



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

REGIONAL COUNCIL OFFICERS

President
Clint Lorimore, Eastvale

First Vice President
**Jan C. Harnik, Riverside County
Transportation Commission**

Second Vice President
Carmen Ramirez, County of Ventura

Immediate Past President
Rex Richardson, Long Beach

COMMITTEE CHAIRS

Executive/Administration
Clint Lorimore, Eastvale

Community, Economic &
Human Development
Jorge Marquez, Covina

Energy & Environment
David Pollock, Moorpark

Transportation
Sean Ashton, Downey

REMOTE PARTICIPATION ONLY

LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

Tuesday, February 15, 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, February 14, 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, February 14, 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.

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



LCMC - Legislative/Communications and Membership Committee
Members – February 2022

- 1. Hon. Alan Wapner**
LCMC Chair, SBCTA Representative
- 2. Hon. Peggy Huang**
LCMC Vice Chair, TCA Representative
- 3. Hon. Sean Ashton**
Downey, RC District 25
- 4. Hon. Letitia Clark**
Tustin, RC District 17
- 5. Hon. Margaret Finlay**
Duarte, RC District 35
- 6. Sup. Curt Hagman**
San Bernardino County
- 7. Hon. Jan C. Harnik**
RCTC Representative
- 8. Hon. Clint Lorimore**
Eastvale, RC District 4
- 9. Hon. Steve Manos**
Lake Elsinore, RC District 63
- 10. Hon. Ray Marquez**
Chino Hills, RC District 10
- 11. Hon. Frank Navarro**
Colton, RC District 6
- 12. Hon. David Pollock**
Moorpark, RC District 46
- 13. Hon. Deborah Robertson**
Rialto, RC District 8
- 14. Hon. Ali Saleh**
Bell, RC District 27
- 15. Hon. David J. Shapiro**
Calabasas, RC District 44

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



LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

16. Hon. Jose Luis Solache
Lynwood, RC District 26

17. Hon. Cheryl Viegas-Walker
El Centro, RC District 1

18. Sup. Donald Wagner
Orange County

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



LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

Southern California Association of Governments
Remote Participation Only
Tuesday, February 15, 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 Alan D. Wapner, 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, February 14, 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, February 14, 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.

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



REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – January 18, 2022

Receive and File

2. Legislative Tracking Report

ACTION ITEM

3. SB 922 (Wiener) CEQA Exemption for Transit Projects
(Estee Sepulveda, Legislative Analyst III)

RECOMMENDED ACTION:

Support

INFORMATION ITEMS

4. Legislative Advocacy Update
(Kevin Gilhooley, Legislation Manager)
5. Communications Update
(Javiera Cartagena, Director of Government and Public Affairs)

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

(Javiera Cartagena, Director of Government and Public Affairs)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



Southern California Association of Governments
Remote Participation Only
February 15, 2022

LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)
MINUTES OF THE MEETING
TUESDAY, JANUARY 18, 2022

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

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

MEMBERS PRESENT

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

Letitia Clark
Margaret Finlay
Jan Harnik
Clint Lorimore
Steve Manos
Ray Marquez
David Pollock
David J. Shapiro
Jose Luis Solache
Cheryl Viegas-Walker
Donald P. Wagner

Tustin
Duarte

Eastvale
Lake Elsinore
Chino Hills
Moorpark
Calabasas
Lynwood
El Centro

SBCTA
TCA

District 17
District 35
RCTC
District 4
District 63
District 10
District 46
District 44
District 26
District 1
Orange County

MEMBERS NOT PRESENT

Sean Ashton
Curt Hagman
Frank J. Navarro
Deborah Robertson
Ali Saleh

Downey

Colton
Rialto
Bell

District 25
San Bernardino County
District 6
District 8
District 27

CALL TO ORDER

Chair Alan D. Wapner called the meeting to order at 8:31 a.m. and called on Hon. David Pollock, Moorpark, District 46, to lead the Pledge of Allegiance. Staff confirmed that a quorum was present.

PUBLIC COMMENT PERIOD

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

REVIEW AND PRIORITIZE AGENDA ITEM

There were no prioritized agenda items.

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – December 21, 2021
2. SCAG Membership and Sponsorships

Receive and File

3. Legislative Calendars
4. Legislative Tracking Report

Chair Wapner, opened the Public Comment Period for the Consent Calendar items 1 thru 4. Seeing and hearing no public comment speakers, Chair Wapner closed the public comment period. Chair Wapner, opened the floor to the Committee members for any questions or comments on the Consent Calendar.

Hon. Cheryl Viegas-Walker, El Centro, District 1, indicated that due to technical issues, she was unable to provide an audible vote on item #1 and requested staff to please record her vote as "yes."

She also noted she found a grammatical error on the Government and Public Affairs Division Update report and requested staff to please revise the word "haul" to "halt." Staff acknowledged Hon. Viegas-Walker comments and confirmed the modifications would be made.

The Committee members made no additional comments.

A MOTION was made (Finlay) to approve the Consent Calendar, including the minor corrections to the Minutes requested by Hon. Viegas-Walker. The MOTION was SECONDED (Marquez) and APPROVED by a majority roll call vote as follows:

AYES: Clark, Finlay, Harnik, Huang, Lorimore, Manos, Marquez, Pollock, Solache, Viegas-Walker, Wagner, and Wapner (12)

NOES: None (0)

ABSTAINS: None (0)

ACTION ITEMS

5. Legislative Platform Mid-Cycle Update

Chair Wapner opened the Public Comment Period for item #5, the Legislative Platform Mid-Cycle Update. Seeing and hearing no public comment speakers, Chair Wapner closed the public comment period.

Mr. David Angel, Legislative Analyst, began by stating that due to being in the middle of a two-year State and Congressional legislative sessions, staff recommends approval for a mid-cycle update to SCAG's adopted 2021 Legislative Platform. Mr. Angel briefly detailed the three (3) categories of staff-recommended changes, which included 1) Changes to remove redundancies or revise outdated language; 2) Changes based on feedback from various departments at SCAG and 3) Changes to make the platform consistent with the Regional Council's approval of concepts for SCAG-sponsored legislation. Mr. Angel concluded his report by noting these points were the subject of last month's meeting, emphasizing that together they capture SCAG's support for a major expansion of the Infill Infrastructure Grant Program and the creation of new incentives that would serve as a motivating force for local communities to approve new housing.

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

Hon. Cheryl Viegas-Walker, El Centro, District 1, asked if the SCAG Legislative Platform included language on the implementation of charging stations on a regional scale. Mr. Angel addressed Hon.

Viegas-Walker's question and he confirmed staff would research the topic. Hon. Viegas-Walker concluded her comments by recommending the committee consider including an additional point expressing support for funding to conduct and implement the findings of a region-wide study of electric charging station sites. Chair Wapner agreed with Hon. Viegas-Walker's recommendation and suggested for alternative fuel to be included in the charging station sites as well.

Hon. Margaret Finlay, Duarte, District 35, asked for clarification on the impact that removing one point from the Active Transportation section would have. Mr. Angel noted that staff's recommendations included removing redundant language and noted the second point was redundant as the remaining two points already captured SCAG's support for active transportation funding.

Hon. Viegas-Walker, El Centro, District 1, expressed concern about Senate Bill (SB) 1 and the automatic inflationary adjustment and asked staff to provide more information. Mr. Gilhooley addressed Hon. Viegas-Walker's concern by confirming the Governor did propose to suspend the automatic inflationary adjustment when he announced his budget vision for this year but noted the Governor had also mentioned he wanted the transportation funds backfilled out of a general fund surplus so the transportation community would not be impacted.

Hon. Steve Manos, Lake Elsinore, District 63, commented that although this document didn't directly include language on the implementation of charging stations, he believes this important concept is already covered in this document. Hon. Viegas-Walker responded to Hon. Manos comments by stating she believes we need to be more specific in the details and bolder in that statement. Hon. Manos supported Hon. Viegas-Walker's comments.

Hon. Jan Harnik, RCTC, asked about public transit and mobility and asked staff staff if the platform addressed this issue. Mr. Angel responded by pointing to the Congestion Reduction section. Mr. Gilhooley also addressed Hon. Harnik's question by explaining how transit is included in the Affordable Housing section relating to transit-oriented communities and woven throughout the entire platform.

Chair Wapner, commented by emphasizing the importance of the Legislative Platform and stating it serves as guiding principles to our advocates in Washington, D.C. and Sacramento. Chair Wapner asked our SCAG's lobbyists who were on the line if they had a clear understanding of what the Committee members wanted on the platform.

Mr. Steve Cruz of Cruz Strategies confirmed his excitement for the platform.

A MOTION was made (Pollock) to APPROVE the staff-recommended changes, with the inclusion of an additional point expressing support for funding to conduct and implement the findings of a

region-wide study of electric and alternative fuel charging station sites, to the SCAG Legislative Platform. The MOTION was SECONDED (Manos) and APPROVED by a majority roll call vote as follows:

AYES: Clark, Finlay, Harnik, Huang, Lorimore, Manos, Marquez, Pollock, Shapiro, Solache, Viegas-Walker, Wagner, and Wapner (13)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEMS

6. What to Expect in 2022

Mr. Kevin Gilhooley, Legislation Manager, introduced Mr. Steve Cruz, Ms. Vanessa Gonzalez, and Mr. Mark MacDonald from Cruz Strategies, who represent SCAG in Sacramento. Mr. Cruz began his presentation by highlighting key dates pertaining to the 2022 Legislative Session. He indicated the Legislature reconvened on January 3, the deadline for the 2-year bills to pass in their house of origin would be on January 31 and the Bill Introduction deadline would be on February 18. He spoke on not being able to operate in the Capital or have as many in-person meetings due to the COVID-19 restrictions and the complicated new swing space. He also spoke on Legislative Leadership and the makeup of the Legislature, emphasizing that the redistricting caused a lot of changes resulting in resignations and announcements from representatives that would not run for reelection on the next cycle. Mr. Cruz also touched on the 2022 Legislative and Budgetary Priorities, including COVID-19 Recovery, Housing and Homelessness, Climate Resiliency, and Healthcare. He briefly highlighted the items under the Governor's January Proposal. He also provided details on the Transportation, Freight, Ports, and Housing investments. He also noted based on the blueprint that was put out by Senate and the Speaker, he believes both chambers are focusing on equity and an inclusive economic recovery as well as housing. Mr. Cruz concluded his report by listing agenda items on the legislative side, which included an expansion of the paid family leave and rental relief.

Hon. Viegas-Walker asked Mr. Cruz to share the list of names of the 25 legislators who indicated they would not run for election on the next cycle.

Mr. Gilhooley thanked Cruz Strategies for their presentation and moved forward with the next presentation on the agenda.

Mr. Gilhooley briefly introduced Leslie Pollner and Lauri Hettinger from Holland & Knight, who represent SCAG in Washington, D.C. Ms. Pollner began her presentation by sharing the

Congressional Agenda. She provided details on the Congressional priorities for 2022 and shared key dates in 2022. She indicated the federal funding under Continuing Resolution would expire on February 18, the State of the Union address would be on March 1, the End of the Fiscal Year (FY) of 2022 would be on September 30, and the Midterm congressional elections would be on November 8. Ms. Pollner spoke on the several big-ticket items Congress passed in 2021. She also spoke on the FY 2022 federal funding by detailing what bills the Chamber had passed, which the Committee had approved, and those that did not get a vote. Ms. Hettinger took over the presentation and briefly provided details along with a breakdown of the \$1 trillion bipartisan infrastructure law that President Joe Biden signed into law in November, also known as the Infrastructure Investment and Jobs Act (IIJA). She went on to share the steps agencies are taking right now to implement the IIJA. Ms. Hettinger also spoke on the Build Back Better Act and noted the Senate had to postpone it because this bill requires every Democrat in the Senate to support it, and Senator Joe Manchin (D-WV) is still opposed to it. Ms. Pollner continued the presentation by sharing details on the 2022 Midterm Congressional Elections. She mentioned that significant changes could occur, especially in the House of Representatives. She also noted that the most significant news yet to be announced is whether Speaker Nancy Pelosi will seek reelection or not. Ms. Hettinger concluded the presentation by providing details on the 2022 Midterm Congressional Elections in the Senate and reporting there are 34 seats up this year, including 20 Republicans and 14 Democrats

Mr. Gilhooley thanked Holland & Knight for their presentation.

