county agrees to use the real property for the sole purpose of implementing affordable housing, emergency shelters, or feeding programs, as specified. The bill would exempt these sales from the California Environmental Quality Act, except the department would be required to file a notice of exemption with the Office of Planning and Research and the county clerk of the county in which the real property is located.

Position

AB 1616 (Petrie-Norris D) Economic relief: California Emergency Relief Fund.

Current Text: Amended: 4/7/2022 [html](#) [pdf](#)

Introduced: 1/6/2022

Last Amend: 4/7/2022

Status: 4/21/2022-Re-referred to Com. on RLS. pursuant to Assembly Rule 96.

Location: 4/21/2022-A. RLS.

Summary: Current law transferred \$150,000,000 from the General Fund to the California Emergency Relief Fund for purposes relating to the COVID-19 emergency proclaimed by the Governor on March 4, 2020. Existing law authorizes the Controller to make a one-time payment to qualified recipients in a form and manner determined by the Franchise Tax Board. This bill would require the Controller to issue one-time cost-of-living payments of specified amounts to qualified recipients, as defined, from the California Emergency Relief Fund. The bill would transfer, from the General Fund to the California Emergency Relief Fund, the amount necessary for the Controller to issue these one-time payments, and would appropriate that amount from the California Emergency Relief Fund to the Controller for the purpose. The bill would require the Controller to issue the payments by June 15, 2023, to the extent practicable.

Position

AB 1626 (Nguyen R) Motor Vehicle Fuel Tax Law: limitation on adjustment.

Current Text: Introduced: 1/10/2022 [html](#) [pdf](#)

Introduced: 1/10/2022

Status: 1/11/2022-From printer. May be heard in committee February 10.

Location: 1/10/2022-A. PRINT

Summary: Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.

Position

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

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

Introduced: 1/12/2022

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

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

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

Position

AB 1680 (Lee D) Transportation: San Francisco Bay Area Rapid Transit District: policing responsibilities.

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

Introduced: 1/24/2022

Last Amend: 8/2/2022

Status: 8/3/2022-Read second time. Ordered to third reading.

Location: 8/3/2022-S. THIRD READING

Calendar: 8/11/2022 #233 SENATE ASSEMBLY BILLS - THIRD READING FILE

Summary: Current law authorizes BART to acquire, construct, own, operate, control, or use rights-of-way, rail lines, bus lines, stations, platforms, switches, yards, terminals, parking lots, and any and all other facilities necessary or convenient for rapid transit service, as specified. Section 99171 of the Public Utilities Code authorizes specified transit districts, including BART, to issue prohibition orders to any person that 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, and prohibits a person issued a prohibition order from entering the property, facilities, or vehicles of the transit district, as specified. AB 1337 (Chapter 534 of the Statutes of 2021), effective January 1, 2022, amended Section 99171 of the Public Utilities Code to authorize a prohibition order to also be issued for those infractions committed in or on a property, facility, or vehicle upon which BART owes policing responsibilities, and to also prohibit a person issued a prohibition order from additionally entering the property, facilities, or vehicles upon which BART owes policing responsibilities, as specified. SB 357 (Chapter 86 of the Statutes of 2022), effective January 1, 2023, among other things, amended Section 99171 of the Public Utilities Code to strike a cross-reference to a statute the bill repeals. SB 357 also made the same changes to Section 99171 of the Public Utilities Code made by AB 1337, but only if SB 357 and AB 1337 were enacted and became effective on or before January 1, 2022, and SB 357 was enacted last. SB 357 was not enacted and did not become effective on or before January 1, 2022. Thus, SB 357, in addition to striking the cross-reference, deletes the amendments AB 1337 made to Section 99171 of the Public Utilities Code, as described above. This bill would amend the above-described provision of SB 357 to instead incorporate the changes to Section 99171 of the Public Utilities Code made by AB 1337 if SB 357 and AB 1337 are enacted and become effective on or before January 1, 2023, rather than January 1, 2022, thereby preserving the changes AB 1337 made to Section 99171 of the Public Utilities Code that would otherwise be deleted by SB 357.

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: 8/2/2022-Read second time. Ordered to third reading.

Location: 8/2/2022-S. THIRD READING

Calendar: 8/11/2022 #184 SENATE ASSEMBLY BILLS - THIRD READING FILE

Summary: Would require a person who is 18 years of age or older riding a bicycle upon a two-lane highway when approaching a stop sign at the entrance of an intersection with another roadway with two or fewer lanes, where stop signs are erected upon all approaches, to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and to pedestrians, as specified, and continue to yield the right-of-way to those vehicles and pedestrians until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. The bill would state that these provisions do not affect the liability of a driver of a motor vehicle as a result of the driver's negligent or wrongful act or omission in the operation of a motor vehicle. The bill would impose a warning citation for a first violation by a person who is under 18 years of age and fails to stop when approaching a stop sign at the entrance of an intersection.

Position

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

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

Introduced: 2/9/2022

Last Amend: 6/30/2022

Status: 8/1/2022-Read second time. Ordered to third reading.

Location: 8/1/2022-S. THIRD READING

Calendar: 8/11/2022 #169 SENATE ASSEMBLY BILLS - THIRD READING FILE

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

Position

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

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

Introduced: 2/9/2022

Last Amend: 6/14/2022

Status: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

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

Current Text: Amended: 8/1/2022 [html](#) [pdf](#)

Introduced: 2/10/2022

Last Amend: 8/1/2022

Status: 8/8/2022-From committee: Be ordered to second reading pursuant to Senate Rule 28.8.

Location: 8/8/2022-S. SECOND READING

Calendar: 8/11/2022 #13 SENATE ASSEMBLY BILLS - SECOND READING FILE

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

Position

AB 1981 (Lee D) Jury duty.

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

Introduced: 2/10/2022

Last Amend: 5/19/2022

Status: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

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

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

Introduced: 2/14/2022

Last Amend: 6/22/2022

Status: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

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

Current Text: Amended: 8/1/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Last Amend: 8/1/2022

Status: 8/8/2022-In committee: Referred to suspense file.

Location: 8/8/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law creates the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission (Energy Commission), to provide, among other things, competitive grants and revolving loans to specified entities for those entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. Current law requires the Energy Commission to develop and adopt an investment plan to determine priorities and opportunities for the program. Current law requires the Energy Commission, in consultation with the State Air Resources Board (state board), as part of the development of the investment plan, to assess whether charging station infrastructure is disproportionately deployed, as specified, and, upon finding disproportionate deployment, to use moneys from the Alternative and Renewable Fuel and Vehicle Technology Fund, as well as other mechanisms, including incentives, to more proportionately deploy new charging station infrastructure, except as specified. 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, uptime and excluded time, as defined, to the Energy Commission, if the charging station is installed after that date. 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: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

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

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

Introduced: 2/14/2022

Last Amend: 6/23/2022

Status: 8/8/2022-In committee: Referred to suspense file.

Location: 8/8/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

[AB 2147](#)

(Ting D) Pedestrians.

Current Text: Amended: 8/1/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Last Amend: 8/1/2022

Status: 8/8/2022-In committee: Referred to suspense file.

Location: 8/8/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

[AB 2264](#)

(Bloom D) Pedestrian crossing signals.

Current Text: Amended: 8/1/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 8/1/2022

Status: 8/8/2022-In committee: Referred to suspense file.

Location: 8/8/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

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

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

Introduced: 2/16/2022

Last Amend: 5/5/2022

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

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

Calendar: 8/11/2022 #155 SENATE ASSEMBLY BILLS - THIRD READING FILE

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

Position

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

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

Introduced: 2/17/2022

Last Amend: 6/9/2022

Status: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

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

Current Text: Amended: 8/1/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 8/1/2022

Status: 8/8/2022-In committee: Referred to suspense file.

Location: 8/8/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: (1) Current law provides for the funding of projects on the state highway system and other transportation improvements, including under the interregional transportation improvement program, the state highway operation and protection program, the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the program within the Road Maintenance and Rehabilitation Program commonly known as the Local Partnership Program. This bill would require, no

later than January 1, 2024, the guidelines or plans applicable to those programs to include the strategies established in the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, as provided. The bill would also require the Transportation Agency, the California Transportation Commission, and the Department of Transportation, no later than January 1, 2024, to each establish guidelines to ensure transparency and accountability for specified transportation funding programs that they respectively administer and for the project selection processes applicable to those programs. The bill would require those guidelines to meet certain requirements and would require those agencies to hold public workshops to solicit input before establishing the guidelines.

Position
Concerns

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

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

Introduced: 2/17/2022

Last Amend: 6/2/2022

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

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

Calendar: 8/11/2022 #93 SENATE ASSEMBLY BILLS - THIRD READING FILE

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

Position

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

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

Introduced: 2/17/2022

Last Amend: 5/5/2022

Status: 8/1/2022-Read second time. Ordered to third reading.

Location: 8/1/2022-S. THIRD READING

Calendar: 8/11/2022 #166 SENATE ASSEMBLY BILLS - THIRD READING FILE

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

Position

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

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

Introduced: 2/17/2022

Last Amend: 5/19/2022

Status: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law requires the Department of Transportation to prepare a State Highway System Management Plan that consists of both a 10-year state highway rehabilitation plan and a 5-year maintenance plan. Current law requires the department to make a draft of its proposed plan available

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

Position

AB 2599 (Cervantes D) High-occupancy vehicle lanes: County of Riverside.

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

Introduced: 2/18/2022

Last Amend: 3/29/2022

Status: 6/27/2022-In committee: Referred to suspense file.

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

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, 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: 6/9/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 6/9/2022

Status: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

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

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

Introduced: 2/18/2022

Last Amend: 3/17/2022

Status: 6/27/2022-In committee: Referred to suspense file.

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

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200
SENATE APPROPRIATIONS, PORTANTINO, 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: 6/16/2022 [html](#) [pdf](#)

Introduced: 2/28/2022

Last Amend: 6/16/2022

Status: 8/8/2022-From Consent Calendar. Ordered to third reading.

Location: 8/8/2022-S. THIRD READING

Calendar: 8/11/2022 #256 SENATE ASSEMBLY BILLS - THIRD READING FILE

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

Position

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

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

Introduced: 12/7/2020

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

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

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

Position

Support

SB 771 (Becker D) Prenatal screening program.

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

Introduced: 2/19/2021

Last Amend: 6/8/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

Position

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

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

Introduced: 2/7/2022

Last Amend: 6/20/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

Position

SB 942

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

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

Introduced: 2/8/2022

Last Amend: 6/29/2022

Status: 7/29/2022-August 3 hearing postponed by committee.

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

Calendar: 8/10/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

Position

Support

SB 1067

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

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

Introduced: 2/15/2022

Last Amend: 6/30/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

Position

Oppose

SB 1104

(Gonzalez D) Governor's Office of Business and Economic Development: Office of Freight.

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

Introduced: 2/16/2022

Last Amend: 6/14/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: Would establish the Office of Freight within GO-Biz. The bill would require the office to serve as the coordinating entity to steer the growth, competitiveness, and sustainability for freight and ports across the state and to promote and assess the continued economic vitality and sustainability of the freight sector. The bill would require the Governor to appoint a director to (1) oversee the Office of Freight, (2) facilitate collaboration along the supply chain, and (3) advocate for the interests of business and industry in the freight sector. The bill would require the Office of Freight to meet with specified state agencies as necessary to address and discuss ongoing freight and supply chain issues and would authorize the Office of Freight to establish and convene stakeholder advisory groups, as provided. The bill would require the Office of Freight in consultation with specified state agencies, to prepare an assessment of statewide economic growth, competitiveness, prosperity, resiliency, and sustainability for the state's freight sector. The bill would require GO-Biz to submit the assessment to the Legislature on or before December 31, 2024, and an updated assessment at least once every 5 years thereafter, and would also require GO-Biz to use the assessment to inform the development of, and recommended actions included within, the strategy for international trade and investment, as provided. The bill would require the Transportation Agency to incorporate the findings of the assessment into the state freight plan, as specified.

Position
Support

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: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

Position

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

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

Introduced: 2/17/2022

Last Amend: 6/29/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

Position

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

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

Introduced: 2/17/2022

Last Amend: 6/29/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100
ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

Position

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

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

Introduced: 2/17/2022

Last Amend: 4/19/2022

Status: 8/4/2022-Read second time. Ordered to third reading.

Location: 8/4/2022-A. THIRD READING

Calendar: 8/11/2022 #115 ASSEMBLY THIRD READING FILE - SENATE BILLS

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

Position

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

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

Introduced: 2/17/2022

Last Amend: 6/13/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100
ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

Position

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

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

Introduced: 2/17/2022

Last Amend: 6/20/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100
ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

Summary: The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Current law establishes various programs to promote the development and adoption of zero-emission vehicles and alternative fuels. This bill would establish the Office of the Zero-Emission Vehicle Equity Advocate (office) within GO-Biz to steer the development of a shared, cross-agency definition of equity, and to set an equity agenda for the deployment of light-, medium-, and heavy-duty zero-emission vehicles, the supporting infrastructure, and workforce development. The bill would require the office to develop and adopt an equity action plan, to publish an update of the progress on its activities on its internet website every 2 years, and to notify the relevant policy committees of the Legislature of the information provided in that update. The bill would repeal these provisions on January 1, 2028.

Position

SB 1391 (Kamlager D) greenhouse gases: market-based compliance mechanism.

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

Introduced: 2/18/2022

Last Amend: 6/14/2022

Status: 8/3/2022-August 3 set for first hearing. Placed on suspense file.

Location: 8/3/2022-A. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100
ASSEMBLY APPROPRIATIONS, HOLDEN, Chair

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

Position

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

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

Introduced: 2/18/2022

Last Amend: 5/2/2022

Status: 6/29/2022-June 29 set for first hearing. Placed on suspense file.

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

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 1100
ASSEMBLY APPROPRIATIONS, HOLDEN, 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

AB 267

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

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

Introduced: 1/15/2021

Last Amend: 6/30/2022

Status: 8/2/2022-In committee: Referred to suspense file.

Location: 8/2/2022-S. APPR. SUSPENSE FILE

Calendar: 8/11/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

Total Measures: 138
Total Tracking Forms: 138



AGENDA ITEM 3
REPORT

Southern California Association of Governments
Remote Participation Only
August 16, 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 \$71,200 for memberships with 1) the California Association of Councils of Governments (\$46,200) and 2) the Eno Center for Transportation (\$10,000), and sponsorships for 3) the University of California, Los Angeles' Lake Arrowhead Symposium (\$10,000) and 4) the Western Riverside Council of Governments' AltCar Expo (\$5,000).

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 \$71,200 to retain memberships with 1) the California Association of Councils of Governments (CALCOG) (\$46,200) and 2) the Eno Center for Transportation (\$10,000), and to sponsor 3) the University of California, Los Angeles' 32nd Annual Lake Arrowhead Symposium (\$10,000), and 4) the Western Riverside Council of Governments (WRCOG) AltCar Expo (\$5,000).

BACKGROUND:

Item 1: California Association of Councils of Governments

Type: Membership **Amount:** \$46,200

Established in 1977, the California Association of Councils of Governments (CALCOG) is a statewide association representing 47 regional planning agencies working to assist each member in developing the capacity to serve its own members' needs for regional coordination and policy development. CALCOG works with and through its members to:

- Review plans and policies on subjects agreed upon by members;

- Coordinate policy development as appropriate to the League of California Cities, the California State Association of Counties, the National Association of Regional Councils, and the Association of Metropolitan Planning Organizations;
- Promote more effective planning at the regional level;
- Conduct statewide workshops and conferences which provide members with an ideal opportunity to discuss key issues and learn from recognized experts in various fields; and
- Provide an informational clearinghouse on issues of concern to the regions and state.

The Fiscal Year (FY) 2022-2023 annual dues are \$46,200, representing a \$2,355 increase from the FY 2021-2022 dues. Given the vast quantity of legislation and policies related to regional issues and sustainable communities, CALCOG membership remains invaluable to SCAG. CALCOG provides a strong voice for regional organizations in Sacramento. Two years ago, CALCOG was instrumental in including the first Regional Early Action Planning (REAP) Housing Grant 2019 program with a \$125 million allocation in Governor Newsom’s Housing Budget. SCAG received \$47 million to help local communities promote and increase the housing supply. CALCOG sought to expand the program this past year and secured \$600 million to MPO regions for the REAP 2.0 program. These funds will support the Sustainable Communities Strategy, support infill housing development, reduce Vehicle Miles Traveled (VMT), and support Affirmatively Furthering Fair Housing (AFFH).

Former SCAG President Cheryl Viegas-Walker is one of CALCOG’s Past Presidents. Other CALCOG Board Members include SCAG President Jan Harnik, First Vice President Carmen Ramirez, and Regional Council Members Margaret Finlay and Alan Wapner.

Item 2: Eno Center for Transportation

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

The Eno Center for Transportation’s mission is to continuously improve transportation and its public and public-private leadership to increase the system’s mobility, safety, and sustainability. Eno works across all modes of transportation with the mission of cultivating creative and visionary leadership for the sector. They pursue this mission by supporting activities in their Center for Transportation Policy (CTP) and their Center for Transportation Leadership (CTL).

Eno Transportation Weekly (ETW), a weekly roundup of transportation and infrastructure-related news and analyses, provides valuable information to SCAG staff on policy and legislation making its way through Washington D.C. ETW’s thorough and high-quality analyses cover different topics, including transportation reauthorization bills, competitive grant programs, proposed budgets for federal departments, and discussion of new and emerging technologies in the transportation sector.

SCAG staff recommends that the agency maintain membership at the “Gold” level. Although this membership level typically costs organizations \$15,000, SCAG receives a discount as a government agency, thus bringing the amount down to \$10,000. This membership provides the agency with the following benefits:

- 15 subscriptions to ETW;
- Opportunity to participate in an Eno research initiative, such as working groups that support research on current issues in transportation policy; and
- Choice of any one optional sponsorship opportunity.

Item 4: 32nd Annual UCLA Lake Arrowhead Symposium

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

Each year, the University of California, Los Angeles (UCLA) Lewis Center and Institute of Transportation Studies Program holds a symposium dealing with regional and public policy issues. This year’s Symposium – *California’s Housing Crossroads* – will reconvene for the first time in three years from October 16-18, 2022, at the UCLA Lake Arrowhead Conference Center and will bring together a diverse and intimate group of influential policymakers, private sector stakeholders, public sector analysts, consultants, advocates, and researchers to delve into the pressing public policy challenges at the nexus of transportation, land use, and the environment. SCAG has been a sustaining co-sponsor for this program, enabling SCAG to maintain membership on the 2022-2023 Arrowhead Steering Committee and directly help plan and evaluate the event, including suggesting topics and speakers, nominating experts to attend the Symposium consistent with SCAG goals.

SCAG staff recommends that the agency sponsor the event at the “Platinum Sponsor” level in the amount of \$10,000, which provides SCAG with the following:

- Three (3) complimentary registrations;
- Two (2) registrations at 50% off (Early Bird registration costs \$1,095);
- Five (5) invitations for symposium attendees;
- Opportunity to nominate a speaker for UCLA’s review;
- Representation on the 2022-2023 Arrowhead Steering Committee;
- Recognition as sponsor of one of four dinners or receptions;
- Exclusive display of promotional materials during early evening reception;
- Shared display of promotional materials at registration area;
- Highlighted recognition on symposium website & online materials;
- Logo placement in printed symposium materials;
- Highlighted recognition as a Platinum sponsor from the podium; and
- Opportunity to network with speakers, faculty, prominent public officials.

Item 3: Western Riverside Council of Governments 18th Annual AltCar Expo**Type:** Sponsorship **Amount:** \$5,000

The goal of the AltCar Conference and Expo is to provide an accessible and comprehensive setting where both industry and the general public can discover all existing energy-efficient car alternatives driving national and global change. AltCar is the only event in the United States that gathers every single model of alternative technology light duty vehicle available for purchase or lease in one location for free test drives. The goal of making this technology available to the general public is to help make esoteric climate policies more tangible. Since 40 percent of all Zero Emission Vehicle (ZEV) purchases are happening in California, even though we only have 10 percent of the nation's cars, this event is critical in building the momentum for the emerging marketplace.

The upcoming Fall 2022 AltCar will be presented by the Western Riverside Council of Governments (WRCOG) and is set for October 27, 2022, at the Moreno Valley Convention Center. The expo will have open registration and feature an opening panel comprised of the California Energy Commission, Air Resources Board, Go-Biz, and the South Coast Air Quality Management District, unveiling their new programs and making announcements with an extended Q & A with attendees. This will be followed by an update of the CARB Ce-Cert MOU that debuted and signed at their 2019 event. Those panels will be followed by numerous breakout sessions and trainings, as an extensive collaboration with dozens of organizations and agencies that will use AltCar as the venue for their outreach and deliverables.

SCAG staff recommends that the agency sponsor the event in the amount of \$5,000, which provides SCAG with the following:

- Ability to hold SCAG "Listening Session" as a break out session at AltCar;
- Opportunity to invite SCAG stakeholders to AltCar; and
- Display space in breakfast and lunch area.

FISCAL IMPACT:

\$51,200 for membership with CALCOG and sponsorship for the WRCOG 18th AltCar Expo is included in the approved FY 22-23 General Fund Budget. \$20,000 for membership with the Eno Center for Transportation and sponsorship for the UCLA Lake Arrowhead Symposium are included in the approved FY 22-23 Indirect Cost budget.



AGENDA ITEM 4
REPORT

Southern California Association of Governments
Remote Participation Only
August 16, 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 augment the Infill Infrastructure Grant program as part of the State Budget’s climate-resilience package, and an advocacy meeting with Senate Appropriations Committee Chair, Anthony Portantino.

Infill Infrastructure Grant Program

While Governor Gavin Newsom signed the Fiscal Year (FY) 2022-23 budget bills into law on June 30, 2022, the Governor and the State Legislature have yet to complete a \$19.3 billion climate package. The budget agreements preserved \$19.3 billion for Water-Drought Resilience, Wildfire Resilience, Sea Level Rise, Extreme Heat, Biodiversity and Outdoor Access, Energy, Zero-Emission Vehicles, and other climate-related actions. However, the trailer bill that directs those funds to specific programs has not yet been fully negotiated.

To assist the Governor and Legislature in identifying priorities for climate-related programs, SCAG submitted a letter emphasizing the benefits of the Infill Infrastructure Grant (IIG) Program. The FY 23 budget provides the Department of Housing and Community Development with \$425 million over two years (\$200 million in 2022-23 and \$225 million in 2023-24) for the IIG Program. The SCAG letter recommends that the Administration and Legislature double this investment to at least \$850 million to maximize the transformative capacity the IIG has on the climate, resulting from prioritizing housing production on prime infill parcels in downtown-oriented areas.

Additionally, the letter highlights the Community Resilience Centers Program and the Urban Greening Program, both of which fund climate resilience strategies included in Connect SoCal, the adopted 2020 Regional Transportation Plan/Sustainable Communities Strategy.

A copy of the letter is attached to this report.

Senate Appropriations Committee

On July 20, 2022, President Jan Harnik hosted a virtual SCAG delegation meeting with Senator Anthony Portantino (D-La Cañada Flintridge), who chairs the powerful Senate Appropriations Committee. The purpose of this meeting was to share SCAG's legislative positions on three priority Assembly Bills scheduled to be heard in Chair Portantino's committee when the Legislature reconvened from Summer Recess. The SCAG delegation addressed the following bills:

- Support for AB 2622 (Mullin), which would extend an existing state sales tax exemption for zero-emission buses purchased by transit agencies through January 2026.
- A recommendation to amend AB 2438 (Friedman) to protect funding for SB 1 programs from being subjected to new requirements. And,
- Opposition to AB 2011 (Wicks) to protect cities' and counties' land-use planning and public outreach efforts from being invalidated by new, statewide zoning overlays.

The delegation also reiterated SCAG's commitment to Senator Portantino's SB 15, which would have created a new grant program to incentivize local jurisdictions to rezone idle retail and commercial sites for affordable housing. Despite broad support from local government, labor, and the business community, SB 15 was held at the Assembly desk and did not receive a hearing.

President Harnik was joined by SCAG leadership, but also by Regional Council Members Jess Talamantes of Burbank, Margaret Finlay of Duarte, and Keith Eich of La Cañada Flintridge, who reside in Senator Portantino's district.

A copy of the slide deck used for this meeting is attached to this report.

Legislative Positions for the 2022 Legislative Year

Since March, the Regional Council has adopted positions on 24 pending state legislative bills. Attached to this report is the Bill Positions Tracker to assist members of the LCMC in keeping track of the agency's formal positions.

FISCAL IMPACT:

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



ATTACHMENT(S):

1. 2022-08-05 - Budget Climate Trailer Bill
2. 2022-07-20 - Portantino Meeting Slide Deck
3. 2022 SCAG Bill Position Tracker



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Energy & Environment
Deborah Robertson, Rialto

Transportation
Ray Marquez, Chino Hills

August 5, 2022

The Honorable Gavin Newsom
Governor
1021 O Street, Suite 9000
Sacramento, CA 95814

The Honorable Anthony Rendon
Speaker of the Assembly
State Capitol, Room 219
Sacramento, CA 95814

The Honorable Toni Atkins
Senate President Pro Tem
1021 O Street, Suite 8518
Sacramento, CA 95814

SUBJECT: Climate Priorities for consideration in the Fiscal Year (FY) 2022-23 State Budget Climate Package

Dear Governor Newsom, Speaker Rendon, and Pro Tem Atkins:

On behalf of the Southern California Association of Governments (SCAG), I commend the Administration and California State Legislature for their collective work in addressing the climate crisis.

Since 2012, SCAG has authored the Sustainable Communities Strategy (SCS) for the Southern California region, a long-range visioning plan that articulates land use and transportation strategies that reduce our region's per capita greenhouse gas emissions. **As you negotiate and finalize the \$19.3 billion Climate Package for the FY 2022-23 State Budget, we draw upon our extensive experience and urge you to prioritize investments in the (1) Infill Infrastructure Grant Program, (2) Community Resilience Centers, and (3) the Urban Greening Program.** These programs are among the best opportunities to help our state achieve its ambitious climate goals and address the impacts of a changing climate.

Infill Infrastructure Grant Program – Double to \$850 million:

The extraordinary cost of producing housing is a significant barrier to achieving the level of infill and transit-oriented development anticipated in regional SCSs. By providing additional funding to the Infill Infrastructure Grant (IIG) Program, the state can provide cities, counties, and affordable housing developers the funds needed to implement housing supportive infrastructure in climate-friendly, priority growth areas. In the SCAG region, the implementation of intensified land uses in infill locations in close proximity to transit opportunities is one of the

Attachment: 2022-08-05 - Budget Climate Trailer Bill (Legislative Advocacy Update)

most effective strategies to reduce GHG emissions in the transportation sector. In addition, IIG projects reduce per capita water consumption for future residents since new multifamily units have lower water demands than single-family units or existing multifamily units.

So far, the budget provides the Department of Housing and Community Development with \$425 million over two years (\$200 million in 2022-23 and \$225 million in 2023-24) for the Infill Infrastructure Grant Program. **SCAG recommends that the Administration and Legislature double this investment to at least \$850 million to maximize the transformative capacity this program has on the climate, resulting from prioritizing housing production on prime infill parcels in downtown-oriented areas.**

Community Resilience Centers – Additional \$100 million investment:

The Community Resilience Centers (CRC) program funds neighborhood-level shelters and resources during climate and other emergencies. SCAG's environmental justice analysis shows that minority and low-income communities are at a greater risk of experiencing the negative impacts of climate change, like extreme heat, flooding, and other extreme events, as these populations have fewer resources to cope with the consequences of a changing climate. Lack of air conditioning and transportation options may exacerbate vulnerability in heat-prone areas, and access to cooling centers may be limited.

CRCs take a holistic approach to address these conditions by funding new construction and upgrades to neighborhood-level resilience centers that will support communities during climate and other disasters. Specifically, the funding can provide comprehensive retrofits that support the center's ability to provide shelter during emergencies, such as solar installation, energy and water efficiency upgrades, broadband infrastructure, community gardens, shade trees, low-carbon transportation to and from the resilience center, and climate resilience awareness and educational activities.

In the 2021–22 Climate Resilience budget, the Strategic Growth Council (SGC) was allocated \$100 million to implement the CRC Program (\$25 million in 2022-23 and \$75 million in 2023-24). Two new resilience centers in Tuolumne County cost \$20 million and will serve that county of 55,000 residents. In addition, resilience upgrades to a community center in Fresno County are anticipated to cost at least \$850,000 to serve a portion of the 160,000 residents not living in an incorporated city in that county. With the high cost of establishment and refurbishment of resilience centers, the \$100 million for the SGC's program will support only a small selection of counties and will not go far enough to cover the needs for new centers and upgrades across the state, let alone to serve the SCAG region's 18.6 million residents. **Therefore, SCAG recommends that the Administration and Legislature increase this initial investment in the CRC Program by at least an additional \$100 million to increase the number of cities, counties, and tribal governments that will be able to participate in this important work.**

Urban Greening Program – \$50 million augmentation:

The Natural Resources Agency administers the Urban Greening Program to provide funding to acquire, create, enhance, or expand community parks and green spaces in the built environment. Urban greening is a key strategy to reduce urban heat islands exacerbated by a changing climate.

Paved and other non-reflective surfaces absorb heat during the day and release it at night, inflating overnight temperatures and reducing the potential for local stormwater capture. Urban areas are likely to experience more frequent and more intense heat waves as temperatures continue to rise due to climate change. Furthermore, heat islands can limit mobility by inhibiting walking and biking, increasing energy consumption, raising air pollution levels, and causing heat-related illnesses. The Urban Greening Program is the perfect antidote as it provides funding for the establishment or expansion of neighborhood parks, community spaces, and tree canopies, greening schoolyards and other public lands, establishing recreational trails, community or educational gardens, and other urban heat mitigation projects, that alleviate the effects of extreme heat. In addition, stormwater capture and water-efficient landscapes are required features for funded projects in the program's recent round of grant guidelines, which can lessen the impacts of the current drought on local communities' water supply. Lastly, the Urban Greening Program generally awards at least 75 percent of its program funds to state-designated disadvantaged communities, ensuring that these resources are put to work in the communities where they are most needed.


In 2021 there was an exceptionally high demand for funds for urban greening. According to the California Climate Investments 2021 Annual Report, the California Natural Resources Agency received 76 applications for Urban Greening Projects valued at \$123.4 million for just \$28.5 million in available funds. **As awareness of and access to the Urban Green Program improves, demand continues to exceed available funds. Therefore, SCAG encourages the Administration and the Legislature to consider a one-time augmentation for the Urban Greening Program for \$50 million.**

With \$19.3 billion budgeted for climate programs, the time is right for bold and visionary investments in programs that can make real and lasting improvements in the lives of everyday Californians. If we can provide any additional information on this letter, please do not hesitate to contact Kevin Gilhooley, State and Federal Legislative Affairs Manager, at (213) 236-1878 or gilhooley@scag.ca.gov. Thank you for your consideration.

Sincerely,



Kome Ajise
Executive Director



Legislative Priorities


Chair Anthony Portantino

Wednesday, July 20, 2022

WWW.SCAG.CA.GOV

1

2022-2023 Leadership

				
Jan Harnik PRESIDENT Riverside County Transportation Commission	Carmen Ramirez FIRST VICE PRESIDENT County of Ventura	Art Brown SECOND VICE PRESIDENT City of Buena Park	Clint Lorimore IMMEDIATE PAST PRESIDENT City of Eastvale	Peggy Huang LEGISLATIVE COMMITTEE CHAIR Transportation Corridor Agencies

2

Attachment: 2022-07-20 - Portantino Meeting Slide Deck (Legislative Advocacy Update)



3

- ### Primary Roles & Responsibilities
- 1 REGIONAL TRANSPORTATION PLAN (RTP)
 - 2 SUSTAINABLE COMMUNITIES STRATEGY (SCS)
 - 3 REGIONAL HOUSING NEEDS ASSESSMENT (RHNA)
 - 4 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)
 - 5 REGIONAL DATA & INFORMATION CENTER
 - 6 FORUM FOR ISSUES OF REGIONAL SIGNIFICANCE

4

State Legislative Priorities



- 1 AB 2622 (Mullin) - Support
- 2 AB 2438 (Friedman) – Oppose Unless Amended
- 3 AB 2011 (Wicks) – Oppose

5

AB 2622 – SUPPORT

This bill would:

- Extend an existing state sales tax exemption for zero-emission buses purchased by public transit agencies through January 1, 2026. The current law sunsets on January 1, 2024.