There were no questions or comments from the Committee members.

7. Legislative Advocacy Update

Mr. Kevin Gilhooley, Legislation Manager, provided the Committee with an update on SCAG's most recent legislative advocacy, which included details on the agency's efforts and advocacy letters to the Governor concerning the Infill Infrastructure Grant Program. Mr. Gilhooley also provided details on the Governor's budget requests, and the additional advocacy letters staff would be sending the Governor, the Assembly Speaker, President Pro Tempore of the Senate, and the Chairs of the two budget committees in response to the January Budget proposal. Mr. Gilhooley spoke on the preliminary outreach Cruz Strategies would be conducting concerning the Infill Infrastructure Grant augmentation request. Mr. Gilhooley concluded his report by informing the Committee members that the Legislative Advocacy Update report also includes updates on activities staff has been working on for their reference.

Chair Wapner made the recommendation that staff solicit information from the Committee members on any relationships they have with state or federal legislators. Mr. Gilhooley said he would follow up with a survey to the LCMC members asking for this information.

Hon. Margaret Finlay, Duarte, District 35, asked Mr. Gilhooley where SCAG stood in meeting with Legislators during this time. Mr. Gilhooley responded by stating it depended on the member and their comfort level. He explained that there are numerous COVID-19 restrictions in Sacramento and the State Capitol remains closed. Mr. Gilhooley indicated that he's taking advantage of the Zoom meeting option during this time. He also emphasized that part of the legislative update report is to include details of the meetings between SCAG and the legislators. Lastly, Mr. Gilhooley mentioned that another opportunity to connect with Legislatures is when they're invited to the LCMC meetings as special guests.

No other questions or comments were made by the Committee members.

8. State Budget Update

Ms. Estee Sepulveda, Legislative Analyst, provided the Committee with an overview of the State Budget. Ms. Sepulveda began her remarks by indicating Governor Newsom had unveiled the budget proposal for the next fiscal year. She reported that the budget included \$286.4 billion in spending, representing a 9.1% increase over last year. Ms. Sepulveda also reported that the State is projected to have a sizable surplus of \$45.7 billion, of which \$16.1 billion is earmarked for education, and \$9 billion is for reserve deposits and pension payments leaving \$20.3 billion to play with for discretionary purposes. She also provided the committee with highlights of the budget pertaining to housing, transportation, climate, and broadband. Ms. Sepulveda concluded her report by stating that the Legislature will convene in its budget committees to identify its priorities and negotiate a final budget with the Governor by June 15.

A detailed report is included in the agenda packet and is posted on the website.

There were no questions or comments by the Committee members.

9. Communications Update

Ms. de Larios, Public Affairs Specialist, provided the Committee with an update on SCAG's current and upcoming communication efforts. She listed upcoming events, which included virtual workshops, working group meetings, listening sessions, and reminded the Committee members that updates on upcoming events could also be found in the weekly SCAG Update newsletter as well as the calendar on SCAG's website. She also mentioned that applications for SCAG's 2022 Scholarship Program would be opening soon. Lastly, Ms. de Larios informed the Committee that the official Save the Date for the 2022 Regional Conference and General Assembly would be going out soon, which she also confirmed would be held in person on May 4-6, 2022, in Palm Desert.

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

Ms. Javiera Cartagena, Director of Government and Public Affairs, began by remarks by reporting SCAG leadership had virtually met with Kern County Council of Governments (COG) to discuss issues of mutual concern for both NPO's and thanked the Committee members who participated in that meeting.

She also reminded the Committee members that the Regional Council elections would kick off this year and mentioned the Regional Affair Officers would be coordinating elections with Sub-Regional partners.

She briefly reported that almost 100% of Membership Dues had been collected for the participating member cities.

Ms. Cartagena also mentioned that the 2022 Regional Conference and General Assembly (GA) Host Committee, led by Supervisor Carmen Ramirez, would meet again on Monday, January 24. She emphasized that the goal of the GA Host Committee is to help SCAG meets its sponsorship goals, and she happily reported that sponsorship is currently in good shape.

Ms. Cartagena also reported that SCAG was confirmed for two additional meetings as part of the Assembly Housing Working Group outreach effort. She mentioned that President Lorimore and SCAG Leadership would meet with Assemblymember Al Muratsuchi (Torrance) on Thursday and Assembly Marc Levine (Marin County) the following week.

Ms. Cartagena concluded her report by informing the Committee members that President Lorimore and LCMC Chair Wapner would be attending the Annual Conference of Regions sponsored by the National Association of Regional Councils (NARC) on February 6-9, 2022, in Washington, D.C.

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

There were no announcements.



ADJOURNMENT

There being no further business, Chair Wapner adjourned the Legislative/Communications and Membership Committee meeting at 9:46 a.m.

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

//



AGENDA ITEM 2
REPORT

Southern California Association of Governments
Remote Participation Only
February 15, 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 72 different measures that have a nexus to the Regional Council’s adopted 2022 State and Federal Legislative Platform.

Legislators have been busy at work since they returned from the interim recess on January 3, 2022, kicking off the second half of the 2021-2022 Legislative Session. The Governor released his \$286 billion budget blueprint last month. The bill introduction deadline, on February 18, 2022, is the only major legislative deadline between now and the start of the Spring Recess on April 7, 2022.

FISCAL IMPACT:

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



ATTACHMENT(S):

1. Legislative Tracking Report - SCAG Bill Report

SCAG Bill Report 2/7/2022

Broadband

[AB 1425](#) **(Gipson D) California Advanced Services Fund: Broadband Public Housing Account.**

Current Text: Amended: 7/15/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 7/15/2021

Status: 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/16/2021)(May be acted upon Jan 2022)

Location: 8/27/2021-S. 2 YEAR

Summary: Would, beginning January 1, 2022, transfer \$25,000,000 to the Broadband Public Housing Account for providing grants to finance projects, as specified, to connect a broadband network that offers free broadband services to residents of publicly subsidized multiunit housing complexes and other low-income communities if the commission determines that sufficient funds are available for that purpose. The bill would establish that the goal of the Broadband Public Housing Account is to provide connectivity to all residents of publicly subsidized multiunit housing by 2025 or as soon as practicable thereafter. If the collection of the surcharge for the CASF program is extended beyond the 2022 calendar year, the bill would transfer annually \$25,000,000 to the Broadband Public Housing Account, if the Public Utilities Commission determines that sufficient funds are available for that purpose, until the goal of the fund is achieved or until the collection of the surcharge is terminated, whichever occurs earlier.

Position

[AB 1426](#) **(Mathis R) California Advanced Services Fund.**

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

Introduced: 2/19/2021

Status: 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 8/19/2021)(May be acted upon Jan 2022)

Location: 9/10/2021-S. 2 YEAR

Summary: Current law requires the Public Utilities Commission to develop, implement, and administer the California Advanced Services Fund (CASF) program to encourage deployment of high-quality advanced communications services to all Californians that will promote economic growth, job creation, and the substantial social benefits of advanced information and communications technologies. Current law establishes 4 accounts, including the Broadband Infrastructure Grant Account, within the CASF. Current law prohibits the commission from approving funding from the Broadband Infrastructure Grant Account for a project to deploy broadband to a delineated unserved area if the existing facility-based broadband provider demonstrates that it will deploy broadband or upgrade existing broadband service throughout the project area. This bill would delete the prohibition on the commission approving projects in areas that the existing facility-based broadband provider demonstrates it will deploy broadband or upgrade existing broadband service to that area.

Position

[SB 743](#) **(Bradford D) Housing developments: broadband adoption: grant program.**

Current Text: Amended: 7/5/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 7/5/2021

Status: 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/19/2021)(May be acted upon Jan 2022)

Location: 8/27/2021-A. 2 YEAR

Summary: Would, upon appropriation by the Legislature, would require the Public Utilities Commission to establish a grant program to fund broadband adoption, digital literacy, and computer equipment for eligible publicly supported communities, low-income mobilehome parks, and farmworker housing, as defined. The bill would require the commission to award grants to eligible publicly supported communities, low-income mobilehome parks, and farmworker housing for the purpose of providing either one-time or both funding for computer equipment and to establish computer labs, and ongoing funding for broadband service and digital literacy programs.

Position

[AB 1001](#) (Garcia, Cristina D) Environment: mitigation measures for air and water quality impacts: environmental justice.**Current Text:** Amended: 1/24/2022 [html](#) [pdf](#)**Introduced:** 2/18/2021**Last Amend:** 1/24/2022**Status:** 2/1/2022-In Senate. Read first time. To Com. on RLS. for assignment.**Location:** 2/1/2022-S. RLS.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would authorize mitigation measures, identified in an environmental impact report or mitigated negative declaration to mitigate the adverse effects of a project on air or water quality of a disadvantaged community, to include measures for avoiding, minimizing, or compensating for the adverse effects on that community.

Position**[SB 886](#) (Wiener D) California Environmental Quality Act: environmental impact reports: public review period.****Current Text:** Introduced: 1/27/2022 [html](#) [pdf](#)**Introduced:** 1/27/2022**Status:** 1/28/2022-From printer. May be acted upon on or after February 27.**Location:** 1/27/2022-S. RLS.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA requires that the public review period for a draft environmental impact report prepared for a proposed project involving the expansion or enlargement of a publicly owned airport requiring the acquisition of any tidal and submerged lands or other lands subject to the public trust for commerce, navigation, or fisheries, or any interest therein, be not less than 120 days. This bill would make a nonsubstantive change to the provision relating to the public review period for those draft environmental impact reports.

Position**[SB 922](#) (Wiener D) California Environmental Quality Act: exemptions: transportation-related projects.****Current Text:** Introduced: 2/3/2022 [html](#) [pdf](#)**Introduced:** 2/3/2022**Status:** 2/4/2022-From printer. May be acted upon on or after March 6.**Location:** 2/3/2022-S. RLS.

Summary: CEQA, until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would extend the above exemption indefinitely. The bill would also repeal the requirement that the bicycle transportation plan is for an urbanized area and would extend the exemption to an active transportation plan or pedestrian plan, or for a feasibility and planning study for active transportation, bicycle facilities, or pedestrian facilities.

Position**Climate Bonds****[AB 897](#) (Mullin D) Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans.****Current Text:** Amended: 7/14/2021 [html](#) [pdf](#)**Introduced:** 2/17/2021

Last Amend: 7/14/2021

Status: 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/16/2021)(May be acted upon Jan 2022)

Location: 8/27/2021-S. 2 YEAR

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

Position

Climate Change

[AB 1322](#) ([Rivas, Robert D](#)) **California Global Warming Solutions Act of 2006: scoping plan: sustainable aviation fuels.**

Current Text: Amended: 9/2/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 9/2/2021

Status: 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was E.Q. on 9/2/2021) (May be acted upon Jan 2022)

Location: 9/10/2021-S. 2 YEAR

Summary: Would require the State Air Resources Board, as part of the next scoping plan update, to develop a plan, consistent with federal law, to use sustainable aviation fuels to reduce greenhouse gas emissions from aircrafts in the state by 40% below 1990 levels by 2030 and to achieve net-zero greenhouse gas emissions by 2045. The bill would require, no later than January 1, 2023, the state board to undertake certain actions in developing the plan, including, among others, consulting with designated state agencies and, if feasible, commercial airports, commercial and business airlines that operate in the state, aircraft manufacturers, sustainable aviation fuels producers and developers, and infrastructure providers to develop the plan.