SCAG supports AB 2622 because:

- Zero emission buses can easily cost over a million dollars per bus. The tax exemption provides some modest relief, saving transit agencies between \$30,000 to \$50,000 per bus.
- This bill helps transit agencies comply with CARB’s “Innovative Clean Transit Rule” that mandates transit agencies completely transition to zero-emission fleets.



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AB 2438 - OPPOSE UNLESS AMENDED

This bill would:

- Add new requirements on infrastructure projects funded by SB 1 programs such that they must be consistent with the Climate Action Plan for Transportation Infrastructure (CAPTI).
 - Would impact the Trade Corridor Enhancement Program, Solutions for Congested Corridors Program, and Local Partnerships Program.
- Add the same new requirements on the State Highways Operations & Protection Program (SHOPP) and the Inter-regional Transportation Improvement Program (I-TIP).

SCAG requests the following amendments:

- Protect the integrity of the SB 1 deal and remove any new requirements on SB 1 programs.

7



AB 2011 – OPPOSE

This bill would:

- Allow the by-right development of certain housing projects located in infill areas and zoned for office, retail, or parking, and allow by-right development of certain housing projects located along commercial corridors that are zoned for office, retail, or parking.

SCAG is opposed to this bill because:

- This bill would render irrelevant the extensive work cities and counties have conducted to update their Housing Elements, General Plans, Specific Plans, and environmental pre-clearances, including the extensive public outreach.
- This bill will lead to housing development in locations inconsistent with our regional efforts to reduce greenhouse gas emissions.

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THANK YOU!

For more information, please visit:

www.scag.ca.gov/legislation

Bill Number	Position/RC Action	Topic	Summary	Status
2022 LEGISLATIVE SESSION BILLS				
AB 916 (Salas)	Oppose 5/5/22	ADU: Bedroom Addition	This bill would prohibit city and counties from requiring a hearing as a condition for an additional bedrooms within an existing residential unit. 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. Passed Senate Housing 6-1 and Governance & Finance 5-0. Pending floor vote.
AB 1695 (Santiago)	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 to create new residential units.	Passed Assembly 54-12. Passed Senate Housing 7-0. Pending floor vote
AB 1778 (Garcia, Cristina)	Oppose 7/7/22	Funding For Highways in High Poverty and Pollution Areas	This bill would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 50th percentile on the California Healthy Places Index.	Died in Senate Transpo Committee on 6/28/22.
AB 1910 (Garcia, Cristina)	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.	Held under submission in Asm. Approps 5/19/22.
AB 1944 (Lee and C. Garcia)	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 if a quorum of the jurisdiction participates from a single location noticed on the agenda. The bill would also require a video stream accessible to the	Passed in the Assembly 44-12. Died in Senate pending policy committee hearings.

Bill Number	Position/RC Action	Topic	Summary	Status
			public when a member teleconferences into a meeting. It would also require teleconference options for public comment. Would sunset on January 1, 2030.	
AB 1976 (Santiago)	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.	Failed to pass in the Assembly by House of Origin deadline.
AB 2011 (Wicks)	Oppose 7/7/22	Affordable Housing and High Road Jobs Act	This bill would require jurisdictions to allow the development of any 100 percent affordable housing projects in commercially zoned areas and mixed-income housing along commercial corridors be deemed a "use by right" and subject to a streamlined, ministerial review process.	Passed in the Assembly 48-11-19. Passed Senate Housing 6-1 and Senate Gov. & Finance 5-0. Passed Sen Approps 5-0 and placed on Suspense File. Passed off Suspense with Amendments 8/11/22.
AB 2053 (Lee)	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 the Assembly 47-20. Passed Sen. Housing 5-1 and Sen Gov & Finance 5-0. Failed passage in Sen Gov & Finance, granted reconsideration.
AB 2218 (Quirk-Silva)	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.	Failed to pass in the Assembly by House of Origin deadline.
AB 2237 (Friedman)	Oppose Unless Amended 7/7/22	Transportation planning: RTIP and	This bill would require projects and programs included in the RTIP to be consistent with the	Died in Senate Transportation.

Bill Number	Position/RC Action	Topic	Summary	Status
		RTP/SCS: alternative planning strategy and state transportation funding.	RTP/SCS and state and federal air quality standards. It would also prohibit any funds collected from any transportation tax measure passed on or after January 1, 2023, from being spent until that measure's projects and programs are included in the RTP/SCS.	
AB 2295 (Bloom)	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.	Passed in the Assembly 50-19. Passed Senate Governance & Finance 5-0 and Housing 6-1. Pending floor vote.
AB 2339 (Bloom)	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 the Assembly 55-16. Passed Senate Housing 8-1. Pending floor vote.
AB 2438 (Friedman)	Oppose Unless Amended 7/7/22		This bill would require funds apportioned or awarded from the Local Streets and Roads Program, SHOPP, STIP, and the SB 1 competitive programs to be expended consistent with the California Transportation Plan, CAPTI, and California's AB 32 and SB 375 GHG reduction standards. It would also would require the CalSTA, Caltrans, the CTC, CARB, and the SGC to deliver a report to the Legislature by January 2025, that reevaluates transportation programs to align them with the goals in the aforementioned plans and away from projects that increase vehicle capacity.	Passed in the Assembly 41-23. Passed Senate Transportation 9-4-4. Passed Sen. Approps 7-0 and placed on Suspense File. Passed off Suspense 8/11/22.
AB 2449 (Rubio)	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.	Passed in the Assembly 65-4. Passed Senate Governance & Finance 5-



Bill Number	Position/RC Action	Topic	Summary	Status
			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.	0 and Judiciary 9-1. Pending floor vote.
AB 2622 (Mullin)	Support 7/7/22	Sales and use taxes exemptions: Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project	This bill would extend the state sales and use tax exemption for zero-emission buses (ZEBs) purchased by public transit agencies to January 1, 2026.	Passed in the Assembly 74-0. Passed Sen Gov & Finance 5-0 and Sen Approps 7-0 but placed on Suspense File.
SB 490 (Caballero)	Support 5/5/2022	Community Anti-Displacement and Preservation Program: Technical Assistance	This bill would establish a Community Anti-Displacement and Preservation Program 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. Passed Asm. Housing & Comm. Development 7-0 and re-referred to Asm Approps. Placed on Suspense File. Passed off Suspense 8/11/22.
SB 922 (Wiener)	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. Sunsets on January 1, 2030.	Passed in the Senate 24-1. Passed Asm. Natural Resources 8-1 and Asm. Approps 15-0. Passed in the Assembly 71-2 and sent to Senate for Concurrence.
SB 930 (Wiener)	Oppose 5/5/2022	Alcoholic beverages: hours of sale	This bill originally would have allowed HCD to implement the Housing Accountability Act without having to comply with the Administrative Procedure Act requirements. This bill was gut-and-	Gut-and-amended on 6/02/22 and no longer pertains to SCAG.

Attachment: 2022 SCAG Bill Position Tracker (Legislative Advocacy Update)

Bill Number	Position/RC Action	Topic	Summary	Status
SB 942 (Newman)	Support 4/7/22	LCTOP Reform: Free or Reduced Fare Transit Program	amended to pertain to a pilot program on extending the allowed alcohol hours of sale. 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. Passed Asm. Transportation 14-0 and Asm Approps 15-0. Pending Floor vote.
SB 1067 (Portantino)	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, with certain exemptions. Exemptions include the ability to enforce minimum parking requirements if a project would have a negative impact on meeting its RHNA or if it meets affordable unit quotas.	Passed in the Senate 23-8. Passed Asm. Housing & Comm Development 6-1 and Local Government 5-3. Re-referred to Asm. Approps to Suspense File.
SB 1104 (Gonzalez)	Support 7/7/22	Office of Freight	This bill would establish the Office of Freight (Office) within the Governor’s Office of Business and Economic Development (GO-Biz) to serve as a coordinating entity for the freight sector industry. The Office would be required to create a report in coordination with state air quality and transportation agencies.	Passed Senate 35-0. Passed Asm. J., Econ Develop., & Economy 6-0 and Transportation 13-0. Re-referred to Asm. Approps to Suspense File.
SB 1121 (Gonzalez)	Support 7/7/22	State and Local Transportation System: Needs Assessment	This bill would require the CTC to develop a needs assessment every other year that includes the costs for the future growth and resiliency of the transportation system for the following ten years. It would also require the CTC to forecast available revenues to meet the transportation system’s future needs and make recommendations concerning revenue gaps.	Passed Senate 32-0. Passed Asm. Transpo 14-0 and re-referred to Asm. Approps to Suspense File.

Bill Number	Position/RC Action	Topic	Summary	Status
SB 1410 (Caballero)	Support 5/5/22	CEQA: Transportation Impacts	This bill would require OPR to submit a report on the impacts and implementation of outlined CEQA guidelines for transportation impacts. This bill also requires OPR to create a grant program to assist local jurisdictions implementing CEQA Guidelines for transportation impacts.	Passed in Senate 39-0. Passed Asm. Natural Resources 9-0 and re-referred to Asm. Approps to Suspense File.
SB 1444 (Allen)	Support 7/7/22	South Bay Cities Housing Trust	SB 1444 would establish the South Bay Regional Housing Trust. LA County and any city in SBCCOG could join the trust, which would be allowed to plan and construct housing, receive public and private financing and funds, and authorize and issue bonds.	Passed Senate 37-0. Passed Asm. Local Gov 8-0 and Asm. Housing & Comm. Develop. 7-0 pending floor vote.

Number of Measures 24

2021 LEGISLATIVE SESSION BILLS				
ACA 1 (Aguiar-Curry)	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.	Died in Asm. Local Gov.
AB 14 (Aguiar-Curry)	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.
AB 43 (Friedman)	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.

Bill Number	Position/RC Action	Topic	Summary	Status
AB 215 (Chiu)	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.
AB 687 (Seyarto)	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.
SCA 2 (Allen & Wiener)	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 Senate 37-0. Passed in Asm. Housing & Community Development Committee 8-0 and re-referred to Approps to Suspense File.
SB 4 (Gonzalez)	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.
SB 7 (Atkins)	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	Signed into law by Governor Newsom on 5/20/21.

Bill Number	Position/RC Action	Topic	Summary	Status
			ELDP eligibility to include certain smaller housing projects.	
SB 9 (Atkins)	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.
SB 10 (Wiener)	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.
SB 15 (Portantino)	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.
SB 261 (Allen)	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.
SB 266 (Newman)	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.
SB 623 (Newman)	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.



AGENDA ITEM 5
REPORT

Southern California Association of Governments
Remote Participation Only
August 16, 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: Inflation Reduction Act 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 written report provides a brief overview of the discussions and negotiations surrounding the federal Inflation Reduction Act.

BACKGROUND:

On Sunday, August 7, 2022, the U.S. Senate voted 51-50 along party lines to pass HR 5376, the Inflation Reduction Act (IRA) of 2022. The 755-page bill came to fruition quickly after Senator Joe Manchin (D-WV) announced an agreement with Senate Majority Leader Chuck Schumer (D-NY) after months of negotiations. Senate Democrats used the special filibuster-proof budget reconciliation process to pass the IRA with a simple majority, with Vice President Kamala Harris casting the tie-breaking vote after a 16-hour long marathon series of amendment votes known as a “vote-a-rama.” Democrats last used the budget reconciliation process to pass the American Rescue Plan Act (ARPA) of 2021. While the budget reconciliation process allows Senate Democrats to bypass the filibuster, which usually requires support from 60 Senators, all provisions in the legislation must relate to the budget and make changes to spending, revenues, or the debt limit.

The IRA, representing the largest climate investment in U.S. history, would raise about \$740 billion over ten years, spend more than \$430 billion to reduce carbon emissions by 40% by 2030, and extend subsidies for health insurance under the Affordable Care Act. The remaining funds would go toward reducing the federal deficit. The IRA would raise funds through a few but significant changes to the tax code, including a 15 percent Corporate Minimum Tax, a one percent excise tax on stock

buybacks, reinstating the Superfund tax on petroleum and oil, and increased Internal Revenue Service Tax Enforcement. These funds would be split three ways, with \$369 billion set for Energy Security and Climate Change, \$64 billion to extend Affordable Care Act health insurance subsidies, and the leftover \$300 billion to reduce the federal budget deficit.

Within the investments in energy and climate change, the IRA provides unprecedented amounts of funding – nearly \$369 billion in direct investment to ensure energy security, reduce carbon emissions, increase energy innovation and support environmental justice objectives with direct support for underserved communities. It will allow for the deployment of low carbon energy technologies while ensuring the president’s objective to create good-paying jobs and on-shoring domestic manufacturing are met. For the first time, this legislation not only creates a 10-year runway for many energy tax incentives, it also fundamentally revises the tax code to create a technology-neutral approach to incentivize the deployment of low carbon technologies. Finally, several provisions are included to support conventional energy development in the United States. Some highlights of the investments and tax credits in the IRA include:

- Greenhouse Gas Reduction Fund - \$27 billion
- Clean Heavy-Duty Vehicles - \$1 billion
- Grants to Reduce Air Pollution at Ports - \$3 billion
- Climate Pollution Reduction Grants - \$5 billion
- Environmental & Climate Justice Block Grants - \$3 billion
- Neighborhood Access & Equity Grant Program (like Reconnecting Communities) - \$3 billion
- Improving Energy & Water Efficiency/Climate Resilience of Affordable Housing - \$1 billion
- Carbon Sequestration Tax Credit
- Clean Hydrogen Tax Credit
- Alternative Fuel Refueling Property Credit
- Clean Vehicles Tax Credit
- Qualified Commercial Clean Vehicles Tax Credit

At the time of writing this report, the House is expected to vote on the IRA on Friday, August 12, 2022. A comprehensive report regarding the IRA, prepared by SCAG’s federal lobbyists, Holland & Knight, is attached to this report.

FISCAL IMPACT:

Work associated with the staff report on the Inflation Reduction Act Update is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. 04a - LCMC - 08162022 - Inflation Reduction Act H&K Summary



The Inflation Reduction Act: Summary of Budget Reconciliation Legislation

By Nicole M. Elliott, Beth A. Viola, Hannah Coulter, Isabel Lane, Joshua D. Odintz, Miranda Franco, Christopher Armstrong, Ethan Jorgensen-Earp, Reese Goldsmith, Kathleen Nicholas, Kayla Gebeck Carroll, Camryn Towle

The U.S. Senate on Aug. 7, 2022, passed the Inflation Reduction Act of 2022 (IRA). This comprehensive legislation is the result of many months of negotiations among Democrats to advance some of President Joe Biden's highest policy priorities. The IRA will reduce the deficit and makes major investments in healthcare, domestic energy production and manufacturing, and climate change.

After decades of failed attempts, the IRA includes a first-time provision that would allow the U.S. Department of Health and Human Services to negotiate prices of certain prescription drugs in Medicare and Medicaid. In addition, savings would be generated by requiring drug manufacturers to pay a rebate for drugs whose prices increase faster than inflation under Medicare, and would create several reforms in the Medicare drug program, also known as Part D, including a cap on out-of-pocket drug spending for seniors beginning in 2025. It also extends by three years the expanded and enhanced Affordable Care Act tax credit ahead of planned premium increases set to take effect in 2023.

With regard to energy and climate change, the IRA provides unprecedented amounts of funding – nearly \$369 billion in direct investment to ensure energy security, reduce carbon emissions, increase energy innovation and support environmental justice objectives with direct support for underserved communities. It will allow for the deployment of low carbon energy technologies while ensuring the president's objective to create good-paying jobs and on-shoring domestic manufacturing are met – all while reducing emissions by approximately 40 percent by 2030. For the first time, this legislation not only creates a 10-year runway for many energy tax incentives, it also fundamentally revises the tax code to create a technology-neutral approach to incentivize the deployment of low carbon technologies. Finally, there are a number of provisions included to support conventional energy development in the United States.

The IRA raises revenue with a few, but significant, changes to the tax code. This includes an alternative minimum tax on corporations, an excise tax on stock-buy backs, reinstating the Superfund tax on petroleum and oil, and increasing funding to the Internal Revenue Service. Unlike previous iterations of the bill, the IRA does not contain sweeping tax provisions aimed at increasing taxes on individuals.

The U.S. House of Representatives is expected to quickly pass the IRA and send it to President Biden for his signature. Federal agencies must then move quickly to implement the law, a process which will require significant resources. The federal agencies have significant authority and will be responsible for the success of the IRA; implementation will include the promulgation of many new rules and decisions on how to deploy funding.

Holland & Knight's Public Policy & Regulation Group, along with other attorneys in relevant practices, stand ready to assist clients in understanding this new law, and with navigating and engaging the agencies through implementation.



The following provides an in-depth summary of the IRA, including:

- **Tax Revenue Raisers**
 - Corporate Alternative Minimum Tax
 - Excise Tax on Stock Buy Backs
 - Changes to Net Operating Loss Limitations for Individuals
 - Internal Revenue Service Enforcement Funding
- **Healthcare**
 - Prescription Drug Pricing Reform
 - Caps on Insulin Costs for Medicare Part D
 - Affordable Care Act Subsidy Extension
- **Energy and Climate Tax Incentives**
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 - Federal Permitting Improvement Steering Council
 - Federal Energy Regulatory Commission
 - White House Council on Environmental Quality
 - Government Accountability Office
 - Office of Management and Budget

Tax Revenue Raisers

Corporate Alternative Minimum Tax:

The IRA will impose a 15 percent alternative minimum tax on book income on applicable corporations, which includes U.S.-headquartered corporations with global financial statement revenue in excess of \$1 billion over a three-year average. To be subject to the tax, foreign-headquartered groups must also have domestic financial statement revenue in excess of \$100 million over a three-year average. An



applicable corporation makes a series of adjustments to its applicable financial statement to arrive at the income subject to the minimum tax. For example, adjustments are made to address defined benefit pensions and taxes. Also, adjustments are made to include effectively connected income and the group's share of Subpart F and global intangible low-taxed income (GILTI). Adjustments are also made to eliminate timing differences from accelerated depreciation and amortization of qualified wireless spectrum. The minimum tax applies to taxable years beginning after Dec. 31, 2022.

Excise Tax on Stock Buy Backs:

The IRA will impose a 1 percent excise tax on the fair market value of stock repurchased by a publicly traded corporation. The provision provides for several exceptions to the excise tax, including where: 1) the repurchased stock is acquired pursuant to a tax-free reorganization where the shareholder does not recognize gain or loss; 2) the repurchased stock is contributed to an employer sponsored retirement plan; 3) the stock is repurchased by a regulated investment company or real estate investment trust; or 4) the stock is repurchased by a dealer in securities. The provision is effective for stock repurchased after Dec. 31, 2022.

Changes to Net Operating Loss Limitations for Individuals:

As a last-minute amendment from Sen. Mark Warner (D-Va.), the IRA would extend the current limitation on individuals for excess business losses arising from an active business (e.g., from a partnership). The limitation is generally \$250,000 per individual (indexed to inflation). Current law is extended from Jan. 1, 2027 to Jan. 1, 2029.

Internal Revenue Service Enforcement Funding:

The IRA will increase IRS funding in the following amounts, to be available through fiscal year 2031:

- \$3.2 billion for Taxpayer Services
- \$45.6 billion for Enforcement
- \$25.3 billion for Operations Support, and
- \$4.8 billion for Business Systems Modernization

It is expected that this additional funding will raise significant revenue.

Healthcare

The IRA includes drug pricing provisions and an extension of the Affordable Care Act (ACA) subsidies. The drug pricing provisions generally fall under three sections – negotiation, inflationary rebates and Part D reform, as outlined below. The provisions would be implemented over several years, beginning in 2023.



Prescription Drug Pricing Reform

Negotiation

- The Secretary of HHS will negotiate maximum fair prices for 10 Part D drugs in 2026, 15 Part D drugs in 2027, 15 Part B or D drugs in 2028, and 20 Part B or D drugs in 2029 and beyond.
- The IRA will exempt from negotiation drugs that are less than nine years (for small-molecule drugs) or 13 years (for biological products) from their U.S. Food and Drug Administration (FDA)-approval or licensure date. The legislation also exempts "small biotech drugs" from negotiation until 2028.
- Manufacturers that do not offer a price equal to or less than the maximum fair price (MFP) will be subject to a civil monetary penalty of 10 times the difference between the offered price and the MFP for all applicable units.
- The IRA will allow U.S. Department of Health and Human Services (HHS) to postpone negotiations on a biologic for up to two years if it believes a biologic may soon hit the market
- 340B: Providers eligible for the 340B discount can purchase at either the 340B price or the negotiated price, whichever is lower.

Inflation Rebates

- The IRA will impose rebates on drug manufacturers that increase prices faster than inflation to limit annual increases in drug prices for people with Medicare. *The original bill had applied this rebate policy to individuals with private insurance, as well, but the Senate Parliamentarian struck this from the final bill.*
- The inflation rebate provision will be implemented beginning in 2023, using 2021 as the base year for determining price changes relative to inflation.

Part D Reforms

- Out-of-pocket cap: The IRA will eliminate the 5 percent coinsurance requirement above the Medicare Part D catastrophic threshold in 2024 and adds a \$2,000 cap on Part D out-of-pocket spending in 2025.
- Low-Income Subsidy (LIS): The IRA will make beneficiaries up to 150 percent of the Federal Poverty Level eligible for the LIS in 2024, up from 135 percent now.
- Cap on Premiums/"Premium Stabilization:" Part D plans will have a cap on the amount that they can increase premiums from year to year – 6 percent through 2029.
- One-time premium adjustment: The IRA will provide HHS with authority to make a one-time adjustment to the beneficiary Part D premium in 2030.
- The IRA will eliminate cost-sharing for vaccines covered under Part D as of 2023.
- Rebate rule: Repeal of the rebate rule begins January 2027. The rule would have eliminated the safe harbor for Part D drug rebates and replace it with a new one for point-of-sale discounts.



Caps on Insulin Costs for Medicare Part D

The bill takes a significant step to cap out-of-pocket costs at \$35 per month for insulin co-pays under Medicare programs. Specifically, cost-sharing for Part D plans will be capped at \$35 for approved insulin products starting in plan year 2023 through 2025, after which it will be the lesser of \$35; 25 percent of the established maximum fair price; or 25 percent of the negotiated price. There will be temporary subsidies for January-March 2023 for any cost sharing over this amount and special limitations for insulin furnished under durable medical equipment. A provision taking a similar step for those under private insurance was stripped by the Senate Parliamentarian and was not able to be included due to a procedural vote that failed by a vote of 57-50 (falling short of the required 60 votes needed for passage).

Affordable Care Act Subsidy Extension

The IRA will extend by three years the enhanced and expanded ACA premium tax credit (an advanceable, refundable credit that helps eligible individuals and families cover the premiums for their health insurance purchased through health insurance marketplaces).

Energy and Climate Tax Incentives

The IRA will rely heavily on the tax code to advance the deployment of clean energy technologies and to combat climate change. It will restore, modify and expand several tax credits and other incentives, while also creating new credits. The Joint Committee on Taxation estimates that in total, the provisions in Subtitle D – Energy Security of the IRA will cost approximately \$68 billion over the next 10 years. Below is a summary of Subtitle D.

Many of these provisions provide two credit values: a lower base credit and a bonus rate. The bonus rate is equal to five times the base amount, and is available only when requirements related to prevailing wage and apprenticeship are met. Under certain provisions, the IRA also further incentivizes the use of domestic content and placement in identified communities, e.g., energy communities or low-income communities.

Another unique feature of the IRA is that it permits taxpayers, in particular situations, to elect a direct pay option in lieu of a tax credit, or the option to monetize the credits by transferring them to another entity.

Key Concepts: Bonus Credit	
Prevailing Wage	Under the prevailing wage requirements, a taxpayer must ensure that any laborers and mechanics are paid prevailing wages during the construction of a project and, during the relevant credit period, for the alteration and repair of such project. The IRA provides correction procedures and directs the Secretary of the Treasury to provide further guidance.



<p>Apprenticeship</p>	<p>Under the apprenticeship requirements, a taxpayer must ensure that no less than the applicable percentage of total labor hours for the construction of the project are performed by qualified apprentices. The IRA provides correction procedures and directs the Secretary of the Treasury to provide further guidance.</p>
<p>Domestic Content</p>	<p>The taxpayer must certify that any steel, iron or manufactured product which is part of a facility was produced in the United States. For this purpose, manufactured products will be considered manufactured in the United States if the "adjusted percentage" of the total cost of the components of such product are mined, produced or manufactured in the United States.</p>
<p>Energy Community</p>	<p>Energy communities are defined to include: 1) brownfield sites; 2) a metropolitan or non-metropolitan area which (a) has direct employment or local tax revenues over an established percentage related to the extraction, processing, transport or storage of coal, oil or natural gas (b) has an unemployment rate at or above the national average; or 3) a census tract or any adjoining tract in which a coal mine closed after Dec. 31, 1999, or a coal fired electric power plant was retired after Dec. 31, 2009.</p>
<p>Low-Income</p>	<p>Applicable for solar and wind facilities, low-income communities are defined by 26 U.S.C. § 45D(e) or on Indian land. Low-income residential building project are those projects participating in certain federal housing assistance programs, while low-income economic benefit projects are those where at least 50 percent of the financial benefits of the electricity produced must be provided to households with income either (a) less than 200 percent of the poverty line, or (b) less than 80 percent of area median gross income.</p>
<p>Key Concepts: Credit Monetization</p>	
<p>Direct Pay</p>	<p>In certain limited circumstances a taxpayer can elect for direct payment of the tax credit. Importantly, direct payment is only available for an "applicable entity" which includes a tax-exempt entities, a state or political subdivision thereof, the Tennessee Valley Authority, an Indian Tribal Government or any Alaska Native Corporation. In certain cases direct pay is phased out if domestic content requirements are not ascertained.</p> <p>This limited direct pay option is available for tax credits found in Sections 30C, 45(a), 45Q, 45U, 45V 45W, 45X, 45Y, 45Z, 48, 48C and 48E.</p> <p>The limited ability to elect direct pay by only those applicable entities is broadened under certain provisions (specifically Section 45Q, Section 45X, and 45V) for the first five years, opening the option to elect direct pay to a broader array of taxpayers.</p>



<p>Transferability</p>	<p>In certain circumstances, a taxpayer can elect to transfer all or any part of a tax credit to an unrelated taxpayer in exchange for cash.</p> <p>The ability to transfer is available for tax credits found in Sections 30C, 45(a), 45Q, 45U, 45V, 45X, 45Y, 45Z, 48, 48C and 48E.</p>
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Energy Generation

Production Tax Credit (PTC) Extension – Section 45:

- The IRA will extend the renewable energy production tax credit (PTC) until the end of 2024, after which the PTC will transition to technology-neutral.
- This credit applies to the production of energy from solar, wind, geothermal, biomass and hydropower and other eligible projects.
- The phasedown currently in place for wind energy is removed as of Jan. 1, 2022, permitting onshore and offshore wind projects to take the full value of the PTC for 2022, 2023 and 2024.
- The base credit will be 0.3 cents per kWh, with a bonus credit of 1.5 cents per kWh (credit multiplied by five) if prevailing wage and apprenticeship requirements are met (with an exception to these requirements for small projects).
- Taxpayers will be eligible for a bonus 10 percent PTC if certain domestic content requirements are met (adjusted percentage of generally 40 percent for most projects and 20 percent for offshore wind), or if the project is located in an energy community. If eligible for both, taxpayers can benefit from both of these percentage increases.
- The IRA will make a limited direct pay option available and the credits can be transferred.

Investment Tax Credit (ITC) Extension – Section 48:

- The IRA will extend the investment tax credit (ITC) for solar energy property and most other ITC-eligible property until the end of 2024. (Geothermal credit will be extended until 2035.)
- Like the PTC, the ITC will transition to technology-neutral in 2025.
- The IRA will expand what is eligible for the ITC, including energy storage technology.
- The base credit will be 6 percent, with a bonus credit of 30 percent (base credit multiplied by five) if prevailing wage and apprenticeship requirements are met.
- Similar to the PTC, taxpayers will be eligible for an additional 10 percent ITC if certain domestic content requirements are met or if the project is located in an energy community.
- In addition, there will be a potential 10 percent bonus credit for solar and wind facilities located in low-income communities.
- Alternatively, there will be a potential 20 percent bonus credit for solar and wind facilities that are part of a qualified low-income residential building project or a low-income economic benefit project.
- The IRA will make a limited direct pay option available and the credits can be transferred.



2022 - 2024: The IRA will extend, expand and modify the Section 45 PTC and the Section 48 ITC.



2025 - 2032: The IRA will establish a technology-neutral PTC and ITC, i.e., the Clean Energy Production Credit (Section 45Y) and the Clean Energy Investment Tax Credit (Section 48E).

Technology-Neutral PTC and ITC – Section 45Y and 48E:

- Beginning in 2025, the traditional ITC and PTC will generally no longer apply. They will be replaced by new technology-neutral credits.
- Eligibility for these credits generally requires that the facility's greenhouse gas (GHG) emissions are no greater than zero.
- The 45Y base credit value is 0.3 cents per kWh with a bonus credit (credit multiplied by five) if prevailing wage and apprenticeship requirements are met.
- The 48E base credit value is 6 percent with a bonus credit (credit multiplied by five) if prevailing wage and apprenticeship requirements are met.
- These credits phase out in 2032, or when the Secretary of the Treasury determines that the annual GHG emissions are equal to or less than 25 percent of the emissions produced in 2022, whichever is earlier.
- There will be a potential 10 percent bonus credit for energy communities and when domestic content requirements are met.
- The applicable percentages to meet the domestic content requirements increase over time:
 - Generally, the adjusted percentage is 40 percent until 2025, 45 percent in 2025, 50 percent in 2026, and 55 percent after 2026.
 - The adjusted percentage for offshore wind facilities is 20 percent until 2025, 27.5 percent in 2025, 35 percent in 2026, 45 percent in 2027, and 55 percent after 2027.
- The IRA will make a limited direct pay option available and the credits are transferable.

Zero-Emission Nuclear Power PTC – Section 45U:

- The IRA will create a PTC for the production of electricity from a nuclear facility beginning in 2024. The credit expires after 2032.
- The base credit will be 0.3 cents per kWh, with a bonus credit of 1.5 cents per kWh (base credit multiplied by five) if the project meets prevailing and apprenticeship requirements.
- The credit is subject to reduction based on gross receipts of any electricity sold.
- The IRA will make a limited direct pay option available and the credit is transferable.

Energy Manufacturing

Advanced Energy Project Credit – Section 48C:

- The IRA will revise and extend the advanced energy project credit.
- This credit will be available for a wide range of renewable energy equipment, and will be focused on the manufacturing facilities related to the production of equipment.



- The advanced energy project credit will be an allocated tax credit, i.e., the IRA will set a maximum that can be allocated on a competitive basis.
- Specifically, the IRA will allocate \$10 billion; of which at least \$4 billion must be allocated to energy communities.
- The base credit will be 6 percent, with a bonus credit available (base credit multiplied by five) if prevailing wage and apprenticeship requirements are met.

Advanced Energy Production Credit – Section 45X:

- The IRA will create a new production credit through 2032 for production of components related to clean energy such as solar photovoltaic (PV) cells, wind energy components and battery cells.
- This credit will be available for direct pay for the first five years under broad conditions and the credits are transferable.
- The credits will generally be subject to phase out beginning in 2029.
- The credit amount will vary depending on the applicable eligible component, as shown in the chart below.

Component	Credit Amount
Thin film PV cell	\$0.04/watt
Crystalline PV cell	\$0.04/watt
PV wafer	\$12/square meter
Solar grade polysilicon	\$3/kilogram
Polymeric backsheet	\$0.40/square meter
Solar module	\$0.07/watt
Wind energy component	Offshore wind vessel – 10 percent of vessel sales price All other – applicable amount (e.g., \$0.02 in the case of a blade)/watt
Torque tube	\$0.87/kilogram
Structural fastener	\$2.28/kilogram
Inverter	Applicable amount (e.g., \$0.25 for central inverter)/watt
Electrode active materials	10 percent cost of production
Battery cell	\$35/kWh
Battery module	With limitations, \$10 (\$45 if module does not use battery cells)/kWh
Applicable critical mineral	10 percent cost of production



Carbon Sequestration

Carbon Sequestration Credit – Section 45Q:

- The IRA will extend the carbon sequestration credit for facilities that begin construction before 2033, and provides additional modifications, including an enhanced credit for direct air capture (DAC) and lowering the carbon capture threshold requirements at facilities.
- Like PTC and ITC, there will be a bonus credit when prevailing wage and apprenticeship requirements are met.
- Generally, the prevailing wage and apprenticeship requirements will be met if:
 - for construction of a facility which begins 60 days after the Secretary of the Treasury publishes guidance, and any carbon capture equipment placed in service at such facility, such guidance is satisfied.
 - for construction of any carbon capture equipment which begins 60 days after the Secretary of the Treasury publishes guidance, which is installed at a facility, the construction which begins prior to that date, such guidance is satisfied with respect to the carbon capture equipment.
 - for construction of any carbon capture equipment which begins prior to the date that is 60 days after the Secretary of the Treasury publishes guidance, which is installed at a facility, the construction of which also begins prior to that date the requirements are deemed satisfied.