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: 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/10/2021)(May be acted upon Jan 2022)

Location: 9/10/2021-S. 2 YEAR

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

Introduced: 1/12/2022

Status: 1/20/2022-Referred to Com. on NAT. RES.

Location: 1/20/2022-A. NAT. RES.

Summary: Current law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state's climate adaptation strategy, known as the Safeguarding

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

Position

[SB 852](#)

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

Current Text: Introduced: 1/18/2022 [html](#) [pdf](#)

Introduced: 1/18/2022

Status: 1/26/2022-Referred to Coms. on GOV. & F. and N.R. & W.

Location: 1/26/2022-S. GOV. & F.

Summary: Current law authorizes certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. Existing law provides for the financing of these activities by, among other things, the issuance of bonds serviced by property tax increment revenues, and requires the authority to adopt a community revitalization and investment plan for the community revitalization and investment area that includes elements describing and governing revitalization activities. This bill would authorize a city, county, city and county, special district, or a combination of any of those entities to form a climate resilience district for the purposes of raising and allocating funding for eligible projects and the operating expenses of eligible projects. The bill would define "eligible project" for these purposes.

Position

[SB 867](#)

(Laird D) Sea level rise planning: database.

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

Introduced: 1/24/2022

Status: 2/2/2022-Referred to Com. on N.R. & W.

Location: 2/2/2022-S. N.R. & W.

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

Position

Economic Development

[AB 1634](#)

(Boerner Horvath D) Employment: clean economy: the Office of Just Transition.

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

Introduced: 1/12/2022

Status: 1/13/2022-From printer. May be heard in committee February 12.

Location: 1/12/2022-A. PRINT

Summary: Would express the intent of the Legislature to enact subsequent legislation to create the Office of Just Transition in the Labor and Workforce Development Agency to help communities and workers transition to carbon neutrality jobs that build a robust clean economy in which all Californians prosper.

Position

[SB 440](#)

(Dodd D) Applications for licenses: procedural requirements.

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

Introduced: 2/16/2021

Last Amend: 1/3/2022

Status: 1/24/2022-Read third time. Passed. (Ayes 36. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 1/24/2022-A. DESK

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

Position

Emergency Management

AB 1721 (**Rodriguez D**) **California Emergency Services Act: Emergency Medical Services Mutual Aid Program.**

Current Text: Introduced: 1/27/2022 [html](#) [pdf](#)

Introduced: 1/27/2022

Status: 2/3/2022-Referred to Com. on E.M.

Location: 2/3/2022-A. EMERGENCY MANAGEMENT

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

Position

Energy

SB 18 (**Skinner D**) **Hydrogen: green hydrogen: emissions of greenhouse gases.**

Current Text: Amended: 6/30/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 6/30/2021

Status: 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/19/2021)(May be acted upon Jan 2022)

Location: 8/27/2021-A. 2 YEAR

Summary: Would require the State Air Resources Board, by December 31, 2022, as a part of the scoping plan and the state's goal for carbon neutrality, to identify the role of hydrogen, and particularly green hydrogen, in helping California achieve the goals of the act and the state's other climate goals. The bill would require the state board, in consultation with the State Energy Resources Conservation and Development Commission (Energy Commission) and Public Utilities Commission (PUC), to prepare an evaluation posted to the state board's internet website by June 1, 2023, that includes specified information relative to the deployment, development, and use of hydrogen. The bill would require the state board, in making these evaluations, to consult with the California Workforce Development Board and labor and workforce organizations.

Position

Watch

SB 99 (**Dodd D**) **Community Energy Resilience Act of 2021.**

Current Text: Amended: 7/5/2021 [html](#) [pdf](#)

Introduced: 12/28/2020

Last Amend: 7/5/2021

Status: 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/19/2021)(May be acted upon Jan 2022)

Location: 8/27/2021-A. 2 YEAR

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 2021, would require the commission to develop and implement a grant program for local governments to develop community energy resilience plans and expedite permit review of distributed energy resources by local governments.

Position

[SB 833](#)

(Dodd D) Community Energy Resilience Act of 2022.

Current Text: Introduced: 1/4/2022 [html](#) [pdf](#)

Introduced: 1/4/2022

Status: 1/19/2022-Referral to Com. on E., U. & C.

Location: 1/19/2022-S. E. U., & C.

Summary: Current law assigns the 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 State Energy Resources Conservation and Development Commission is authorized to implement or administer. This bill, the Community Energy Resilience Act of 2022, would require the commission to develop and implement a grant program for local governments to develop community energy resilience plans and expedite permit review of distributed energy resources by local governments. The bill would require the plans to be consistent with the city, county, or city and county general plan and other local government planning documents.

Position

Environmental Services

[AB 1](#)

(Garcia, Cristina D) Hazardous waste.

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

Introduced: 12/7/2020

Status: 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was E.Q. on 6/9/2021) (May be acted upon Jan 2022)

Location: 7/14/2021-S. 2 YEAR

Summary: Would create the Board of Environmental Safety in the California Environmental Protection Agency. The bill would provide requirements for the membership of the board and would require the board to conduct no less than 6 public meetings per year. The bill would provide for the duties of the board, which would include, among others, reviewing specified policies, processes, and programs within the hazardous waste control laws; proposing statutory, regulatory, and policy changes; and hearing and deciding appeals of hazardous waste facility permit decisions and certain financial assurance decisions.

Position

Watch

[AB 363](#)

(Medina D) Carl Moyer Memorial Air Quality Standards Attainment Program.

Current Text: Amended: 7/5/2021 [html](#) [pdf](#)

Introduced: 2/1/2021

Last Amend: 7/5/2021

Status: 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was TRANS. on 6/28/2021)(May be acted upon Jan 2022)

Location: 7/14/2021-S. 2 YEAR

Summary: Current law requires the State Air Resources Board to establish or update grant criteria and guidelines for covered vehicle and infrastructure projects as soon as practicable, but not later than July 1, 2017. The state board's program guidelines describe the minimum criteria and requirements for on-road heavy-duty vehicles and the types of projects that can be incentivized to provide surplus emissions reductions from on-road heavy-duty vehicles through contracts or through the On-Road Heavy-Duty Voucher Incentive Program (VIP). The VIP guidelines allow for the early retirement of existing on-road heavy-duty vehicles, allowing these high-polluting vehicles to be replaced with newer lower emission vehicles. The VIP guidelines further describe the minimum criteria and requirements for eligibility in the VIP, including, but not limited to, limiting the fleet size and vehicle weight class of eligible vehicles, excluding from program eligibility vehicles subject to the solid waste collection vehicle rule and the fleet rule for transit agencies, and prohibiting the leasing of replacement vehicles. This bill would require the state board, upon appropriation by the Legislature, to develop project grant criteria and guidelines for a new On-Road Heavy-Duty Vehicle Incentive Program (VIP2) that shall provide additional incentives for projects eligible for program funding that are deployed in disadvantaged

communities, as provided, and in low-income communities, as defined.

Position

SB 37

(Cortese D) Contaminated Site Cleanup and Safety Act.

Current Text: Amended: 9/3/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 9/3/2021

Status: 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/8/2021)(May be acted upon Jan 2022)

Location: 9/10/2021-A. 2 YEAR

Summary: Current law requires designated local enforcement agencies to compile and submit to the Department of Resources Recycling and Recovery a list of all solid waste disposal facilities from which there is a known migration of hazardous waste, and requires the department to compile these lists into a statewide list. Current law requires these agencies to update the information as appropriate, but at least annually, and to submit the information to the Secretary for Environmental Protection. Under existing law, the Secretary for Environmental Protection is required to consolidate the information provided by these state agencies and distribute the information in a timely fashion to each city and county in which sites on the lists are located and to any other person upon request. This bill would enact the Contaminated Site Cleanup and Safety Act and would recodify the above-described provisions with certain revisions. The bill would repeal the requirement for the State Department of Health Care Services to compile a list of all public drinking water wells, as described above.

Position

Watch

SB 42

(Wieckowski D) Department of Toxic Substances Control: Board of Environmental Safety.

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

Introduced: 12/7/2020

Status: 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was E.S. & T.M. on 6/10/2021)(May be acted upon Jan 2022)

Location: 7/14/2021-A. 2 YEAR

Summary: Would establish the Board of Environmental Safety in the Department of Toxic Substances Control. The bill would prescribe the membership of the board and would require the board to conduct no fewer than 6 public meetings per year. The bill would impose duties on the board, which would include, among others, hearing and deciding appeals of hazardous waste facility permit decisions; proposing statutory changes for hazardous waste management in the state; developing a multiyear schedule for long-term goals for specified department activities; and annually preparing and transmitting to the Secretary for Environmental Protection a review of the department's performance. The bill would establish an office of the ombudsperson in the board to receive complaints and suggestions from the public, to evaluate complaints, to report findings and make recommendations to the Director of Toxic Substances Control and the board, and to render assistance to the public.

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: 1/24/2022-Read third time. Passed. (Ayes 36. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 1/24/2022-A. DESK

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

Position

Watch

SB 54

(Allen D) Plastic Pollution Producer Responsibility Act.

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

Introduced: 12/7/2020

Last Amend: 2/25/2021

Status: 1/24/2022-Read third time. Passed. (Ayes 29. Noes 7.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 1/24/2022-A. DESK

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

Position

Watch

Finance/Tax

AB 1610 (**Lackey R**) **State mandates: claims.**

Current Text: Introduced: 1/5/2022 [html](#) [pdf](#)

Introduced: 1/5/2022

Status: 1/14/2022-Referred to Com. on L. GOV.

Location: 1/14/2022-A. L. GOV.

Summary: The California Constitution, whenever the Legislature or a state agency mandates a new program or higher level of service on any local government, including school districts, requires the state to provide a subvention of funds to reimburse the local government, unless an exception applies. Statutory provisions that establish procedures for making that reimbursement include a requirement that no claim shall be made or paid unless it exceeds \$1,000. This bill would change the minimum claim amount to \$800.

Position

Housing

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

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

Introduced: 2/3/2021

Last Amend: 1/24/2022

Status: 2/1/2022-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 2/1/2022-S. RLS.

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

Position

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

Current Text: Amended: 3/17/2021 [html](#) [pdf](#)

Introduced: 2/8/2021

Last Amend: 3/17/2021

Status: 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was DESK on 9/1/2021) (May be acted upon Jan 2022)

Location: 9/10/2021-S. 2 YEAR

Summary: The Housing Authorities Law authorizes a housing authority of a city or county to, among other things, prepare, carry out, acquire, lease, and operate housing projects and housing developments for persons of low income, as provided. Current law, until January 1, 2022, authorizes a housing authority located in the City of San Diego, the County of San Bernardino, or the County of Santa Clara to implement a pilot program to develop and finance a middle-income housing project, as

defined, if the project receives gap financing, as defined. Current law requires any gap financing to be approved by the housing authority's legislative body, as provided. Current law requires the housing authority to provide a report to the Legislature, as specified, on and before January 1, 2020, and on or before January 1, 2022. This bill would extend the authority of a housing authority located in the City of San Diego, the County of San Bernardino, or the County of Santa Clara to implement the above-described pilot program from January 1, 2022, to January 1, 2026.

Position

[AB 561](#)

(Ting D) Help Homeowners Add New Housing Program: accessory dwelling unit financing.