As with the prevailing wage requirements found in other IRA energy credits, there exists the opportunity for taxpayers to remedy violations.

- The IRA will lower the annual thresholds of carbon a facility must capture to qualify:
 - 18,750 tons of carbon oxide for power plants
 - 12,500 tons of carbon oxide for industrial facilities, and
 - 1,000 tons of carbon oxide for DAC facilities.
- This credit will be available for direct pay for the first five years under broad conditions and the credits are transferable.
- The credit amounts per metric ton of carbon captured will be as follows:

	Base Credit <i>(Per metric ton of carbon)</i>	Bonus Credit <i>(Per metric ton of carbon)</i>
Carbon captured and used for enhanced oil recovery (EOR) or utilization	\$12	\$60
Carbon capture and sequestered	\$17	\$85
Direct air captured and used for EOR or utilization	\$26	\$130
Direct air captured and sequestered	\$36	\$180



Clean Fuels

Clean Hydrogen – Section 45V:

- The IRA will create a PTC and an ITC for clean hydrogen; taxpayers will have the option to elect.
- Clean hydrogen can be produced from different sources, including renewable electricity (green hydrogen) and natural gas reforming (blue hydrogen).
- To qualify, hydrogen must be produced through a process resulting in lifetime GHG emissions of no more than 4 kgs of CO₂e per kg of hydrogen.
- The base credit amount will be 60 cents per kilogram of qualified clean hydrogen, multiplied by an emissions factor depending on the GHG emissions factor provided by the fuel.
- A bonus credit multiplier is offered if prevailing wage and apprenticeship requirements are met, wherein the applicable credit may be multiplied by five.
- Taxpayers will be able to elect to receive an ITC in lieu of the PTC for a base credit of up to 6 percent, or 30 percent if prevailing wage and apprenticeship requirements are met.
- This credit will be available for direct pay for the first five years under broad conditions and the credits are transferrable.
- No clean hydrogen credit will be allowed for a facility which is already qualifying for the carbon sequestration credit.

Sustainable Aviation Fuel – Section 40B:

- The IRA will add a new tax credit for the sale or mixture of sustainable aviation fuel (SAF) for a limited time: 2023 and 2024.
- The base credit will be \$1.25 per gallon, with a supplemental credit amount of 1 cent per gallon for each percentage point by which the lifecycle GHG reduction percentage for the fuel exceeds 50 percent (with a maximum supplemental credit of 50 cents/gallon, totaling \$1.75/gallon).
- Upon expiration, the credit will transition to the Clean Fuel Production Credit (new Section 45Z).

Biodiesel Renewable Fuels and Alternative Fuels – Various Sections:

- The IRA will extend the biodiesel, renewable diesel, alternative fuels, alternative fuels mixtures and second generation fuels tax credits through 2024.
- Beginning in 2025, these credit will transition to the Clean Fuel Production Credit (new Section 45Z).

Clean Fuel Production Credit – Section 45Z:

- Beginning on Dec. 31, 2024, existing fuel credits will transition to the Clean Fuel Production Credit.
- The credit will expire at the end of 2027.
- In order to receive the full credit the fuel must have a life-cycle emission level of less than 50 kilograms of CO₂e per mmBTU.
- The base credit for transportation fuel will be 20 cents per gallon, while the SAF base credit will be 35 cents per gallon.



- The base credit is adjusted downward based on the emission factor of the fuel.
- The bonus credit is available (base credit multiplied by five) if production meets prevailing wage and apprenticeship requirements.

2022 - 2024: IRA extends the biodiesel, renewable diesel, alternative fuels, alternative fuels mixtures, and second generation fuels tax credits



2025 - 2027: IRA establishes the Clean Fuel Production Credit (Section 45Z)

Clean Vehicles

Alternative Fuel Refueling Property Credit – Section 30C:

- The IRA will extend and modify the tax credit available for alternative refueling property (i.e., electric vehicle charging), increasing the maximum credit available from \$30,000 to \$100,000 and allowing the credit to be calculated per single unit rather than per location.
- A credit will also be available to individuals.
- The IRA will extend the credit availability to 2032.
- The IRA will require the property to be placed in a qualified census tract, and will make a bonus credit available if wage and apprenticeship requirements are met.
- If the property is depreciable property, the base credit will be 6 percent; if the prevailing wage and apprenticeship requirements are met, the credit will be 30 percent.
- The IRA will make a limited direct pay option available and the credit is transferable.

Clean Vehicles Credit – Section 30D:

- The IRA will extend and modify the existing "New qualified plug-in electric drive motor vehicles" credit (Section 30D) with a Clean Vehicle Credit, which will be worth up to \$7,500.
- The refundable \$7,500 credit will have two \$3,750 components:
 - Component 1 will be met when a certain percentage of the critical minerals in the battery are extracted or processed in the U.S., a country with a U.S. free trade agreement or recycled in North America.
 - Component 2 will be met when a certain percentage of the battery is manufactured or assembled in North America.
- Vehicles meeting one but not both requirements will be limited to a \$3,750 credit.
- Credits will be disallowed for vehicles with retail prices above certain thresholds, and for taxpayers with modified adjusted gross income of more than \$300,000 for taxpayers married filing jointly, \$225,000 for head of household and \$150,000 single taxpayers.
- The new credit will eliminate the current statutory limit of 200,000 vehicles per manufacturer.
- The credit will apply to vehicles placed in service after Dec. 31, 2022, and runs through 2032.
- The credit can be transferred to a dealer under certain conditions, lowering the purchase price.

Previously Owned Clean Vehicles – Section 25E:

- The IRA will provide a tax credit for previously owned clean vehicles that are at least 2 years old; purchased before Dec. 31, 2032; and equal to the lesser of \$4,000 or 30 percent of the sale price.



- Similar to the credit for new vehicles, taxpayers above certain income thresholds will not qualify and price thresholds exist:
 - The credit will be limited to taxpayers earning less than \$150,000 for those married filing jointly; \$112,500 for a head of household and \$75,000 for a single taxpayers.
 - The sale price cannot exceed \$25,000.

Qualified Commercial Clean Vehicles – Section 45W:

- The IRA will create a new credit for qualified commercial clean vehicles.
- The credit will be equal to 15 percent of its cost (30 percent if the vehicle is not powered by gasoline or diesel), or the incremental (excess) cost for such vehicle as compared to one that relies solely on gasoline or diesel.
- The maximum credit will be \$7,500 for vehicles with a gross weight rating of 14,000 pounds and \$40,000 for all others.
- The credit will apply to any vehicles placed in service after Dec. 31, 2022, through 2032.
- The IRA will make a limited direct pay option available.

Energy Efficiency

Nonbusiness Energy Property Credit – Section 25C:

- Beginning in 2022, the IRA will modify, expand and extend the nonbusiness energy property credit through 2032 by increasing the credit from 10 percent to 30 percent.
- The lifetime cap on the credit is replaced with an \$1,200 annual credit limitation, except in the case of heat pumps and biomass stoves, for which the credit may be up to \$2,000. Additionally:
 - the credit for no one item of qualified residential energy property may exceed \$600
 - the credit for all exterior windows and skylights, aggregated, may not exceed \$600, and
 - the credit for any single exterior door may not exceed \$250, and the credit for all exterior doors, aggregated, may not exceed \$500
- Qualified energy property made eligible for the credit cover a range of products, including water heaters, heat pumps, central air conditioners, hot water boilers, biomass stoves, oil furnaces, air sealing materials and systems, costs of home energy audits, and electrical panels installed to enable qualified improvements, with specific efficiency requirements for each upgrade.
- Roofs are made ineligible for the credit.
- Reporting requirements are updated to mandate that manufacturers and taxpayers label and report, respectively, a product identification number associated with the property in order to access the credit.

Residential Clean Energy Credit – Section 25D:

- The IRA will extend through 2034 the Section 25D credit, which allows taxpayers to claim a credit for qualified residential energy efficient property purchases, while implementing a phaseout as outlined below:



- through 2033, the credit is 30 percent
- in 2033, the credit is 26 percent
- in 2034, the credit is 22 percent
- Battery storage with capacity of at least 3 kWh is eligible for the credit.

Energy Efficient Commercial Buildings Deduction – Section 179D:

- Beginning in 2023, the IRA will modify, expand and extend the energy efficient commercial buildings deduction.
- The IRA will reduce the amount by which a building must increase its efficiency to qualify for the deduction from 50 percent to 25 percent, update the reference standard to ASHRAE 90.1-2007 and keep it current with any future ASHRAE updates, and eliminate the partial allowance of the 179D deduction.
- The base deduction will be 50 cents per square foot, and the deduction can be increased 2 cents for each percentage point increase in energy efficiency, up to \$1 per square foot.
- The bonus deduction will be \$2.50 per square foot (base credit multiplied by five) if prevailing wage and apprenticeship requirements are met, and the deduction can be increased 10 cents for each percentage point increase in energy efficiency, up to \$5 per square foot.
- The cap on the deduction is reduced from a lifetime cap to a three-year cap.

New Energy Efficient Home Credit – Section 45L:

- The IRA will extend through 2032 and increase the value of the residential energy efficient property credits providing contractors with tax credits for housing units built or remodeled to reach energy-saving specifications for a variety of home types outlined in the chart below.
- A bonus credit is offered for multifamily homes if prevailing wage requirements are met during the construction of the units.

Home Type	Efficiency Standard	Base Credit	Bonus Credit
Single-Family	Energy Star Single-Family New Homes Program	\$2,500	N/A
Manufactured Homes	Energy Star Manufactured Homes National Program	\$2,500	N/A
Multifamily Homes	Energy Star Manufactured National and Regional Program	\$500	\$2,500
Multifamily Homes – Zero-Energy Ready	DOE Zero Energy Ready Home Program	\$1,000	\$5,000



Superfund

Reinstatement of Superfund Tax – Section 4611:

- The IRA will reinstate the Superfund tax on crude oil received at a U.S. refinery and petroleum products entered in to the U.S. for consumption, use or warehousing.
- The tax will be increased from historic levels from 9.7 cents to 16.4 cents per barrel.
- The tax will be effective in 2023 and will not sunset.

Climate, Energy and Environment Investments

In supplement to the tax incentives for clean energy, the IRA will make direct investments in programs across more than a dozen agencies, providing unprecedented resources to the U.S. Environmental Protection Agency (EPA), U.S. Department of Agriculture (USDA), U.S. Department of the Interior (DOI) and U.S. Department of Energy (DOE) and other agencies to improve air quality, invest in climate-smart and resilient infrastructure, and advance domestic energy and transportation technologies. The IRA will encourage an "all-of-the-above" approach to U.S. energy policy, pairing funding for renewable energy development with policies to protect oil and gas development intended to ensure energy security. In parallel, the IRA will make wide-ranging investments in energy efficiency across buildings, industry, and transportation to reduce emissions, and aimed at saving money for consumers and businesses.

Throughout the legislation, the IRA prioritizes and directly targets funding for environmental justice. Numerous programs include requirements for investments to be made in low-income communities, communities of color, and rural communities that are oftentimes disadvantaged and disproportionately exposed to toxic pollution.

Noteworthy trends at the agency level include:

- **Environmental Protection Agency (EPA):**
 - The IRA will put a price on [methane emissions](#), marking the first time EPA will directly levy fees onto emitters to price in climate externalities associated with superpollutants. This fee is also tied to \$1.5 billion in incentives for methane reduction technologies.
 - The IRA will give EPA broad discretion over the bill's largest single pot of money, the \$27 billion Greenhouse Gas Reduction Fund, which will allow EPA to invest in clean energy technologies via green banking, offering federal financing for projects without the requirements associated with direct federal investment.
 - The IRA will offer state, local and tribal governments a wide range of grants and financial incentives to reduce air pollution, with an emphasis on reaching disadvantaged populations, environmental justice and fenceline communities.
 - The IRA applies across numerous EPA programs a specific definition of "greenhouse gas" that includes air pollutants, carbon dioxide, hydrofluorocarbons, methane, nitrous oxide, perfluorocarbons and sulfur hexafluoride.



- **U.S. Department of Agriculture (USDA):**
 - The IRA will invest significant and gradually increasing resources in conservation programs administered by the Natural Resources Conservation Service (NRCS), to the tune of \$20 billion – the second-largest single pot of money in the bill.
 - Funding for forestry programs is divided fairly equally between hazardous fuels reduction to reduce wildfire risks and conservation activities, including efforts to support forests' potential for natural carbon sequestration.
 - The IRA will support climate-friendly development of rural communities through bolstered appropriations for a variety of popular programs, including nearly \$10 billion to support rural cooperatives' access to renewable energy.

- **U.S. Department of Energy (DOE):**
 - Across DOE programs, the IRA bolsters domestic manufacturing, industrial emissions reductions, and energy infrastructure including transmission in addition to clean energy research, development and deployment initiatives.
 - Nearly \$10 billion is allocated to building efficiency through DOE programs, with resources passing through to states, local governments, tribes, and directly back to homeowners in the form of residential efficiency rebates to lower household energy bills.
 - The IRA will increase commitment authority for many of DOE's loan programs, leveraging federal resources as a multiplier for clean energy financing.

- **U.S. Department of the Interior (DOI):**
 - The IRA's "all-of-the-above" strategy to U.S. energy development is reflected most notably in the DOI title: investment and opportunity for traditional and renewable energy development are paired together, including guaranteeing onshore and offshore leasing opportunities for both sectors.
 - The IRA will raise royalties on natural resource extraction, including establishing a new royalty for methane extraction, including venting and flaring.
 - During IRA negotiations, Sen. Catherine Cortez Masto (D-Nev.) advocated for increase funding for drought response and preparedness activities in Western states, resulting in a \$4 billion boost in the final package considered by the Senate.

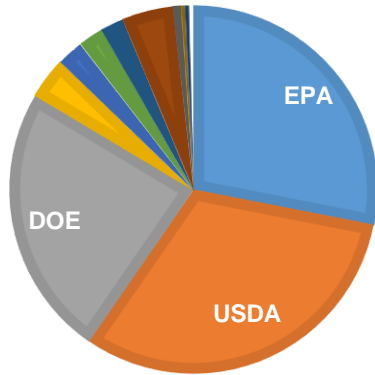
- **U.S. Department of Defense (DoD):**
 - The IRA builds on President Joe Biden's [recent invocation](#) of the Defense Production Act (DPA) to accelerate domestic manufacturing of clean energy technologies (solar; transformers and electric grid components; heat pumps; insulation; and electrolyzers, fuel cells, and platinum group metals), providing an infusion of funding for DPA activities.

The graph below offers a holistic overview of direct IRA appropriations to federal agencies (beginning FY 2022).