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

Introduced: 2/11/2021

Last Amend: 8/26/2021

Status: 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/1/2021)(May be acted upon Jan 2022)

Location: 9/10/2021-S. 2 YEAR

Summary: Current law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units in areas zoned to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions. This bill would require the Treasurer's office, by April 1, 2022, to provide a report to the Legislature regarding the creation of the Help Homeowners Add New Housing Program with the purpose of assisting homeowners, as defined, in qualifying for loans to construct additional housing units on their property, including accessory dwelling units and junior accessory dwelling units. The bill would, with regard to the development of recommendations for the program, require the Treasurer to consult with the California Housing Financing Agency and the Department of Housing and Community Development, and would also authorize the Treasurer to consult with various other entities, including federal mortgage agencies, private lenders, community development financial institutions, community-based organizations, and local housing trust funds.

Position

[AB 682](#)

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

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

Introduced: 2/12/2021

Last Amend: 1/13/2022

Status: 1/27/2022-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com on RLS. for assignment.

Location: 1/27/2022-S. RLS.

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

Position

[AB 916](#)

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

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

Introduced: 2/17/2021

Last Amend: 1/3/2022

Status: 1/27/2022-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com on RLS. for assignment.

Location: 1/27/2022-S. RLS.

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

Position

[AB 989](#) (Gabriel D) Housing Accountability Act: appeals: Office of Housing Appeals.

Current Text: Amended: 8/18/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

Last Amend: 8/18/2021

Status: 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/10/2021)(May be acted upon Jan 2022)

Location: 9/10/2021-S. 2 YEAR

Summary: The Housing Accountability Act prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, specified housing development projects, including projects for very low, low-, or moderate-income households and projects for emergency shelters that comply with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time the application for the project is deemed complete, unless the local agency makes specified written findings based on a preponderance of the evidence in the record. This bill would, until January 1, 2029, establish an Office of Housing Appeals (office) within the department, administered by the director of the department, to review housing development projects that are alleged to have been denied or subject to conditions in violation of the Housing Accountability Act. The bill would establish housing appeals panels, consisting of administrative law judges with specified qualifications, within the office.

Position

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

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

Introduced: 2/19/2021

Last Amend: 1/3/2022

Status: 2/1/2022-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 2/1/2022-S. RLS.

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

Position

[AB 1515](#) (Santiago D) Earned Income Tax Credit Outreach and Education and Free Tax Assistance Grant Program.

Current Text: Amended: 4/26/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 4/26/2021

Status: 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was GOV. & F. on 6/16/2021)(May be acted upon Jan 2022)

Location: 7/14/2021-S. 2 YEAR

Summary: Would establish the Earned Income Tax Credit Outreach and Education and Free Tax Assistance Grant Program, and upon appropriation by the Legislature, would require the Franchise Tax Board to allocate grants to qualified nonprofit community-based organizations or local government agencies to increase the number of eligible households claiming the state and federal Earned Income Tax Credit, the Golden State Stimulus, and the Young Child 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 Earned Income Tax Credit Outreach and 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: 1/27/2022-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com on RLS. for assignment.

Location: 1/27/2022-S. RLS.

Summary: The Density Bonus Law requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or

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

Position

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

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

Introduced: 1/3/2022

Status: 1/14/2022-Referred to Com. on HIGHER ED.

Location: 1/14/2022-A. HIGHER ED.

Summary: Would establish the California Student Housing Revolving Loan Fund Act of 2022 to provide zero-interest loans to qualifying applicants of the University of California, the California State University, and the California Community Colleges for the purpose of constructing affordable student housing and faculty and staff housing, as specified. The bill would establish the California Student Housing Revolving Fund as a continuously appropriated fund in the State Treasury, thereby making an appropriation. The bill would state the intent of the Legislature to appropriate \$5,000,000,000 for purposes of the housing loans.

Position

AB 1695 (Santiago D) Housing construction subsidy programs: adaptive reuse projects.

Current Text: Introduced: 1/25/2022 [html](#) [pdf](#)

Introduced: 1/25/2022

Status: 1/26/2022-From printer. May be heard in committee February 25.

Location: 1/25/2022-A. PRINT

Summary: Would declare the intent of the Legislature to enact legislation to provide that state housing construction subsidy programs provide funding for adaptive reuse projects that repurpose existing buildings to produce affordable housing units for extremely low and very low income Californians.

Position

ACA 1 (Aguilar-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: 8/23/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 8/23/2021

Status: 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was H. & C.D. on 8/23/2021)(May be acted upon Jan 2022)

Location: 9/10/2021-A. 2 YEAR

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. This bill, the Neighborhood Homes Act, would deem a housing development project, as defined, an allowable use on a neighborhood lot, which is defined as a parcel within an office or retail commercial zone that is not adjacent to an industrial 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.

Position
Watch

SB 15

(Portantino D) Housing development: incentives: rezoning of idle retail sites.

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

Introduced: 12/7/2020

Last Amend: 5/20/2021

Status: 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was DESK on 6/1/2021) (May be acted upon Jan 2022)

Location: 7/14/2021-A. 2 YEAR

Summary: Current law establishes, among other housing programs, the Workforce Housing Reward Program, which requires the Department of Housing and Community Development to make local assistance grants to cities, counties, and cities and counties that provide land use approval to housing developments that are affordable to very low and low-income households. This bill, upon appropriation by the Legislature in the Budget Act or other act, would require the department to administer a program to provide incentives in the form of grants allocated as provided to local governments that rezone idle sites used for a big box retailer or a commercial shopping center to instead allow the development of housing, as defined.

Position
Support

SB 679

(Kamlager D) Los Angeles County: affordable housing.

Current Text: Amended: 8/23/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 8/23/2021

Status: 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was H. & C.D. on 8/23/2021)(May be acted upon Jan 2022)

Location: 9/10/2021-A. 2 YEAR

Summary: Current law provides for the establishment of various special districts that may support and finance housing development, including affordable housing special beneficiary districts that are authorized to promote affordable housing development with certain property tax revenues that a city or county would otherwise be entitled to receive. This bill, the Los Angeles County Regional Housing Finance Act, would establish the Los Angeles County Affordable Housing Solutions Agency and would state that the agency's purpose is to increase the supply of affordable housing in Los Angeles County by providing for significantly enhanced funding and technical assistance at a regional level for renter protections, affordable housing preservation, and new affordable housing production, as specified.

Position

SB 847

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

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

Introduced: 1/13/2022

Status: 1/26/2022-Referred to Coms. on HOUSING and JUD.

Location: 1/26/2022-S. HOUSING

Summary: Current law, the State Rental Assistance Program, establishes a program for providing rental assistance, using funding made available pursuant to federal law, administered by the Department of Housing and Community Development. This bill would, until January 1, 2025, create a grant program under the administration of the department and would require the department to award a program grant, as defined, to a qualified applicant who submits a complete application, as defined, on a first-come, first-served basis. The bill would define "qualified applicant" to mean a landlord who satisfies certain criteria, including that the landlord has applied for rental assistance funds pursuant to the State Rental Assistance Program and either received a negative final decision, as specified, or the landlord has been notified that an application to the State Rental Assistance Program was submitted, as specified, but 20 days have passed without a final decision being rendered.

Position

SB 914 (Rubio D) Homeless domestic violence survivors and data systems: local and state support and guidelines.

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

Introduced: 2/2/2022

Status: 2/3/2022-From printer. May be acted upon on or after March 5.

Location: 2/2/2022-S. RLS.

Summary: Current law requires the Governor to create a California Interagency Council on Homelessness for specified purposes, including to create partnerships among various entities, like participants in the United States Department of Housing and Urban Development's Continuum of Care Program, and to identify mainstream resources, benefits, and services that can be accessed to prevent and end homelessness in California. This 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.

Position

SCA 2 (Allen D) Public housing projects.

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

Introduced: 12/7/2020

Status: 1/26/2022-Read. Adopted. (Ayes 37. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 1/26/2022-A. DESK

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

Land Use/Zoning

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

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

Introduced: 3/16/2021

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

Location: 3/16/2021-A. PRINT

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

Position

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

Current Text: Amended: 7/1/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 7/1/2021

Status: 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was H. & C.D. on 6/24/2021)(May be acted upon Jan 2022)

Location: 7/14/2021-A. 2 YEAR

Summary: Current law requires that the Office of Planning and Research, among other things, coordinate with appropriate entities, including state, regional, or local agencies, to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities, as

provided. This bill would require the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after July 1, 2024, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit strategy to reduce the risk of property loss and damage during wildfires, as specified, and would require the planning agency to submit the adopted strategy to the Office of Planning and Research for inclusion into the above-described clearinghouse.

Position
Watch

Natural Resources

[AB 78](#) (O'Donnell D) San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy: territory: Dominguez Channel watershed and Santa Catalina Island.

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

Introduced: 12/7/2020

Status: 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/23/2021)(May be acted upon Jan 2022)

Location: 8/27/2021-S. 2 YEAR

Summary: Current law establishes the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy in the Natural Resources Agency and prescribes the functions and duties of the conservancy with regard to the protection, preservation, and enhancement of specified areas of the Counties of Los Angeles and Orange located along the San Gabriel River and the lower Los Angeles River and tributaries along those rivers. Current law, for purposes of those provisions, defines "territory" to mean the territory of the conservancy that consists of those portions of the Counties of Los Angeles and Orange located within the San Gabriel River and its tributaries, the lower Los Angeles River and its tributaries, and the San Gabriel Mountains, as described. This bill would additionally include the Dominguez Channel watershed and Santa Catalina Island, as described, within that definition of territory, and would make various related changes to the boundaries of that territory.

Position
Watch

Planning, Building, & Code Enforcement

[AB 500](#) (Ward D) Local planning: coastal development: streamlined permitting.

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

Introduced: 2/9/2021

Last Amend: 8/31/2021

Status: 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/9/2021)(May be acted upon Jan 2022)

Location: 9/10/2021-S. 2 YEAR

Summary: The Coastal Act generally requires each local government lying, in whole or in part, within the coastal zone to prepare a local coastal program for that portion of the coastal zone within its jurisdiction. This bill would require a local government lying, in whole or in part, within the coastal zone that has a certified land use plan or a fully certified local coastal program to adopt, by January 1, 2024 an amendment to that plan or program, as applicable, specifying streamlined permitting procedures in nonhazardous zones for the approval of (1) accessory dwelling units or junior accessory dwelling units consistent with specified requirements relating to the rental of those units (2) projects in which a specified percentage of the units will be affordable to lower income households or designated for supportive housing, as those terms are defined, and (3) Low Barrier Navigation Centers, as defined. The bill would require that the amendment be submitted to, and processed and approved by, the commission consistent with the above-described requirements for the amendment of a local coastal program.

Position

[AB 965](#) (Levine D) Building standards: electric vehicle charging infrastructure.

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

Introduced: 2/17/2021

Last Amend: 6/29/2021

Status: 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/10/2021)(May be acted upon Jan 2022)

Location: 9/10/2021-S. 2 YEAR

Summary: Would require the Department of Housing and Community Development to, when considering proposed building standards for future electric vehicle charging infrastructure in existing multifamily dwellings, consider whether electric vehicle charging standards shall only apply to multifamily dwellings or during the time of construction activity requiring a building or electrical permit in order to minimize the cost of installing infrastructure, and whether to require up to 20% of parking spaces in existing multifamily dwellings to support future installation of electric vehicle charging infrastructure. The bill would require the commission, by July 1, 2024, or the publication of the next interim California Building Code, whichever comes first, to research, develop, and propose building standards regarding the installation of future electric vehicle charging infrastructure for parking spaces for existing nonresidential development, as specified.

Position

AB 1401 (Friedman D) Residential and commercial development: remodeling, renovations, and additions: parking requirements.

Current Text: Amended: 7/5/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 7/5/2021

Status: 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/16/2021)(May be acted upon Jan 2022)

Location: 8/27/2021-S. 2 YEAR

Summary: Would prohibit a public agency in a county with a population of 600,000 or more from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within 1/2 mile, as specified, of public transit, as defined. The bill would prohibit a public agency in a city with of 75,000 or more located in a county with a population of less than 600,000 from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the project is located within 1/4 mile, as specified, of public transit, as defined. The bill would create authorizations in this regard for a city or a county to which these prohibitions do not apply.

Position

SB 581 (Atkins D) General plan.

Current Text: Introduced: 2/18/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

Status: 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 7/1/2021)(May be acted upon Jan 2022)

Location: 9/10/2021-A. 2 YEAR

Summary: The Planning and Zoning Law, requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the planning agency of a city or county to provide by April 1 of each year an annual report to, among other entities, the Department of Housing and Community Development. The law requires that the annual report include, among other specified information, the number of housing development applications received and the number of units approved and disapproved in the prior year. This bill would additionally require the planning agency include in the annual report whether the city or county is a party to a court action related to a violation of state housing law, and the disposition of that action.

Position

SB 778 (Becker D) Buy Clean California Act: Environmental Product Declarations: concrete.

Current Text: Amended: 6/21/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 6/21/2021

Status: 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was A. & A.R. on 6/24/2021)(May be acted upon Jan 2022)

Location: 7/14/2021-A. 2 YEAR

Summary: Would require as part of the Buy Clean California Act, beginning July 1, 2022, an awarding authority to require a successful bidder for a contract for an eligible project, as separately defined for purposes of these requirements, to submit a current Environmental Product Declaration, as defined, for each concrete product before the product is installed in the project, as provided. The bill would require the awarding authority, beginning January 1, 2023, when letting contracts that include concrete for use in an eligible project to require all bids to include the global warming potential, as defined, for each concrete product that will be delivered, the total concrete production CO2e, as defined, for all concrete products included in the bid, and an estimate of delivery emissions, as defined, from transporting the

concrete. The bill would require the State Air Resources Board, on or before January 1, 2024, to establish, and the department to publish in the State Contracting Manual, in a department management memorandum, or on the department's internet website, the maximum global warming potential for concrete at the industry average global warming potential for concrete within each project region and performance class, as provided.

Position

Police Department

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

Current Text: Introduced: 1/26/2022 [html](#) [pdf](#)

Introduced: 1/26/2022

Status: 2/3/2022-Referred to Com. on TRANS.

Location: 2/3/2022-A. TRANS.

Summary: Would, until January 1, 2026, require a person who is 18 years of age or older riding a bicycle, when approaching a stop sign at the entrance of an intersection, 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.

Position

Public Works

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

Current Text: Introduced: 1/27/2022 [html](#) [pdf](#)

Introduced: 1/27/2022

Status: 2/3/2022-Referred to Com. on L. & E.

Location: 2/3/2022-A. L. & E.

Summary: Current law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Current law defines the term "public works" for purposes of requirements regarding the payment of prevailing wages to include construction, alteration, demolition, installation, or repair work done under contract and paid for using public funds, except as specified. Current law makes a willful violation of laws relating to the payment of prevailing wages on public works a misdemeanor. This bill would expand the definition of "public works" to include fuel reduction work paid for in whole or in part out of public funds performed as part of a fire mitigation project, as specified.

Position

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: 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/16/2021)(May be acted upon Jan 2022)

Location: 8/27/2021-S. 2 YEAR

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: 7/1/2021 [html](#) [pdf](#)

Introduced: 2/1/2021

Last Amend: 7/1/2021

Status: 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was INS. on 6/30/2021) (May be acted upon Jan 2022)

Location: 7/14/2021-S. 2 YEAR

Summary: Current law defines shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. Current law requires a city or county that authorizes a shared mobility device provider to operate within its jurisdiction to adopt operation, parking, and maintenance rules, as provided, regarding the use of the shared mobility devices in its jurisdiction before the provider may offer shared mobility devices for rent or use. This bill would require a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille, as specified, to identify the device for the purpose of reporting illegal or negligent activity.

Position

AB 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: 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. on 7/12/2021) (May be acted upon Jan 2022)

Location: 8/27/2021-S. 2 YEAR

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 1260 (Chen R) California Environmental Quality Act: exemptions: transportation-related projects.

Current Text: Amended: 7/6/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 7/6/2021

Status: 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/16/2021)(May be acted upon Jan 2022)

Location: 8/27/2021-S. 2 YEAR

Summary: CEQA includes exemptions from its environmental review requirements for numerous categories of projects, including, among others, projects for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use and projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission transit buses. This bill would further exempt from the requirements of CEQA projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission trains, provided certain requirements are met, including giving prior notice to the public and holding a noticed public meeting, as provided.

Position

AB 1389 (Reyes D) Alternative and Renewable Fuel and Vehicle Technology Program.

Current Text: Amended: 9/3/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 9/3/2021

Status: 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/7/2021)(May be acted upon Jan 2022)

Location: 9/10/2021-S. 2 YEAR

Summary: Current law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. Current law requires the commission to give preference to those projects that maximize the goals of the program based on specified criteria and to fund specified eligible projects, including, among others, alternative and renewable fuel projects to develop and improve alternative and renewable low-carbon fuels. Current law creates the Alternative and Renewable Fuel and Vehicle Technology Fund, to be administered by the commission, and requires the moneys in the fund, upon appropriation by the Legislature, to be expended by the commission to implement the program. This bill would revise and recast the program to expand the purpose of the program to include developing and deploying innovative technologies that transform California's fuel and vehicle types to help reduce criteria air pollutants and air toxics.

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: 1/13/2022-From printer. May be heard in committee February 12.

Location: 1/12/2022-A. PRINT

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) Transit operators: ticket machines: access for visually impaired persons.

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

Introduced: 1/24/2022

Status: 1/25/2022-From printer. May be heard in committee February 24.

Location: 1/24/2022-A. PRINT

Summary: Current law requires a transit operator that improves or replaces a ticket vending machine at a public transit station to include video instructions, to also equip the ticket vending machine with audio instructions that will enable visually impaired persons to follow the visual prompts. This bill would make nonsubstantive changes to this provision.

Position

[AB 1685](#) (Bryan D) Vehicles: parking violations.

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

Introduced: 1/24/2022

Status: 2/3/2022-Referred to Coms. on TRANS. and H. & C.D.

Location: 2/3/2022-A. TRANS.

Summary: Current law authorizes a parking citation processing agency, as defined, to collect an unpaid parking penalty by requesting the Department of Motor Vehicles to place a registration hold on the vehicle to which the citations have been issued, or by obtaining a civil judgment against the registered owner of the vehicle, as specified. Current law requires a processing agency to offer a payment plan for unpaid parking citations to qualified indigent persons. This bill would require a

processing agency to forgive up to \$1,500 in parking fines and fees for a qualified homeless person, as specified.

Position

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

Current Text: Introduced: 1/26/2022 [html](#) [pdf](#)

Introduced: 1/26/2022

Status: 2/3/2022-Referred to Com. on TRANS.

Location: 2/3/2022-A. TRANS.

Summary: Would, until January 1, 2026, require a person who is 18 years of age or older riding a bicycle, when approaching a stop sign at the entrance of an intersection, 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.

Position

AB 1778 (Garcia, Cristina D) State transportation funding: freeway widening: poverty and pollution: Department of Transportation.

Current Text: Introduced: 2/3/2022 [html](#) [pdf](#)

Introduced: 2/3/2022

Status: 2/4/2022-From printer. May be heard in committee March 6.

Location: 2/3/2022-A. PRINT

Summary: Current law establishes the Department of Transportation and vests the department with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. Current law authorizes the department to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. Existing law requires the department to prepare and submit to the Governor a proposed budget, as provided. This bill would prohibit any state funds or personnel time from being used to fund or permit freeway widening projects in areas with high rates of pollution and poverty.

Position

AB 1789 (Bennett D) Outdoor recreation: California Trails Commission: Trails Corps Program: grant program.

Current Text: Introduced: 2/3/2022 [html](#) [pdf](#)

Introduced: 2/3/2022

Status: 2/4/2022-From printer. May be heard in committee March 6.

Location: 2/3/2022-A. PRINT

Summary: Current law establishes within the Natural Resources Agency the Department of Parks and Recreation, which is under the control of the Director of Parks and Recreation. Current law creates the Recreational Trails Fund, and moneys in the fund are available, upon appropriation by the Legislature, to the department for competitive grants to cities, counties, districts, state and federal agencies, and nonprofit organizations with management responsibilities over public lands to acquire and develop recreational trails. This bill would create the California Trails Commission, to consist of 8 specified members, within the agency to promote policies and investment opportunities that maximize the health, fitness, and social benefits of nonmotorized natural surface trails, trail networks, and greenway corridors.

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 66](#)

(Allen D) California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.

Current Text: Amended: 4/28/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 4/28/2021

Status: 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/19/2021)(May be acted upon Jan 2022)

Location: 8/27/2021-A. 2 YEAR

Summary: Would require the Secretary of Transportation to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road and transit safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of 23 additional members, selected by the chair or designated, as specified.

Position
Watch

[SB 771](#)

(Becker D) Sales and Use Tax Law: zero emissions vehicle exemption.

Current Text: Amended: 5/11/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 5/11/2021

Status: 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was DESK on 5/26/2021) (May be acted upon Jan 2022)

Location: 9/10/2021-A. 2 YEAR

Summary: Current state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, on or after January 1, 2022, would provide 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, a qualified motor vehicle, as defined, sold to a qualified buyer, as defined. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund.

Position

[SB 873](#)

(Newman D) California Transportation Commission: state transportation improvement program: capital outlay support.

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

Introduced: 1/24/2022

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

Location: 2/2/2022-S. TRANS.

Summary: Current law requires the California Transportation Commission to biennially adopt a state transportation improvement program that lists all capital improvement projects that are expected to receive an allocation of state transportation funds, as specified. Current law characterizes the state transportation improvement program as a resource management document to assist the state and local entities to plan and implement transportation improvements and to use available resources in a cost-effective manner. Current law requires the program to specify the allocation or expenditure amount and the allocation or expenditure year for certain project components, as specified. This bill would require the commission to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the program. The bill would require the commission to develop guidelines, in consultation with the Department of Transportation, to implement these allocation procedures.

Position

[SB 922](#)

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

Current Text: Introduced: 2/3/2022 [html](#) [pdf](#)

Introduced: 2/3/2022

Status: 2/4/2022-From printer. May be acted upon on or after March 6.

Location: 2/3/2022-S. RLS.

Summary: CEQA, until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would extend the above exemption indefinitely. The bill would also repeal the requirement that the bicycle transportation plan is for an urbanized area and would extend the exemption to an active transportation plan or pedestrian plan, or for a feasibility and planning study for active transportation, bicycle facilities, or pedestrian facilities.

Position

Wildfire

[AB 267](#)

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

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

Introduced: 1/15/2021

Last Amend: 6/2/2021

Status: 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was N.R. & W. on 5/12/2021)(May be acted upon Jan 2022)

Location: 7/14/2021-S. 2 YEAR

Summary: Current law, until January 1, 2023, exempts from the requirements of CEQA prescribed fire, thinning, or fuel reduction projects undertaken on federal lands to reduce the risk of high-severity wildfire that have been reviewed under the federal National Environmental Policy Act of 1969, as provided. Current law requires the Department of Forestry and Fire Protection, beginning December 31, 2019, and annually thereafter until January 1, 2023, to report to the relevant policy committees of the Legislature the number of times the exemption was used. This bill would extend the exemption from CEQA and the requirement on the department to report to the relevant policy committees of the Legislature to January 1, 2026.