DIRECT APPROPRIATIONS TO FEDERAL AGENCIES

- EPA
- USDA
- DOE
- DOT
- GSA
- Commerce
- USPS
- DOI
- HUD
- DHS
- DOD
- CEQ
- GAO
- OMB
- FERC
- FPISC



Agency	Total Appropriation
USDA	\$46.684 billion
EPA	\$41.491 billion
DOE	\$35.292 billion
DOI	\$6.646 billion
DOT	\$5.442 billion
GSA	\$3.375 billion
DOC	\$3.310 billion
USPS	\$3.015 billion
HUD	\$1 billion
DHS	\$500 million
DoD	\$500 million
FPISC	\$350 million
FERC	\$100 million
CEQ	\$62.5 million
GAO	\$25 million
OMB	\$25 million
TOTAL	\$147.817 billion

Attachment: 04a - LCMC - 08162022 - Inflation Reduction Act H&K Summary (Inflation Reduction Act Update)



U.S. Department of Agriculture (USDA)

Conservation Programs

Additional Agricultural Conservation Investments (\$20 billion)

- The IRA will provide \$20 billion for Farm Bill conservation programs (authorized through the Commodity Credit Corporation (CCC)), extend the program authorizations through 2031, and stipulate funding be prioritized for projects that mitigate or address climate change, including reducing, capturing, avoiding, or sequestering certain GHG emissions:
 - **Environmental Quality Incentives Program (EQIP):** Funding increased: \$250 million for FY 2023; \$1.75 billion for FY 2024; \$3 billion for FY 2025; \$3.45 billion for FY 2026; stipulating:
 - the additional funding is exempted from the statutory requirement that at least 50 percent of payments target livestock production, including grazing management,
 - within the allocations, the requirement for on-farm conservation trial funding is increased from \$25 million to \$50 million annually, with prioritization afforded to proposals that utilize diet and feed management to reduce methane emissions from livestock, and
 - funds must go to agricultural practices that directly improve soil carbon or reduce nitrogen losses, or reduce, capture, avoid, or sequester carbon dioxide, methane or nitrous oxide emissions.
 - **Conservation Stewardship Program (CSP):** Funding increased: \$250 million for FY 2023; \$500 million for FY 2024; \$1 billion for FY 2025; \$1.5 billion for FY 2026, stipulating:
 - funds must go to either: agricultural practices that directly improve soil carbon or reduce nitrogen, or reduce, capture, avoid or sequester carbon dioxide, methane, or nitrous oxide emissions associated with agricultural production.
 - **Agricultural Conservation Easement Program (ACEP):** Funding increased: \$100 million for FY 2023; \$200 million for FY 2024; \$500 million for FY 2025; \$600 million for FY 2026 for easements or interests in land that will most reduce, capture, avoid or sequester carbon dioxide, methane or nitrous oxide emissions associated with eligible land.
 - **Regional Conservation Partnership Program (RCPP):** Funding increased: \$250 million for FY 2023; \$800 million for FY 2024, \$1.5 billion for FY 2025, \$2.4 billion for FY 2026 stipulating:
 - funds prioritized for partnerships that directly improve soil carbon or reduce nitrogen losses, or reduce, capture, avoid or sequester carbon dioxide, methane or nitrous oxide emissions for either agricultural producers or nonindustrial private forestland owners.
 - funds may be prioritized for projects that either leverage corporate supply chain sustainability commitments; or utilize models that pay for outcomes from targeting methane and NOx emissions.



- clarifies that the statutory cap of not more than 15 alternative funding arrangements or grant agreements with one or more eligible partners each fiscal year does not apply to these funds.

Conservation Technical Assistance (\$1.4 billion)

- The IRA will provide \$1 billion to the Natural Resource Conservation Service (NRCS) to provide conservation technical assistance through Sept. 30, 2031,
- The IRA will provide \$300 million for NRCS to carry out a program to quantify carbon sequestration and carbon dioxide, methane and nitrous oxide to inform the USDA Greenhouse Gas Inventory and Assessment Program, and
- The IRA will provide an additional \$100 million to cover program administration expenses.

Rural Development and Agricultural Credit

Additional Funding for Electric Loans for Renewable Energy (\$1 billion)

- The IRA will provide \$1 billion in loan subsidy under Section 317 of the Rural Electrification Act with forgiveness authority up to 50 percent of loan amount, or greater, if granted a waiver from the Secretary, including for projects that store electricity in support of renewable energy production.

Rural Energy for American Program (REAP) (\$2.22 billion)

- The IRA will provide \$1.72 billion for the Rural Energy for America Program (REAP), including \$820.25 million for FY 2022 and \$180.28 million for FYs 2023 through 2027.
- The IRA will provide an additional \$144.8 million for FY 2022 and \$31.8 million for FYs 2023 through 2027 for underutilized renewable energy technologies and program technical assistance, including reducing the match requirement for these grants from 75 percent to 50 percent.

Biofuel Infrastructure and Agriculture Product Market (\$500 million)

- The IRA will provide \$500 million in FY 2022 for competitive grants for infrastructure improvements for blending, storing, supplying or distributing biofuels, including installation, retrofitting or upgrading fuel dispensers for higher ethanol and biodiesel blends (E15 or greater); or for construction and retrofitting home heating oil distribution centers to accommodate ethanol and biodiesel blends; the bill includes a 25 percent match requirement. The bill excepts transportation infrastructure not on location where fuels are blended, stored, supplied or distributed.

USDA Assistance for Rural Electric Cooperatives (\$9.7 billion)

- The IRA will provide \$9.7 billion for loans and grants to electric cooperatives to purchase renewable energy, renewable energy systems, zero-emission systems, and carbon capture and storage systems, to deploy such systems or make energy efficiency improvements to generation and transmission assets. USDA is directed to prioritize projects that achieve the



greatest GHG emission reductions and that will otherwise aid disadvantaged rural communities. Individual awards capped at \$970 million, and grants require a 75 percent cost share.

Farm Loan Immediate Relief for Borrowers with At-Risk Agricultural Operations (\$3.1 billion)

- The IRA will provide \$3.1 billion in FY 2022 for distressed borrowers of direct or guaranteed loans administered by the Farm Service Agency to provide relief to borrowers for agricultural operations are at financial risk.

USDA Assistance and Support for Underserved Farmers, Ranchers, Foresters (\$2.859 billion)

- The IRA will provide \$125 million for outreach, mediation, financial training, capacity building, cooperative development, agricultural credit training and other technical assistance to underserved farmers, ranchers or forest landowners, including veterans beginning farmers and ranchers, and those living in high poverty areas.
- \$250 million in loans and grants to improve land access for underserved farmers, ranchers or forest landowners, including veterans, beginning farmers and ranchers, and those living in high poverty areas.
- \$10 million to fund activities of one or more commissions to address racial equity issues within USDA
- \$250 million to land-grant institutions including tribal land-grant colleges and Hispanic-serving institutions for research, education, extension and scholarships for programs that provide internships and pathways to agriculture sector or federal employment.
- \$2.2 billion for financial assistance to farmers, ranchers or forest landowners determined to have experienced discrimination in farm lending programs, up to \$500,000 per individual
- \$24 million for administrative costs to implement this section

U.S. Forest Service (USFS)

National Forest System Restoration and Fuels Reduction Project (\$2.15 billion)

- The IRA will provide \$2.15 billion to the USFS, broken down as follows:
 - \$1.8 billion for hazardous fuels reduction projects on USFS land within the wildland-urban interface
 - \$200 million for vegetation management projects on USFS land in accordance with a water source management plan or a watershed production and restoration action plan
 - \$100 million to improve efficiency and effectiveness of USFS NEPA review, and
 - \$50 million for the USFS to complete an inventory of old-growth and mature forests within the NFS system, and for protection of those forests
- Funds cannot be used for projects in wilderness areas or wilderness study areas, that include construction of permanent roads or trails, that are inconsistent with land management plans, or are carried out on lands not under the USFS system.
- The IRA includes a cost-share waiver authority.



Competitive Grants for Non-Federal Forest Landowners (\$550 million)

- The IRA will provide funds for grants under the Cooperative Forestry Assistance Act Section 13A, requiring at least a 20 percent cost share, as follows:
 - \$150 million for underserved foresters to invest climate mitigation or forest resilience practices
 - \$150 million for underserved foresters' participation in emerging private markets for climate mitigation and forest resilience
 - \$100 million for small forest landowners (fewer than 2,500 acres) to participate in emerging private markets for climate mitigation and forest resilience
 - \$50 million for states and other entities to pay private forestland owners to implement forest practices based on the best available science to provide measurable increases in carbon sequestration and storage beyond customary practices on comparable land, and
 - \$100 million for grants under the wood innovation grant program under Section 8643 of the 2018 Farm Bill, including for the construction of facilities and hauling removed material to reduce hazardous fuels to locations where the material can be utilized. Grants are capped at \$5 million and require a 50 percent cost share

State and Private Forestry Conservation Programs (\$2.2 billion)

- The IRA will provide \$700 million for the Forest Legacy Program to provide grants to states to acquire land and interests in land.
- The IRA will provide \$1.5 billion for the Urban and Community Forestry Assistance program, providing multiyear grants to state agencies, local governments, tribes or nonprofits for tree planting.



U.S. Environmental Protection Agency (EPA)

Decarbonization and Emission Reduction Programs

Greenhouse Gas Reduction Fund (\$27 billion)

- The IRA will provide \$27 billion to establish a new Greenhouse Gas Reduction Fund to invest in nonprofit, state and local financing institutions designed to rapidly deploy low- and zero-emission technologies by leveraging investment from the private sector. Projects funded under this program must reduce air pollution by reduction or avoidance of GHGs.
- The IRA requires that least 40 percent of benefits flow to low-income and disadvantaged communities to deploy or benefit from zero-emission technologies, including distributed technologies on residential rooftops, and direct investments are prioritized for projects that would otherwise lack access to financing, and that can ensure continued operability by monetizing repayments and revenues for other financial assistance; investment also available for indirect investment supporting public, quasi-public and nonprofit entities that offer financing for projects, including community and low-income focused lenders and capital providers.

Clean Heavy-Duty Vehicles (\$1 billion)

- The IRA will provide \$1 billion to establish a program to make awards of grants and rebates to states, local governments and nonprofit school transportation associations to replace Class 6 and Class 7 heavy-duty vehicles with zero-emission vehicles.
- Funding could also be used to purchase, install, operate and maintain the infrastructure needed to charge, fuel or maintain zero-emission vehicles; for the workforce development and training to support the maintenance, charging, fueling and operation of the zero-emission vehicles; or to plan and provide technical assistance to support of zero-emission vehicle adoption and deployment.
- The bill requires that 40 percent of funding (\$400 million) be directed to recipients proposing to replace eligible heavy-duty vehicles serving communities located in nonattainment areas (i.e., areas with high air pollution).

Grants to Reduce Air Pollution at Ports (\$3 billion)

- The IRA will provide \$3 billion to establish a program to award grants and rebates for the purchase and installation of zero-emission equipment and technology at ports, as well as the development of climate action plans at ports.
- Eligible funding recipients are a port authority; a state, regional, local or tribal agency with authority over a port authority; or an air pollution control agency. Private entities may apply in partnership with the aforementioned eligible recipients.
- The bill allocates 25 percent of the funding (\$750,000) for investments made at ports in nonattainment areas.

Climate Pollution Reduction Grants (\$5 billion)

- The IRA will provide \$5 billion to carry out Clean Air Act (CAA) Section 137 as follows:
 - Section 137 provides \$250 million for grants for the costs of developing plans to reduce GHG air pollution, and directs the EPA to make such a grant to at least one state, air pollution control agency, municipality, or Indian tribe in each state. Each plan must include programs, policies, measures and projects that will achieve GHG air pollution reduction.



- Section 137 further provides \$4.75 billion for the EPA to competitively award grants to implement GHG air pollution reduction plans. To apply for a grant, applicants must include information regarding the projected reduction of GHG air pollution reductions, including in low-income and disadvantaged communities in its plan.

Methane Emissions Reduction Program (\$1.55 billion)

- The IRA will provide \$1.55 billion in financial incentives (i.e., grants, rebates, contracts and loans) for industry to monitor and reduce methane emissions from petroleum and natural gas systems, mitigate legacy air pollution.
- Funding may also be used to provide support for communities for improving climate resiliency, improving and deploying industrial equipment and processes that reduce methane and other GHG emissions and waste, supporting innovation in reducing methane and other GHG and waste from petroleum and natural gas systems, permanently shutting in and plugging wells on non-federal land, and environmental restoration.

Methane Emissions Fee

- The IRA will create a fee, imposed and charged by EPA, for facilities that emit more than 25,000 metric tons of carbon dioxide annually.
- The fee will apply to facilities that support oil and gas production, including transmission, processing, storage or gathering facilities.
- The IRA will allow companies that comply with future federal methane rules to avoid paying the fee as long as the same levels of emissions reductions are reached.
- The fee ramps up over the next few years as follows:
 - \$900 per ton of methane in 2024
 - \$1,200 per ton of methane in 2025, and
 - \$1,500 per ton of methane in 2026

Diesel Emissions Reduction Act Funding (\$60 million)

- The IRA will provide \$60 million for Diesel Emissions Reduction Act (DERA) grants to identify and reduce diesel emissions resulting from goods movements facilities (e.g., airports, railyards and distribution centers), and vehicles servicing goods movement facilities, in low-income and disadvantaged communities to address the health impacts of emissions on those communities.

Low-Emissions Electricity Program (\$87 million)

- The IRA will provide \$87 million to EPA to carry out CAA Section 135, via the following investments:
 - \$17 million to educate consumers on GHG emissions that result from domestic electricity generation and use
 - \$17 million to educate and provide technical assistance to low-income and disadvantaged communities on GHG emissions that result from domestic electricity generation and use
 - \$17 million to educate and provide technical assistance to industry on GHG emissions that result from domestic electricity generation and use
 - \$17 million to educate and provide technical assistance to state, tribal and local governments on GHG emissions that result from domestic electricity generation and use
 - \$1 million to evaluate GHG emission reductions anticipated to occur over the next 10 years, as a result from the aforementioned education initiatives, and
 - \$18 million be used to ensure the assessed reductions are achieved



Greenhouse Gas Corporate Reporting (\$5 million)

- The IRA will provide \$5 million to support enhanced standardization and transparency of corporate climate action commitments and plans, and progress toward meeting such commitments and implementing such plans.

Environmental Production Declaration Assistance (\$250 million)

- The IRA will provide \$250 million to establish and carry out an Environmental Product Declaration (EPD) Assistance program to support development and enhanced standardization and transparency of environmental product declaration for construction materials and products, including measurements of embodied GHG emissions of the material or products, by: providing grants and technical assistances to businesses that manufacture construction materials and products for developing and verifying environmental product declarations, and to states, tribes and nonprofits that support those businesses; and to assist in measuring, reporting and steadily reducing the quantity of embodied carbon of constructions materials and products.

Low-Embodied Carbon Labeling for Construction Materials (\$100 million)

- The IRA will provide \$100 million to EPA, in consultation with the U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA) and the General Services Administration (GSA), to develop and carry out a program to identify and label, based on environmental product declarations, low-embodied carbon construction materials and products used for transportation projects.
- These products must have substantially lower levels of embodied GHG emissions associated with all relevant stages of production, use, and disposal, as compared to industry averages as determined by EPA, based on environmental product declarations or determinations by state agencies and verified by EPA.

Air Pollution Monitoring, Mitigation and Reduction

Environmental and Climate Justice Block Grants (\$3 billion)

- The IRA will provide \$3 billion to establish program to provide grants invest in community-led projects in disadvantaged communities and community capacity building centers to address disproportionate environmental and public health harms related to pollution and climate change.
- Eligible funding recipients will be community-based nonprofits or organizations, or a partnership between community-based nonprofit organizations and a tribe, a local government or an institution of higher education.
- Eligible activities include:
 - community-led air and other air pollution monitoring, prevention and remediation, investments in low- and zero-emission and resilient technologies, and workforce development that help reduce GHG emissions and other air pollutants
 - mitigating climate and health risks from urban heat islands, extreme heat, wood heater emissions and wildfire events
 - climate resiliency and adaptation
 - reducing indoor toxics and indoor air pollution, or
 - facilitating engagement of disadvantaged communities in state and federal public processes



Funding to Address Air Pollution (\$280.5 million)

- The IRA will provide \$280.5 million to EPA for grants to address air pollution, broken down as follows:
 - a. **Fenceline Air Monitoring and Screening Air Monitoring:** \$117.5 million for grants to deploy, integrate, support and maintain fenceline air monitoring, screening air monitoring, national air toxics trend stations, and other air toxics and community monitoring.
 - b. **Multipollutant Monitoring Stations:** \$50 million for grants to expand the national ambient air quality monitoring network with new multipollutant monitoring stations, and to replace, repair, operate and maintain existing monitors.
 - c. **Air Quality Sensors in Low-Income and Disadvantaged Communities:** \$3 million for grants to carry out the activities described above (in (a) and (b)) to deploy, integrate and operate air quality sensors in low-income and disadvantaged communities.
 - d. **Emissions from Wood Heaters:** \$15 million for grants for testing and other agency activities to address emissions from wood heaters.
 - e. **Methane Monitoring:** \$20 million for grants for monitoring methane emissions.
 - f. **Clean Air Act Grants (CAA):** \$25 million to EPA for grants to carry out [Section 103 of the Clean Air Act](#) (CAA), a national research and development program (R&D) grant program at EPA for air pollution control agencies, as well as [Section 105 of the CAA](#), grants for support of air pollution planning and control programs.
 - g. **Other Activities (CAA):** \$45 million for grants to carry out Sections [111](#) ("Standards of performance for new stationary sources"), [115](#) ("International air pollutants"), [165](#) ("Preconstruction requirements"), [177](#) ("New motor vehicle emission standards in nonattainment areas"), [202](#) ("Emissions standards for new motor vehicles or new motor vehicle engines"), [211](#) ("Regulation of fuels"), [213](#) ("Nonroad engines and vehicles"), and [231](#) ("Establishment of standards for aircraft emissions").
 - h. **Greenhouse Gas and Zero-Emission Standards for Mobile Sources:** \$5 million for EPA to provide grants to states to adopt and implement low- and zero-emission standards for mobile sources.