Position

[SB 12](#)

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

Current Text: Amended: 7/1/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 7/1/2021

Status: 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was H. & C.D. on 6/24/2021)(May be acted upon Jan 2022)

Location: 7/14/2021-A. 2 YEAR

Summary: Current law requires that the Office of Planning and Research, among other things, coordinate with appropriate entities, including state, regional, or local agencies, to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities, as provided. This bill would require the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after July 1, 2024, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit strategy to reduce the risk of property loss and damage during wildfires, as specified, and would require the planning agency to submit the adopted strategy to the Office of Planning and Research for inclusion into the above-described clearinghouse.

Position

Watch

Total Measures: 72

Total Tracking Forms: 72



AGENDA ITEM 3
REPORT

Southern California Association of Governments
Remote Participation Only
February 15, 2022

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: SB 922 (Wiener) - CEQA Exemption for Transit Projects

RECOMMENDED ACTION:

Support

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:

Senate Bill (SB) 288 (Wiener, D-San Francisco) was signed into law on September 29, 2020 and exempts certain transportation projects from the requirements of the California Environmental Quality Act (CEQA) through January 1, 2023. On February 3, 2022, Senator Scott Wiener introduced SB 922, which would permanently extend these CEQA exemptions for transportation projects as provided under SB 288. Staff recommends that the Legislative/Communications and Membership Committee (LCMC) forward a “support” position recommendation to the Regional Council on SB 922.

BACKGROUND:

SB 288 (Wiener, Chapter 200, Statutes of 2020) exempts certain transportation projects from the requirements of CEQA through January 1, 2023. Adding projects to the list of CEQA statutory exemptions streamlines the approval and construction processes, thereby reducing associated cost and time burdens.

Exempted projects under SB 288 include pedestrian and bicycle facilities like lanes and sidewalks, customer information and wayfinding projects (for transit riders, bicyclists, or pedestrians), and transit prioritization projects. They also apply to converting existing highway lanes or shoulders to bus-only lanes, creating bus rapid transit (BRT) and light-rail projects including stations, zero-emission charging infrastructure for buses, and utility relocation associated with these project categories. Also, projects that reduce minimum parking requirements are exempt. SB 288 extends

an existing exemption for bicycle transportation plans until 2030 and removes the requirement that those plans have to mitigate the impact they have on car traffic. Lastly, projects that cost over \$100 million have to comply with rules requiring transparency and racial equity.

To earn the exemption, projects must be in urbanized areas, within existing rights-of-way, use a skilled and trained workforce or have a project labor agreement, cannot add infrastructure that increases the capacity of automobiles, and cannot demolish any affordable housing units.

With bipartisan support, SB 288 was approved by a vote of 65-3-11 in the Assembly and 32-5-3 in the Senate. It also received support from several stakeholders in the SCAG region including the City of Santa Monica, Los Angeles Area Chamber of Commerce, Los Angeles County Metropolitan Transportation Authority (LA Metro), San Bernardino County Transportation Authority (SBCTA), San Gabriel Valley Economic Partnership, Southern California Contractors Association, Southern California Leadership Council, and Ventura County Transportation Commission (VCTC).

Since the implementation of SB 288 a little over a year ago, 10 projects in various parts of the state have benefited from the law and another 20 projects are expected to be streamlined under SB 288. In the SCAG region, the construction of dedicated bus and bike lanes throughout Culver City and electric bus charging infrastructure installed by the Los Angeles City Transportation Department (LADOT) are cited as successful uses of SB 288.

SB 922

On February 3, 2022, Senator Wiener introduced SB 922. This bill would permanently extend CEQA exemptions for transportation projects as provided under SB 288 (2020). SB 922 mostly mirrors SB 288, but it adds new project categories that qualify for CEQA exemptions. This includes broadening the scope of transit prioritization projects to apply to signal and stop sign changes, wayside and onboard technology, ramp meters, dedicated transit lanes, transit queue jump or bypass lanes, high-occupancy vehicle lanes, turning lanes, turn restrictions, narrowing or widening of transit travel lanes, transit stop changes like transit bulbs or boarding islands, and pedestrian improvements like refuge islands or widening sidewalks.

Other new project categories that would be exempt from CEQA under SB 922 include the conversion of highway or shoulder lanes for part-time transit lanes, infrastructure to charge or refuel zero-emission vehicles as opposed to just transit buses under SB 288, and charging infrastructure on the right-of-way or property owned by a public or private utility. Furthermore, projects that not only reduce but eliminate minimum parking requirements or implement transportation demand management requirements are exempt. Aside from bicycle transportation plans, active transportation and pedestrian plans and related feasibility and planning studies are added as new exemption categories. Lastly, the bill would revise the requirements for projects that

cost over \$100 million and would additionally require the completion of a residential displacement analysis. It should be noted that this bill does not apply to the California High-Speed Rail Program.

Except for new bus rapid transit, bus, or light-rail service and corresponding stations, this bill would repeal the requirement that transportation projects must be in an urbanized areas and within existing rights-of-way. Like SB 288, to qualify for CEQA exemption under SB 922 projects cannot demolish affordable housing units, add infrastructure that increases the capacity of automobiles, and must use a skilled and trained workforce or have a project labor agreement.

SB 922 is awaiting referral to a policy committee by the Senate Rules Committee. Once SB 922 is assigned, a hearing date is expected to be scheduled sometime this spring. The bill is cosponsored with the Bay Area Council, California Transit Association, and Silicon Valley Leadership Group.

Staff Recommendation

Staff recommends support for SB 922 consistent with Regional Council-adopted policy and legislative priorities that support CEQA reform to expedite and streamline both project development and delivery, especially for transportation, transit-oriented, infill, and/or housing projects.

SB 922 provides a tool for cities, counties, and transit agencies to accelerate the construction of equitable and sustainable transportation projects. This is especially important as historic investments are made by the federal government and State of California to transform and modernize our local transportation system.

FISCAL IMPACT:

Work associated with the staff report on SB 922 is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 4
REPORT

Southern California Association of Governments
Remote Participation Only
February 15, 2022

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Kevin Gilhooley, Legislation Manager
(213) 236-1878, Gilhooley@scag.ca.gov

Subject: Legislative Advocacy Update

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

This report provides the Legislative/Communications and Membership Committee (LCMC) with an update on SCAG’s most recent legislative advocacy including, efforts to improve and augment the Infill Infrastructure Grant Program, an advocacy letter identifying regional transportation priorities for the state budget surplus, follow-up meetings from the State Assembly’s Housing Working Group, including a request to the Assembly Housing and Community Development Committee to conduct a special hearing on the status of Housing Element updates in the SCAG region, SCAG comments submitted to the U.S. Department of Transportation and Federal Highways Administration to influence the development of guidelines for electric vehicle charging infrastructure programs authorized by the bipartisan infrastructure law, and outreach meetings conducted with two members of the SCAG region’s congressional delegation.

BACKGROUND:

Infill Infrastructure Grant Program

At the “Strategic Plan Planning Session” last year, President Clint Lorimore and members of the Executive-Administration Committee tasked the LCMC with brainstorming ideas for a potential legislative bill sponsored by SCAG. After several months of discussions and deliberations, the LCMC made a recommendation for a SCAG-sponsored legislative bill that would expand and augment the existing Infill Infrastructure Grant (IIG) Program. The Regional Council (RC) approved this recommendation at its January 6, 2022 meeting.

As reported by staff at the January 18, 2022 LCMC meeting, SCAG submitted a formal letter to Governor Gavin Newsom requesting a major augmentation of the IIG in the amount of \$5 billion. At the time, the Legislative Analyst's Office estimated the state budget surplus to be \$31 billion. By the time Governor Newsom presented his "January Budget," the estimated budget surplus has been revised upward to \$45.7 billion. Governor Newsom proposes \$500 million in one-time General Fund dollars for the IIG program spread across two years (\$225 million in Fiscal Year (FY) 2022-23, and \$275 million in FY 2023-24).

The IIG exemplifies the comprehensive and integrated climate and housing policy framework that Governor Newsom's budget proposal aims to foster. His budget proposal for this program, however, is a missed opportunity for local governments to play an integral role in this important space. SCAG will continue to urge the Governor to increase his funding proposal for the IIG. In addition, the agency will also ask the Legislature to prioritize the IIG as the Assembly Committee on Budget and Senate Committee on Budget and Fiscal Review consider and adopt their budgetary priorities.

Separately, but related, SCAG staff is in early discussions on possible improvements to the IIG program itself. Stakeholder outreach on this subject has begun with outreach meetings conducted with the following: leadership from the California Infrastructure and Economic Development Bank (IBank), staff to the Senate Committee on Budget and Fiscal Review, leadership at the City of Los Angeles's Housing Department, and representatives from the Community Development Resource Group, a consulting firm that assists jurisdictions with applications for the IIG and other state housing programs. The feedback from these meetings may be used to inform current legislative proposals relating to the IIG program or form the basis of a SCAG-sponsored legislative bill. Additional outreach meetings will be conducted on an as needed basis.

Transportation Priorities for State Budget Surplus

California is projected to have a sizable surplus of \$45.7 billion. Of this, approximately \$20.6 billion is labeled "discretionary" and is not otherwise required to be allocated to schools, pay off debt, or boost reserve accounts.

SCAG convened the region's six county transportation commissions and Metrolink to write a letter asking for some of the budget surplus to be invested in four priority program areas, as follows, (1) \$10 billion for rail and bus transit capital, operations, and maintenance, (2) \$4 billion to augment Senate Bill (SB) 1 programs, (3) \$2.5 billion for active transportation, zero emission programs, and transit resiliency programs, and (4) \$2.5 billion for projects that support the 2028 Summer Olympic and Paralympic Games.

In his Fiscal Year 2022-2023 budget plan, Governor Gavin Newsom proposes investing an additional \$9.1 billion in a transportation infrastructure package. The State will also be getting federal funding that is being made available through the bipartisan Infrastructure Investment and Jobs Act (IIJA). Under this measure, California is estimated to receive almost \$40 billion of formula-based transportation funding over the next five years. The timing is right for the State to provide funding for transportation projects and programs to help leverage existing local dollars and the increased federal investment.

Assembly Housing Working Group

In October, members of the State Assembly's "Housing Working Group" hosted a series of regional roundtables to examine barriers and explore solutions to the state's housing production and affordability crisis. The Working Group's roundtables took place in the Bay Area, Central Coast, Central Valley, and Southern California and included local elected officials, housing advocates, representatives of labor, non-profit housing developers, and municipal staff. Discussions from the roundtables will inform policy ideas pursued by Assemblymembers in the 2022 legislative year.

There were three roundtables conducted in the SCAG region and each was attended by at least one SCAG board officer and staff person. President Clint Lorimore and Second Vice President Carmen Ramirez attended the Roundtable organized by Assemblymember Laura Freidman (D-Glendale) on October 11, 2021, in Glendale. First Vice President Jan Harnik attended the Roundtable organized by Majority Leader Eloise Gomez Reyes (D-San Bernardino) on October 12, 2021, in San Bernardino. President Lorimore also attended the Roundtable organized by Assemblymember Sharon Quirk-Silva (D-Fullerton) on October 13, 2021, in Fullerton.

As a follow up to these roundtables, SCAG had the pleasure of hosting three additional meetings during the past month with members of the State Assembly's Housing Working Group. In late January, President Clint Lorimore and the Board Officers met with Assemblymembers Al Muratsuchi (D-Torrance) and Marc Levine (D-Marin County). In early February, President Clint Lorimore and SCAG Board Officers met with Assemblymember Adrin Nazarian (D-Van Nuys).

President Lorimore, 1st Vice President Jan Harnik, 2nd Vice President Carmen Ramirez, LCMC Vice Chair Peggy Huang, and Regional Councilmember Jim Gazeley met with Assemblymember Muratsuchi on January 20, 2022. Assemblymember Muratsuchi expressed his strong support for the preservation of local control on land-use matters. He also expressed his support for redevelopment. Because of the Assemblymember's interest in the Regional Housing Needs Assessment (RHNA), SCAG also presented an overview of the RHNA process and the specific allocations for the cities he represents.

On January 25, 2022, President Lorimore, 1st Vice President Harnik, LCMC Chair Alan Wapner, and LCMC Vice Chair Huang met with Assemblymember Levine. Assemblymember Levine expressed

interest in SCAG's housing priorities and encouraged SCAG to consider local revenue sources, such as from retail and short-term housing rentals, as cities and counties consider converting these spaces to accommodate more housing.

President Clint Lorimore, 1st Vice President Jan Harnik, LCMC Chair Alan Wapner, LCMC Vice Chair Peggy Huang, and staff assistants to Los Angeles City Councilmembers Paul Krekorian and Nithya Raman met with Assemblymember Adrin Nazarian on February 1, 2022. During the meeting, Assemblymember Nazarian expressed his strong support for infill development, which aligns with the Regional Council's top legislative priority for the year to expand and augment the Infill Infrastructure Grant Program. He also expressed his support for transit-oriented development, preserving existing affordable housing, and increasing housing production as key strategies for addressing the housing crisis.

These meetings, the fourth, fifth, and sixth of their kind, are part of a series that follows the agency's participation at the Housing Roundtables and provides SCAG leadership with an opportunity to advocate for the expansion of the Infill Infrastructure Grant Program, SB 15 (Portantino), and tax increment financing – all local tools to help our region welcome new housing development. The meetings also provide a forum to advocate for a special informational hearing by the Assembly Housing and Community Development Committee on the status of Housing Element updates.

SCAG leadership has now met with Assembly Housing and Community Development Chair Buffy Wicks and Assemblymembers Tim Grayson, Robert Rivas, Marc Levine, Al Muratsuchi, and Adrin Nazarian. SCAG leadership will continue to meet with other Assemblymembers who attended the Housing Roundtables to share the Regional Council's housing legislative priorities.

Lastly, as a follow up to the meeting with Chair Wicks, SCAG recently submitted a letter to the four members of the Assembly Housing and Community Development Committee who represent a portion of the SCAG region. The letter asks for their support for an informational hearing on the status of Housing Element updates in the SCAG region and the impact that non-compliance will have on the ability for SCAG region cities and counties to apply for funding for state housing programs.

EV Charging Deployment Program

On January 28, 2022, SCAG submitted a public comment letter to the U.S. Department of Transportation and the Federal Highways Administration in response to their solicitation of feedback on the development of guidelines for the Electric Vehicle Charging Formula Program and the Charging and Fueling Infrastructure Grant Program. These programs were created under the new federal infrastructure law, the Infrastructure Investment and Jobs Act (IIJA).

SCAG shared several principles that should be embedded in the development of the EV charging programs. One of those principles is embracing a technology neutral position when promoting different fuel and vehicle types. With a diversity of approaches and transportation niches, SCAG recognizes that there is not a one size fits all solution and that program guidelines should be performance driven.

Another recommendation is that new EV funds should be prioritized in the areas disproportionately burdened with poor air quality. When establishing the criteria for selecting where to deploy electric vehicle charging infrastructure, SCAG recommends using merit-based criteria that include a project's ability to mitigate environmental impacts for communities struggling with poor air quality. Program funds should prioritize communities that bear the uneven distribution of emission sources because of various causes, like freight moving through the local transportation system, which is an acute problem in Southern California. This would put the resources where they have the opportunity to do the most good, and place California at a competitive advantage.

Congressional Meetings

The National Association of Regional Councils (NARC), an association that serves as a national voice for regions by advocating for regional cooperation as the most effective way to address a variety of community planning and development opportunities and issues, met in-person for its annual "Conference of Regions" in Washington, D.C. from February 6 to 8, 2022. SCAG attended the NARC conference with a delegation that included President Clint Lorimore and LCMC Chair Alan Wapner. Chair Wapner is also a member of the NARC Board of Directors.

While in Washington, D.C., the delegation met with freshman Representative Michelle Steel (R-Seal Beach) and Representative Ken Calvert (R-Corona). During these meetings, President Lorimore and Chair Wapner advocated for the Southern California region by sharing SCAG's priorities concerning the expansion of broadband infrastructure and the deployment of electric vehicle charging infrastructure.

SCAG, along with our sister agency SANDAG, recently submitted a letter to the National Telecommunications and Information Administration (NTIA) as it works to distribute \$65 billion in new federal funds for broadband that was authorized in the Infrastructure Investment and Jobs Act (IIJA). SCAG encourages the new Broadband Equity, Access, and Deployment Program to prioritize funding for last-mile purposes, to connect low-income households, rural areas, tribal lands, and community anchor institutions such as schools, libraries, and community centers. In addition, SCAG encourages the NTIA to require states working on a five-year broadband action plan, which is required to access these federal funds, to consult with MPOs and designate MPOs as subdivisions of the states to allocate and expend program funds.



Secondly, and as mentioned above, SCAG recently submitted a comment letter to the U.S. Department of Transportation and the Federal Highways Administration in advance of their development of guidelines for the Electric Vehicle Charging Formula and the Charging and Fueling Infrastructure Grant programs that were also authorized under the IIJA. Specifically, SCAG advocates for funds from these programs to be prioritized for areas that are disproportionately burdened with poor air quality.

The SCAG delegation also benefited from learning about the Representatives' legislative priorities and other issues taking center stage in our nation's capital, such as the expiration of the current Continuing Resolution and the Fiscal Year 2023 omnibus appropriations package.

FISCAL IMPACT:

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

ATTACHMENT(S):

1. Joint SoCal Transportation Budget Priorities
2. Assembly Housing Roundtable Follow-Up (2022)
3. Housing Element Hearing Request Letter
4. SCAG Comments on EV Charging Infrastructure



February 7, 2022

The Honorable Toni G. Atkins
Senate President Pro Tempore
California State Senate
State Capitol, Room 205
Sacramento, CA 95814

The Honorable Anthony Rendon
Speaker California State Assembly
California State Assembly
State Capitol, Room 219
Sacramento, CA 95814

The Honorable Nancy Skinner
Chair, Committee on Budget and Fiscal Review
California State Senate
State Capitol, Room 5094
Sacramento, CA 95814

The Honorable Phil Ting
Chair, Committee on Budget
California State Assembly
State Capitol, Room 6026
Sacramento, CA 95814

RE: Using the State Budget Surplus to Fund Transformative Transportation Infrastructure Investments

Dear President Pro Tempore Atkins, Speaker Rendon, and Budget Chairs Skinner and Ting:

As negotiations on a transportation funding package resume from the last session, and as you prepare your priorities for the Fiscal Year 2022-23 State Budget, we the undersigned transportation agencies from the Southern California region, urge you to maintain your strong support for increased investment in transportation infrastructure and programs and prioritize investments for (1) climate-friendly public transit capital, operations, and maintenance, (2) expansion of Senate Bill (SB) 1 programs to reduce project backlog by providing an infusion of General Fund revenues to these critical programs, (3) for active transportation, zero emission programs, and transit resiliency programs, and (4) projects that support the 2028 Summer Olympic and Paralympic Games. Our regional transportation needs are great, and we urge the State to make a transformative investment of \$19 billion in budget surplus funds to modernize the Golden State’s transportation system.

Despite the increase in state transportation revenues through the passage of SB 1, state resources comprise only 32 percent of the total amount of transportation revenues in Southern California. This has led the region to rely heavily on local sources of funding—at 60 percent of the total share—to meet our transportation needs. According to the Governor’s January Budget proposal, the State is expecting a \$45.7 billion budget surplus in Fiscal Year 2022-23 and the size of the surplus could expand further by the time of the May Revision. This provides a unique opportunity to allocate one-time resources to repair our aging transportation infrastructure while also accelerating progress

toward our shared climate, equity, health, mobility, and safety goals. Furthermore, with the passage of the federal Infrastructure Investment and Jobs Act (IIJA), the timing is right for the State to provide funding for transportation projects and programs to help leverage existing local dollars and the increased federal investment. As the State's long-time partners in building transportation infrastructure projects that deliver co-benefits that advance these shared goals, the transportation agencies in the Southern California region are ready to assist you by bringing a unified transportation advocacy agenda built on these three themes.

- 1. Prioritize rail and bus transit capital, operations, and maintenance** by funding programs to facilitate capital and operational improvements that modernize the Golden State's intercity and commuter rail systems and aid regional and local rail and bus transit systems in making facility improvements and equipment purchases. Funding can be allocated through a mix of formula and competitive programs.

Transit Programs - **\$10 billion**

The Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) incorporates a range of best practices for increasing transportation choices and reducing dependence on personal automobiles, further improving air quality and encouraging growth in walkable, mixed-use communities with ready access to the essentials of life. The plan can reduce greenhouse gases from autos and light-duty trucks by eight percent by 2020 and 19 percent by 2035 (compared to 2005 levels). Achieving these reductions will require a significant investment in making improvements to the region's transit system.

Furthermore, the COVID-19 pandemic and resulting recession has had devastating impacts on essential transit service, which saw steep declines in ridership and revenues, and local tax revenues streams. Some of the region's transportation agencies currently struggle to sustain transit operations in their communities. Ongoing assistance to aid in their recovery is needed to maintain transit service and capital infrastructure projects that are a pipeline of well-paying construction jobs.

Transit serves as both a key component of local, regional, and state efforts to combat climate change and reduce congestion, and as a critical social service. It is a way of providing mobility for individuals who cannot provide it for themselves, especially those who do not have access to automobiles, are low-income, recent immigrants, and the elderly and disabled. **Therefore, to help the Southern California region fully fund and build out our vision for transit, we support a \$10 billion investment of state resources in state transit programs.**

- 2. Reduce the pressure on SB 1 by providing an infusion of General Fund revenues to these critical programs.**

Trade Corridor Enhancement Program - **\$2 billion**

Solutions for Congested Corridors Program - **\$1 billion**

Local Partnerships Program - **\$1 billion**

After years of advocating for a solution to the State’s transportation crisis, the Legislature passed SB 1 (Beall, 2017), the Road Repair and Accountability Act. This monumental bill increased transportation funding, instituted much-needed reforms, and created several programs that are having a tremendous, positive impact on the lives of Californians.

Maintaining the operational efficiency of our transportation system is crucial. The Trade Corridor Enhancement Program provides funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, the Solutions for Congested Corridors Program implements transportation performance improvements while creating opportunities for neighborhood enhancement, and the Local Partnership Program rewards self-help counties that have earned voter approval of taxes and fees dedicated solely for transportation improvements.

All three of these programs make strategic investments in our State’s intermodal transportation system, including the Trade Corridor Enhancement Program, whose importance is being felt now more than ever considering the unprecedented levels of congestion at the San Pedro Bay Port Complex. These programs also help facilitate transformational multi-modal improvements to regional connectivity, including through the expansion of the region’s rail system.