Funding to Address Air Pollution at Schools (\$40 million)

- The IRA will provide \$37.5 million for grants to monitor and reduce air pollution schools in low-income and disadvantaged communities under CAA Sections 103 and 105, and provides \$12.5 million for providing technical assistance to schools in low-income and disadvantaged communities under CAA Sections 103 and 105, including to address environmental issues; to develop school environmental quality plans (e.g., standards for school building, design, construction and renovation), and to identify and mitigate ongoing air pollution hazards.

Funding for the Renewable Fuels Standard, per Section 211(O) of the Clean Air Act (\$15 million)

- The IRA will provide \$5 million to EPA for administration of the Renewable Fuels Standard, under Section [211](#) of the Clean Air Act, with respect to:
 - the development and establishment of tests and protocols regarding the environmental and public health effects of fuels and fuel additives
 - internal and external data collection and analyses to regularly updated applicable regulations, guidance, and procedures for determining lifecycle GHG emissions of a fuel, and
 - the review, analysis and evaluation of the impacts of all transportation fuels (including fuel lifecycle implications) on the general public and on low-income and disadvantaged communities



- This section also provides \$10 million for new grants to industry to support investments in advanced biofuels.

Program Implementation and Enforcement

Funding for Implementation of the American Innovation and Manufacturing Act (\$38.5 million)

- The IRA will provide \$38.5 million to implement the American Innovation and Manufacturing Act of 2020, enacted in Division S of the "[Consolidated Appropriations Act, 2021](#)" (Public Law 116-260), which addresses the use and regulation of fluorinated compounds in products and manufacturing, including by requiring the EPA to establish specified production and consumption baselines for the phase-down of specified fluorinated compounds.
- Funding is broken down as follows:
 - \$20 million to implement the American Innovation and Manufacturing Act
 - \$3.5 million to deploy new implementation and compliance tools, and
 - \$15 million for competitive grants for reclaim and innovative deconstruction technologies

Funding for Enforcement Technology and Public Information (\$25 million)

- The IRA will provide \$25 million, of which \$18 million is to update EPA's [Integrated Compliance Information System \(ICIS\)](#) and other technology infrastructure, \$3 million for grants to states, tribes and air pollution control agencies to update their systems, and \$4 million to acquire and update inspection software used by EPA, states, tribes and air pollution control agencies.

EPA Efficient, Accurate and Timely Reviews (\$40 million)

- The IRA will provide \$40 million to develop reviews for permitting and approval processes to improve agency transparency, accountability and public engagement.
- Eligible activities include hiring and training personnel, developing programmatic documents, procuring technical or scientific services for reviews, developing environmental data or information systems, stakeholder or community engagement, purchasing new equipment, and developing geographic information systems and other analysis tools.



U.S. Department of Energy (DOE)

Funding and Financing Programs

Domestic Manufacturing Conversion Grant Program (\$2 billion)

- The IRA will provide \$2 billion for grants for the domestic production of efficient hybrid, plug-in electric hybrid, plug-in electric drive and hydrogen fuel cell electric vehicles.
- Grants will require at least a 50 percent cost-share with DOE.

Advanced Industrial Facilities Deployment Program (\$5.912 billion)

- The IRA will provide \$5.812 billion to create a new program within the Office of Clean Energy Demonstrations (OCED) to invest in projects aimed at reducing emissions from energy intensive industries. The program will provide financial assistance, on a competitive basis, for domestic, non-federal, non-power industrial or manufacturing facility, including producers of iron, steel, steel mill products, aluminum, cement, concrete, glass, pulp, paper, ceramics, chemicals and other energy-intensive processes to:
 - purchase, install or implement advanced industrial technology
 - retrofit, upgrade or operationalize improvements to install or implement advanced industrial technology
 - engineering studies and other work needed to prepare an eligible facility
- The IRA will require a 50 percent non-federal cost share.
- The IRA will direct DOE to prioritize projects with the greatest GHG reduction benefit, and greatest benefit to the largest number of people in the community. Program applicants will be required to include expected GHG emissions reductions associated with the project in their applications.
- The IRA will provide an additional \$300 million DOE for administrative costs to carry out this new program.

Loan Programs Office (LPO) – Title 17 Funding (\$3.6 billion)

- The IRA will provide \$40 billion in additional commitment authority for eligible projects under the Title XVII through Sept. 30, 2026. This new commitment authority will be applied across existing eligible projects and the Infrastructure Investment and Jobs Act (IIJA) expansion of eligibility for Title XVII for projects that increase the domestic supply of critical minerals through production, processing, manufacturing, recycling or fabrication of mineral alternatives.
- The IRA will provide \$3.6 billion in credit subsidy cost is provided through Sept. 30, 2026. The impact of this provision means that the credit subsidy cost due at close (or sometimes included in the interest rate) may now be covered by this funding. Three percent of the credit subsidy cost is reserved for administrative costs to help ease the current administrative backlog in the application pipeline.
- Additional provisions in this section clarify what constitutes a double benefit from the government except in the case of tax, federal land agreements, federal insurance, or projects using transmission facilities from a federal Power Marketing Administration or the Tennessee Valley Authority.

LPO Advanced Technology Vehicle Manufacturing (ATVM) (\$3 billion)

- The IRA will provide \$3 billion in additional credit subsidy cost to ensure applicant loan costs remain low.



- The IRA will provide an additional \$25 million in administrative costs to ensure proper staffing of the applicant pipeline. Removes \$25 billion in outstanding loans for the program, expanding the amounts available for lending under the program.

Energy Infrastructure Reinvestment Financing (\$5 billion)

- The IRA will create a new program under LPO entitled, "Energy Infrastructure Reinvestment Financing," and provide \$5 billion through Sept. 30, 2026 to be leveraged for up to \$250 billion in commitment authority for loan guarantees (including refinancing) of eligible projects.
- Key provisions include:
 - The loan tenure must not exceed 30 years.
 - Eligible projects are projects that: 1) retool, repower, repurpose or replace energy infrastructure that has ceased operations; or 2) enable operating energy infrastructure to avoid, reduce, utilize or sequester air pollutants or anthropogenic emissions of GHG.
 - Energy infrastructure is defined as a facility, and associated equipment, used for 1) the generation or transmission of electric energy; or 2) the production, processing and delivery of fossil fuels, fuels derived from petroleum, or petrochemical feedstocks.
 - Energy infrastructure projects that provide environmental damage remediation will qualify and fossil fuel projects financed will be required to have emission control technologies.
 - Application requirements include 1) detailed project plans, 2) community engagement plans, and 3) if the applicant is an electric utility, the financial benefit of the program must be passed on to the customer or associated community.

Tribal Energy Loan Guarantee Program (\$75 million)

- The IRA will increase the available commitment authority of the Tribal Energy Loan Guarantee Program from \$2 billion to \$20 billion and increases the percentage of an allowable guarantee from 90 percent to 100 percent.
- The IRA will provide an additional \$75 million to administer the Tribal Energy Loan Guarantee Program.

Electric Transmission

Transmission Facility Financing (\$2 billion)

- The IRA will provide \$2 billion to DOE to provide direct loans to non-federal borrowers for the purpose of constructing new high-capacity transmission lines and for upgrading interties between the various interconnections.
- Direct loans terms are the lesser of 90 percent of the projected useful life of the transmission facility or 30 years, no more than 80 percent of the total project cost, and cannot be subordinate to other financing. Interest rates are determined by DOE, taking into consideration market yields on outstanding marketable obligations of the U.S. of comparable maturities.

Grants to Facilitate the Siting of Interstate Electricity Transmission Lines (\$760 million)

- The IRA will provide \$760 million to issue grants to siting authorities, including state, local or tribal governmental entities, for the purpose of:
 - studying and analyzing the impacts of covered transmission projects
 - examining up to three alternate transmission siting corridors



- participating in regulatory proceedings
- and for economic development activities for communities that may be affected by the construction and operation of a covered transmission project
- Transmission lines must be high-voltage interstate or offshore electricity transmission lines, proposed to be constructed and to operate at least 275 kilovolts (kV) of alternating or direct current (or 200 kV for offshore alternating or direct current), and must have indicated intent to apply for regulatory approval. To receive a grant, the siting authority must agree to reach a final decision on the application no later than two years after the grant is authorized. Cost share of 50 percent.

Interregional and Offshore Wind Electricity Transmission Planning, Modeling and Analysis (\$100 million)

- The IRA will provide \$100 million to perform transmission planning, modeling, and analyses regarding the development of interregional and offshore wind transmission projects and to convene stakeholders to address the development of such transmission projects. Topics of interest include:
 - clean energy integration into the electric grid, including the identification of renewable energy zones
 - the effects of changes in weather due to climate change on the reliability and resilience of the electric grid
 - cost allocation methodologies that facilitate the expansion of the bulk power system
 - the benefits of coordination between generator interconnection processes and transmission planning processes
 - the effect of increased electrification on the electric grid
 - power flow modeling
 - the benefits of increased interconnections or interties between or among the Western Interconnection, the Eastern Interconnection, the Electric Reliability Council of Texas, and other interconnections, as applicable
 - the co-optimization of transmission and generation, including variable energy resources, energy storage and demand-side management
 - the opportunities for use of non-transmission alternatives, energy storage and grid-enhancing technologies
 - economic development opportunities for communities arising from development of interregional electricity transmission and transmission of electricity that is generated by offshore wind
 - evaluation of existing rights-of-way and the need for additional transmission corridors; and a planned national transmission grid, which would include a networked transmission system to optimize the existing grid for interconnection of offshore wind farms



Energy Efficiency and Electrification: Residential

Home Energy Performance-Based, Whole House Rebates (\$4.3 billion)

- The IRA will provide \$4.3 billion to DOE to award state energy offices to develop and implement a HOMES program, offering rebates for whole-house energy savings retrofits.
- Rebate amounts are as follows:
 - Single family homes
 - Retrofits with savings of 20 percent to 35 percent: the lesser of \$2,000 or 50 percent of the project cost
 - Retrofits with savings of more than 35 percent: the lesser of \$4,000 or 50 percent of the project cost
 - Measured energy savings in home or home portfolios with energy savings of at least 15 percent: payment rate per kWh saved, equal to \$2,000 for a 20 percent reduction for the state's average home, or 50 percent of the project cost
 - Multifamily building owners
 - Retrofits with savings of 20 percent to 35 percent: \$2,000 per dwelling up to \$200,000 per building
 - Retrofits with savings of more than 35 percent: \$4,000 per dwelling up to \$400,000
 - Measured energy savings in home or home portfolios with energy savings of at least 15 percent: payment rate per kWh saved, equal to \$2,000 for a 20 percent reduction for the state's average home, or 50 percent of the project cost
 - Single-family homes occupied by low- or moderate-income households or multifamily buildings with at least 50 percent of dwellings occupied by low- or moderate-income households
 - Retrofits with savings of 20 percent to 35 percent: the lesser of \$4,000 or 80 percent of the project cost
 - Retrofits with savings of more than 35 percent: the lesser of \$8,000 or 80 percent of the project cost
 - Measured energy savings in home or home portfolios with energy savings of at least 15 percent: payment rate per kWh saved, equal to \$4,000 for a 20 percent reduction for the state's average home, or 80 percent of the project cost.
- Recipients encouraged to provide rebates to low- or moderate-income households (household income of less than 80 percent of the median income of the area). Recipients may use up to 20 percent of grant amount for planning, administration, and technical assistance.

High Efficiency Electric Home Rebate Program (\$4.5 billion)

- The IRA will provide \$4.275 billion for grants to State Energy Offices and \$225 million for tribes to create electrification rebate programs for homeowners and multifamily building owners.
- Rebate amounts may total up to \$14,000 for new construction purchases, replacement of nonelectric appliances, or first-time purchase of the appliance.
 - Covers up to 100 percent of project cost for households below 80 percent of the area median income, and 50 percent of the project cost for households between 80 percent to 150 percent of the area median income.



- Covers up to 100 percent of project cost for multifamily units where 50 percent of households are below 50 percent of the area median income, and 50 percent of the project cost for multifamily units where 50 percent of households are between 80 percent to 150 percent of the area median income.
- Appliance upgrades
 - Up to \$1,750 for a heat pump water heater
 - Up to \$800 for a heat pump for space heating or cooling
 - Up to \$840 for an electric stove, cooktop, range or oven; or for an electric heat pump clothes dryer
- Non-Appliance Upgrades
 - Up to \$4,000 for an electric load service center upgrade
 - Up to \$1,600 for insulation, air sealing and ventilation
 - Up to \$2,500 for electric wiring
- Installation
 - Up to \$500, commensurate with the scale of upgrades installed and project labor practices
- Applications must include plans to: verify income eligibility; allow rebates at the point of sale that ensures income eligibility can be verified at the point of sale; and prevent duplication or "double-dipping."

State-Based Home Energy Efficiency Contractor Training Grants (\$200 million)

- The IRA will provide \$200 million to provide financial assistance to states to develop and implement programs to train and educate contractors on installation of home energy efficiency and electrification improvements. Funds may be used to reduce training costs for employees, to provide testing and certification, or to partner with nonprofits.

Building Efficiency and Resilience

Assistance of Latest and Zero Building Energy Code Adoption (\$1 billion)

- The IRA will provide \$1 billion total for support to state and local governments to adopt updated building codes, broken down as follows:
 - \$330 million to DOE to support states and local communities to adopt updated building energy codes for residential and commercial buildings, or to implement a plan to achieve full compliance including training and enforcement programs. Under this title, residential buildings must meet or exceed the 2021 International Energy Conservation Code, or achieve equivalent or greater energy savings. Commercial buildings must meet or exceed the ANSI/ASHRAE/IES Standard 90.1-2019, or achieve equivalent or greater energy savings.
 - \$670 million for DOE to support grants for states and local governments to adopt building codes that meet or exceed zero energy provisions in the 2021 International Energy Conservation Code or an equivalent stretch code, and implement a plan to achieve full compliance including training and enforcement.



Environmental Reviews

DOE Environmental Reviews (\$115 million)

- The IRA will provide \$115 million to hire and train personnel, develop programmatic environmental documents, procure technical or scientific services for environmental reviews, develop environmental data or information systems, engage in stakeholder and community engagement, purchase new equipment for environmental analysis to facilitate timely and efficient environmental reviews and authorizations.

Miscellaneous DOE Funding

National Laboratory Infrastructure (\$2 billion)

- The IRA will provide funding to the Office of Science through FY 2027, broken down as follows:
 - \$133.24 million for science lab infrastructure projects
 - \$303.66 for high energy physics construction and major equipment
 - \$280 million for fusion energy construction and major equipment
 - \$217 million for nuclear physics construction and major equipment
 - \$163.791 million for advanced scientific computing research facilities
 - \$294.5 million for basic energy sciences projects, and
 - \$157.813 million for isotope research and development facilities
- The IRA will provide \$150 million through FY 2026 to each office: Fossil Energy and Carbon Management (FECM), Nuclear Energy and Energy Efficiency and Renewable Energy (EERE) for infrastructure and general plant projects.

High-Assay Low-Enriched Uranium Availability Program (\$700 million)

- The IRA will provide funds through FY 2026 to carry out elements of the High-Assay Low-Enriched Uranium (HA-LEU) Availability program established in the Energy Policy Act of 2020 (42 USC 16281), which authorized DOE to establish and carry out of a program to support the availability of HA-LEU for civilian domestic research, development, demonstration and commercial use.
- The IRA will provide funding as follows:
 - \$100 million to carry out licensing and regulatory programs in support of HA-LEU research and development with commercial entities, including transportation packaging design
 - \$500 million for acquisition, stockpiling and stakeholder assessment
 - \$100 million for support of civilian domestic R&D and commercial use of HA-LEU

DOE Oversight (\$20 million)

- The IRA will provide \$20 million to the DOE Office of Inspector General (OIG) for oversight of IRA programs.



U.S. Department of the Interior (DOI)

Fossil Fuel Resources

Offshore Oil and Gas

- The IRA will raise the minimum royalty from 12.5 percent to 16.66 percent (with a maximum royalty of 18.75 percent).

Lease Sales Under the 2017-2022 Outer Continental Shelf Leasing Program:

- The IRA will require DOI to reinstate lease sale 257 by accepting the highest valid bid within 30 days of the enactment of the Act
- The IRA will require the Interior Secretary to hold Lease Sale 258 by Dec. 31, 2022
- The IRA will require the Interior Secretary to hold Lease Sale 259 by March 31, 2023
- The IRA will require the Interior Secretary to hold Lease Sale 261 by Sept. 30, 2023

Mineral Leasing Act Modernization

- The IRA will raise the minimum royalty from 12.5 percent to 16.66 percent.
- The IRA will increase the oil and gas minimum bid from \$2 per acre for a period of two years to \$10 per acre during the 10-year period beginning on the date of enactment of the Inflation Reduction Act of 2022.
- The IRA will increase the fossil fuel rental rates from \$1.50 per acre to \$3 per acre per year during the two-year period beginning on the date the lease begins, \$5 per acre per year for the following six-year period, and not less than \$15 per acre per year thereafter.
- The IRA will authorize the Secretary to hold a new round of competitive bidding for any lease where no bid is accepted or received or the land for which a lease terminates, expires, is canceled or is relinquished.

Royalties on all Extracted Methane

- The IRA will establish royalties for gas produced from federal lands and on the Outer Continental Shelf, including gas consumed or lost by venting, flaring or negligent releases through equipment during upstream operations.
- Royalties will not apply when gas is vented or flared for less than 48 hours in an emergency situation; gas is used or consumed within the area of the lease, unit, or communitized area for the benefit of the lease, unit or communitized area; and gas that is unavoidably lost.

Ensuring Energy Security

- The IRA will prohibit wind or solar energy development on federal land for 10 years unless the following conditions are met:
 - an onshore oil and gas lease sale has been held in the 120 days prior to the issuance of the right-of-way, and
 - The acreage offered to lease for oil and gas development in the last year is at least 2 million acres or 50 percent of the acreage for which expressions of interest have been made, whichever is smaller



- The IRA will prohibit leasing for offshore wind development unless the following conditions are met:
 - an offshore oil and gas lease sale has been held in the last year, and
 - at least 60 million acres have been offered for offshore oil and gas development in the last year

Offshore Wind

- The IRA will authorize DOI to grant leases, easements and rights-of-way off the Atlantic, Gulf Coast and U.S. Territories Continental Shelves, directing a call for information and nominations for proposed wind lease sales for the latter by Sept. 30, 2025.

Public Lands

National Parks and Public Lands Conservation and Resilience (\$250 million)

- The IRA will provide \$250 million to carry out projects for the conservation, protection and resiliency of lands and resources administered by the National Park Service (NPS) and the Bureau of Land Management (BLM).

National Parks and Public Lands Conservation and Ecosystem Restoration (\$250 million)

- The IRA will provide \$250 million to carry out conservation, ecosystem and habitat restoration projects on lands administered by the NPS and BLM.

NPS Employees (\$500 million)

- The IRA will provide \$500 million to hire employees in units of the NPS.

NPS Deferred Maintenance

- The IRA will provide \$200 million for priority deferred maintenance projects within the bounds of the NPS.

Drought Mitigation in the Reclamation States

- The IRA will provide \$4 billion available through FY 2026 for drought mitigation in reclamation states, prioritized to the Colorado River Basin and other basins experiencing comparable long-term drought.
- Activities eligible for funding include: compensation for a reduction in water use; voluntary system conservation projects; and ecosystem and habitat restoration to address issues caused by drought

Drought Response and Preparedness

Bureau of Reclamation Domestic Water Supply Projects (\$550 million)

- The IRA will provide \$550 million to the Bureau of Reclamation for grants, contracts or financial assistance agreements for disadvantaged communities for the cost of planning, design or construction of water projects with the primary purpose of providing domestic water supplies to communities or households that do not have reliable access to water.



Canal Improvement Projects (\$25 million)

- The IRA will provide \$25 million for the design, study and implementation of projects, including pilot and demonstration projects, to cover water conveyance facilities with solar panels to generate renewable energy.

Bureau of Indian Affairs

Tribal Climate Resilience (\$235 million)

- The IRA will provide \$220 million for tribal climate resilience and adaptation programs.
- The IRA will provide \$10 million for fish hatchery operations and maintenance programs at the Bureau of Indian Affairs.
- The IRA will provide \$5 million for administrative costs.

Tribal Electrification Program (\$150 million)

- The IRA will provide \$150 million through FY 31 for the provision of electricity to unelectrified tribal homes through zero-emissions energy systems; transitioning electrified tribal homes to zero-emissions energy systems; and associated home repairs and retrofitting necessary to install the zero-emissions energy systems.

Native Hawaiian Climate Resilience (\$25 million)

- The IRA will provide \$25 million through FY 31 to carry out, through financial assistance, technical assistance, direct expenditure, grants, contracts or cooperative agreements, climate resilience and adaptation activities that serve the Native Hawaiian Community.

Emergency Drought Relief for Tribes (\$12.5 million)

- The IRA will provide \$12.5 million through FY 26 for near-term drought relief actions to mitigate drought impacts for Indian tribes that are impacted by the operation of a Bureau of Reclamation water project, including through direct financial assistance to address drinking water shortages and to mitigate the loss of tribal trust resources.

U.S. Fish and Wildlife Service (USFWS)

Funding to Address Climate Induced Weather Events (\$125 million)

- The IRA will provide \$121.25 million to the USFWS to make direct expenditures, award grants, and award contracts to rebuild and restore units of the National Wildlife Refuge System and state wildlife management areas, including by:
 - addressing the threat of invasive species
 - increasing the resiliency and capacity of habitats and infrastructure to withstand climate induced-weather events, or
 - reducing damage by climate-induced weather events
- The IRA will provide \$3.75 million for USFWS to implement this program.



Endangered Species Act Recovery Plans (\$125 million)

- The IRA will provide \$12 million to the USFWS to develop and implement recovery plans under Section 4(f) of the Endangered Species Act of 1973.
- Section 4(f) of the Endangered Species Act requires the Secretary to develop and implement recovery plans for listed species. Recovery plans must include any site-specific management actions needed to achieve the species' conservation and survival, the estimated time and cost associated with those actions, and specific criteria for determining that the species has recovered and may be delisted.

Insular Affairs

Office of Insular Affairs Climate Change Technical Assistance (\$15 million)

- The IRA will provide \$15 million to provide technical assistance for climate change, planning, mitigation, adaptation and resilience to the United States Insular Areas; provides an additional \$9 million for necessary administrative expenses.

U.S. Geological Survey (USGS)

USGS 3D Elevation Program (\$23.5 million)

- The IRA will provide \$23.5 million to produce, collect, disseminate, and use 3D elevation data.

Miscellaneous DOI Provisions

Environmental Reviews (\$150 million)

- The IRA will provide \$150 million to hire and train personnel, develop programmatic environmental documents, procure technical or scientific services for environmental reviews, develop environmental data or information systems, engage in stakeholder and community engagement, purchase new equipment for environmental analysis to facilitate timely and efficient environmental reviews and authorizations.

DOI Oversight (\$10 million)

- The IRA will provide \$10 million for oversight by the DOI Office of Inspector General (OIG) of IRA programs.



U.S. Department of Transportation (DOT)

Neighborhood Access and Equity Grant Program (\$3 billion)

- The IRA will provide \$3 billion to Federal Highway Administration (FHWA) to support neighborhood equity, safety and affordable transportation access with competitive grants to reconnect communities divided by existing infrastructure barriers, mitigate negative impacts of transportation facilities or construction projects on disadvantaged or underserved communities, and support equitable transportation planning and community engagement activities.
- Eligible funding recipients are a state, unit of local government or metropolitan planning organizations.

Low-Carbon Transportation Materials Grants (\$2 billion)

- The IRA will provide \$2 billion to FHWA to reimburse or provide incentives to state, local governments and metropolitan planning organizations for the use of low-embodied carbon construction materials and products in projects, and for the operations and administration FHWA.
- Reimbursement amounts equal to incrementally higher cost of using materials relative to the cost of using traditional materials; Incentive amount equal to 2 percent of the cost of using low-embodied carbon construction materials and products.

Alternative Fuel and Low-Emission Aviation Technology Program (\$300 million)

- The IRA will provide \$300 million establish a competitive grant program for projects that develop, demonstrate or apply low-emission aviation technologies or produce, transport, blend or store sustainable aviation fuels (SAF), including:
 - \$244.53 million for production, transportation, blending, and storage of SAF
 - \$46.53 million for low-emission aviation technologies, and
 - \$6 million for administration and oversight
- Eligible entities include states or local governments, air carriers, airports, higher education institutions, research institutions, entities that produce, transport, blend or store SAF in the U.S., entities engaged RD&D of low-emission aviation technologies or nonprofits. Cost share is 25 percent for entities except small hub or nonhub airports, for whom the cost share is 10 percent.
- DOT must consider 1) the capacity for the entity to increase domestic production of SAF; 2) projected GHG emissions on a lifecycle basis; 3) job creation and supply chain partnership opportunity; and 4) for SAF, GHG emissions on a life-cycle basis including feedstock and fuel production as well as direct and indirect land use change (must demonstrate at least a 50 percent GHG reduction utilizing either GREET or ICAO models); and 5) benefits of ensuring a diversity of feedstocks for SAF, including the use of waste carbon oxides and direct air capture.
- Directs DOT to adopt a Life Cycle Analysis (LCA) model for GHG emissions within two years of bill enactment.

Environmental Review Implementation Funds (\$100 million)

- The IRA will provide \$100 million to facilitate the development and review of documents for the environmental review process for proposed projects for state, local governments and metropolitan planning organizations.



General Services Administration (GSA)

Assistance for Federal Buildings (\$250 million)

- The IRA will provide \$250 million to the Federal Buildings Fund to convert GSA facilities to high-performance green buildings.

Use of Low-Carbon Materials (\$2.15 billion)

- The IRA will provide \$2.15 billion to the Federal Buildings Fund to acquire and install low-embodied carbon materials and products for construction and alteration of buildings under jurisdiction, custody, and control of the GSA.

GSA Emerging Technologies (\$975 million)

- The IRA will provide \$975 million to the Federal Buildings Fund for emerging and sustainable technologies, and related sustainability and environmental programs.

U.S. Department of Commerce (DOC)

National Oceanic Atmospheric Administration (NOAA) Funding

Investing in Coastal Communities and Climate Resilience (\$2.6 billion)

- The IRA will provide \$2.6 billion for NOAA for conservation, restoration and protection of coastal and marine habitats and resources, including fisheries, to prepare for extreme storms and climate change effects, as well as for projects that support natural resources to sustain coastal and marine resource dependent communities. Funds may take the form of grants, cooperative agreements, or technical assistance to coastal states, District of Columbia, tribal governments, nonprofits, local governments and higher education institutes.

Facilities of the NOAA and National Marine Sanctuaries (\$200 million)

- The IRA will provide \$200 million for construction of new NOAA facilities, including piers, marine operations facilities and fisheries laboratories; provides \$50 million to construct facilities to support the National Marine Sanctuary System.

NOAA Efficient and Effective Reviews (\$20 million)

- The IRA will provide \$20 million to accelerate and improve planning, permitting and approval process. May support hiring and training of personnel, purchase of technical and scientific services and new equipment, and improve agency transparency, accountability and public engagement.

Oceanic and Atmosphere Research and Forecasting for Weather and Climate (\$200 million)

- The IRA will provide \$190 million for NOAA to procure high-performance computing, data processing capacity, data management and storage assets.

Computing Capacity and Research for Weather, Oceans and Climate (\$190 million)

- The IRA will provide \$190 million for NOAA to procure high-performance computing, data processing capacity, data management and storage assets.

Acquisition of Hurricane Forecasting Aircraft (\$100 million)

- The IRA will provide \$100 million for NOAA to acquire hurricane hunter aircraft.



U.S. Postal Service (USPS)

USPS Clean Fleets (\$3 billion)

- The IRA will provide \$1.29 billion to purchase zero-emission delivery vehicles and \$1.71 billion for related infrastructure, including design and installation at USPS facilities.

USPS OIG (\$15 million)

- The IRA will provide \$15 million to USPS Office of the Inspector General (OIG) to support oversight related to IRA implementation.

U.S. Department of Housing and Urban Development (HUD)

Improving Energy Efficiency or Water Efficiency or Climate Resilience of Affordable Housing (\$1 billion)

- The IRA will provide \$837.5 million to provide loans and grants to fund projects targeting affordable housing and improving energy or water efficiency, enhance indoor air quality or sustainability, implement the use of zero-emission electricity generation, low-emission building materials or processes, energy storage, or building electrification or to address climate resilience. Principal amount of direct loans supported by the program not to exceed \$4 billion.
- Funding for related activities, including:
 - \$60 million for implementation, including financial reporting, research and evaluation, and cross-program costs
 - \$60 million for cooperative agreements administered by the Secretary, and
 - \$42.5 million for energy and water benchmarking of eligible properties (regardless of whether they receive grants), and data analysis and evaluation at the property and portfolio level

U.S. Department of Homeland Security (DHS)

DHS Office of Chief Readiness Support Officer (\$500 million)

- The IRA will provide \$500 million to the DHS Office of the Chief Readiness Support Officer to carry out sustainability and environmental programs.

FEMA Building Materials Program

- The IRA will authorize the Federal Emergency Management Agency (FEMA) to allocate funds for purchasing low-carbon building materials and incentives for low-carbon and net-zero energy projects via disaster recovery programs.

U.S. Department of Defense (DoD)

Enhanced Use of the Defense Production Act of 1950 (\$500 million)

- The IRA will provide \$500 million to carry out programs authorized by the Defense Production Act (DPA) of 1950 for the accelerated domestic production of 1) solar; 2) transformers and electric grid components; 3) heat pumps; 4) insulation; and 5) electrolyzers, fuel cells, and platinum group metals.



Federal Permitting Improvement Steering Council (FPISC)

Federal Permitting Improvement Steering Council Environmental Review Improvement Fund Mandatory Funding (\$350 million)

- The IRA will provide \$350 million for FY 2023 to remain available through Sept. 30, 2031 for the Environmental Review Fund established [under the Fixing America's Surface Transportation Act \(FAST Act\)](#).

Federal Energy Regulatory Commission (FERC)

FERC Environmental Reviews (\$100 million)

- The IRA will provide \$100 million to hire and train personnel, develop programmatic environmental documents, procure technical or scientific services for environmental reviews, develop environmental data or information systems, engage in stakeholder and community engagement, purchase new equipment for environmental analysis to facilitate timely and efficient environmental reviews and authorizations.

White House Council on Environmental Quality (CEQ)

Environmental and Climate Data Collection (32.5 million)

- The IRA will provide \$32.5 million to CEQ for the following activities:
 - to support and facilitate data collection efforts relating to disproportionate negative environmental harms and climate impacts, and cumulative impacts of pollution and temperature rise
 - to establish, expand and maintain efforts to track disproportionate burdens and cumulative impacts (including academic and workforce support for analytics and informatics infrastructure and data collection systems)
 - to support efforts to ensure that any mapping or screening tool is accessible to community-based organizations and community members

CEQ Efficient and Effective Environmental Reviews (\$30 million)

- The IRA will provide \$30 million to CEQ to carry out CEQ's functions and for the purposes of training personnel, developing programmatic environmental documents and developing tools, guidance and techniques to improve stakeholder and community engagement.

Government Accountability Office (GAO)

GAO Oversight (\$25 million)

- The IRA will provide \$25 million for oversight of the IRA, including the distribution and use of funds and whether economic, social and environmental impacts are equitable.

Office of Management and Budget (OMB)

OMB Oversight

- The IRA will provide \$25 million for OMB to oversee implementation and to track labor, equity and environmental standards, and performance of the IRA.



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