Investments in these three programs will make Southern California more resilient and competitive in the global marketplace, support and protect our diverse communities, and reward local partners for investing in regional improvement projects. **Therefore, we support the following allocations to the existing SB 1 programs, as follows: \$2 billion for the Trade Corridor Enhancement Program; \$1 billion for the Solutions for Congested Corridors Program; and \$1 billion for the Local Partnerships Program.**

3. Provide critical funding to support investments in active transportation and climate-related programs. As long-time partners for clean air and climate resilience, we support the following allocations:

- Active Transportation Program - **\$1 billion**
- Zero-Emission Transit and Rail Transition - **\$1 billion**
- Transit Fare Reduction, Customer Service, and Resiliency programs - **\$500 million**

Unfortunately, \$500 million for the Active Transportation Program (ATP) that was included in the Fiscal Year 2021-22 Budget Act (SB 129) reverted to the General Fund on October 11, 2021. The Southern California region is encouraged that the Governor’s January budget proposes to restore this augmentation because this program enables more Californians to walk and bike to their destinations safely, yielding further climate, equity, and public health co-benefits. During the most recent regional ATP cycle, however, the SCAG region alone received 147 applications, totaling \$853 million in requests for just \$93 million in available funding. **Therefore, we support a \$1 billion augmentation to the ATP to begin to address this backlog of planned projects in our region, accounting for the backlog that exists in both the statewide and regional calls.**

In 2018, CARB passed the Innovative Clean Transit (ICT) rule requiring all public transit agencies to transition their bus fleets to zero-emission technologies by the year 2040. In addition, transit agencies are required to develop a rollout plan with purchasing requirements beginning in 2023. Considering the financial costs associated with transitioning to zero-emission technologies (compressed natural gas busses can cost upwards of \$600,000, battery-electric busses can cost \$1.03 million, and fuel cell electric busses can cost \$1.3 million), many agencies are making great progress toward achieving these requirements. Nonetheless, there is no singular source of formula funds to assist all of California's transit agencies in meeting the ICT rule.

Regional passenger rail operators like Metrolink are similarly seeking to deploy zero-emissions technologies. As CARB develops concepts for an In-Use Locomotive Regulation, funding assistance is necessary to accelerate the adoption of advanced cleaner technologies for rail operations. **Therefore, we support the creation of a \$1 billion program to assist all the Golden State's transit and passenger rail agencies transition to zero-emission technologies.**

As the region's transit ridership continues to recover, we must maintain our momentum by investing in initiatives that provide a safe, clean, and affordable experience for the user. **Therefore, we propose \$500 million in funding for the creation of Transit Customer Service, Resiliency, and Fare Reduction programs so the Southern California region's 68 fixed-route transit operators can make key customer improvements such as improved transit stop lighting, shade structures at exposed bus stops, and supporting reduced and free fare programs.**

4. Provide funding to deliver transportation projects that support the 2028 Summer Olympic and Paralympic Games.

Olympic and Paralympic Games - \$2.5 billion

The Southern California region will host the Summer Olympic and Paralympic Games between July and September 2028. In an effort to prepare for this international multi-sport event, critical funding is needed to support connectivity projects that provide visitors with high-quality mobility options. Funding could be allocated through the Transit and Intercity Rail Capital Program (TIRCP) with controlling criteria that channels investments to participating areas with competition venues.

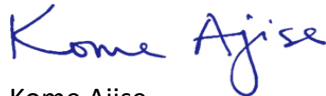
Southern California has an audacious goal to enable spectators to access sporting events by public transit, walking, or cycling. **Therefore, we propose \$2.5 billion in funding to improve and expand our transportation system to enhance speed, reliability, and connectivity.**

Lastly, in light of strong revenue collections, the Legislature faces decisions on how to respond to the approaching state appropriations limit. As noted in an April 2021 report by the Legislative Analyst's Office, the Legislature could dedicate excess revenues to purposes that are excluded from the limit. One such option is for capital outlay projects. This means that funding for one-time infrastructure

projects can support our climate, equity, health, mobility, and safety goals, while using the public's resources to their maximum benefit.

Thank you in advance for your consideration of our recommendations for investment. The faster we secure the funding to build a sustainable future, the closer we are to reaching our urgent climate goals and providing a more affordable, equitable, and comprehensive transportation system for all Californians.

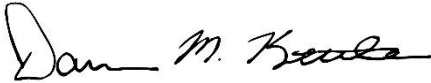
Sincerely,



Kome Ajise
Executive Director
Southern California Association of Governments



Martin Erickson
Executive Director
Ventura County Transportation Commission



Darren M. Kettle
Chief Executive Officer
Southern California Regional Rail Authority



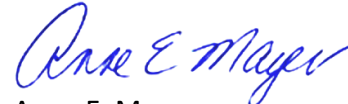
Stephanie Wiggins
Chief Executive Officer
Los Angeles County Metropolitan
Transportation Authority



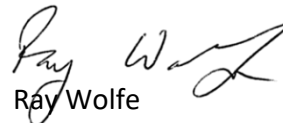
David Aguirre
Interim Executive Director
Imperial County Transportation Commission



Darrell E. Johnson
Chief Executive Officer
Orange County Transportation Authority



Anne E. Mayer
Executive Director
Riverside County Transportation Commission



Ray Wolfe
Executive Director
San Bernardino County Transportation
Authority

Assembly Housing Roundtable Follow-Up

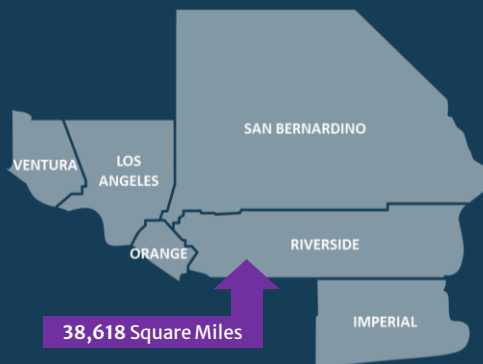
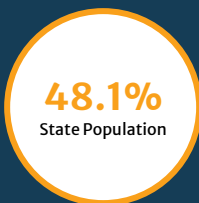
Assembly Housing Working Group Members

www.scag.ca.gov



1

SCAG Facts



Attachment: Assembly Housing Roundtable Follow-Up (2022) (Legislative Advocacy Update)

2

SCAG Executive Board



Clint Lorimore
SCAG President
City of Eastvale

Jan Harnik
SCAG 1st
Vice President
City of Palm
Desert

**Carmen
Ramirez**
SCAG 2nd
Vice President
County of
Ventura

Rex Richardson
SCAG Imm. Past
President
City of Long
Beach

Alan Wapner
SCAG Legislative
Committee Chair
City of Ontario

3

Primary Roles & Responsibilities



Regional Transportation
Plan (RTP)

Sustainable Communities
Strategy (SCS)

Federal Transportation
Improvement Program
(FTIP)



Regional Housing Needs
Assessment (RHNA)

Regional Data &
Information Center

Forum for Issues of
Regional Significance

4

Attachment: Assembly Housing Roundtable Follow-Up (2022) (Legislative Advocacy Update)



Pro-Housing Activities: REAP Example 1



- AB 101 (2019) provided \$47.5M to SCAG through the Regional Early Action Planning (REAP) Program.
- **Call for Collaboration Program**
 - In partnership with the California Community Foundation, SCAG is using \$1M in AB 101 funds to provide capacity building grants to local community-based organizations to increase community involvement in planning and housing initiatives.
 - Grants range between \$50k to \$100k.

5

5



Pro-Housing Activities: REAP Example 2



- **Development Streamlining**
 - Streamlining the development and entitlement process can immediately lower the cost and timing to produce housing.
 - SCAG is developing materials, workshops, and website content offering guidance to streamline the housing development and entitlement process.

6

6

Attachment: Assembly Housing Roundtable Follow-Up (2022) (Legislative Advocacy Update)

Pro-Housing Activities: *New* REAP 2021 Example 3

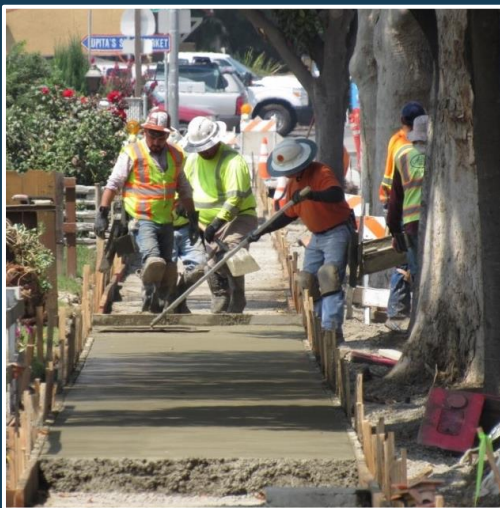


- AB 140 (2021) will provide \$246M to SCAG for REAP 2021. Focuses on implementation of the Sustainable Communities Strategy programs that expand housing and reduce vehicle miles travelled.
- SCAG’s preliminary framework is under development and may include:
 - Utility infrastructure to support housing production aligned with Housing Element site inventories.
 - Partnering with CTCs to implement programs and capital projects that reduce GHG/VMT.
 - Continued SCS implementation strategies such as Regional Data Platform.

7

7

Ask 1: Infill Infrastructure Grant Program Budget Increase



- SCAG urges the Legislature to use budget surplus funding to augment the Infill Infrastructure Grant (IIG) Program to \$5 billion.
- IIG funds infrastructure improvements to streets, water pipes, sewer pipes, internet lines, transit shelters, sidewalks, and lighting to facilitate new infill housing development.
- Governor Newsom proposes \$500 million to be split over two years.

8

8

Attachment: Assembly Housing Roundtable Follow-Up (2022) (Legislative Advocacy Update)

Ask 2: Support for SB 15

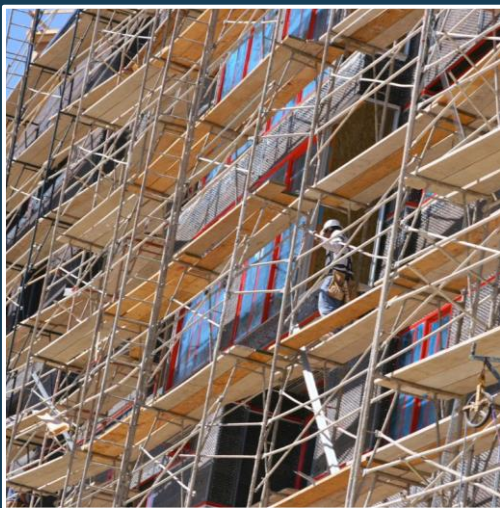


- SB 15 by Senator Portantino (D–La Cañada Flintridge) would establish a grant program for local governments that rezone commercial shopping centers to affordable housing.
- Creates a financial incentive for locals to forgo the sales tax revenue from retail sites that they would have otherwise received.

9

9

Ask 3: Support for Tax Increment Financing



- Tax Increment Financing, such as Enhanced Infrastructure Financing Districts (EIFDs) and the former Redevelopment Agencies (RDAs), are economic development tools that can fund affordable housing, transportation infrastructure, and/or climate adaptation projects.
- A possible reform may be to incentivize collaboration for district formation amongst multiple jurisdictions through resource support and grants from the State.

10

10

Attachment: Assembly Housing Roundtable Follow-Up (2022) (Legislative Advocacy Update)

Ask 4: Conduct a hearing on local Housing Element updates



- Local housing element updates were due to HCD by October 15, 2021.
 - 184 (93%) jurisdictions have submitted at least a 1st draft of their housing element.
 - 13 (7%) jurisdictions have yet to submit anything.
 - 2 jurisdictions—Ventura County and the City of Wildomar—are the only jurisdictions technically in compliance.

- Jurisdictions that do not have an HCD-certified housing element may be ineligible for state grant and loan programs, including:

Permanent Local Housing Allocation (PLHA)	SB 1 Planning Grants
Affordable Housing and Sustainable Communities (AHSC)	CalHOME Program
Infill Infrastructure Grants (IIG)	Pro-housing Designation Program

- SCAG urges the Assembly Housing Committee to convene a special hearing to understand the status of local housing element updates and any potential funding impacts from non-compliance.

Thank You!

To learn more about what we do, please visit:
www.scag.ca.gov





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

REGIONAL COUNCIL OFFICERS

President
Clint Lorimore, Eastvale

First Vice President
**Jan C. Harnik, Riverside County
Transportation Commission**

Second Vice President
Carmen Ramirez, County of Ventura

Immediate Past President
Rex Richardson, Long Beach

COMMITTEE CHAIRS

Executive/Administration
Clint Lorimore, Eastvale

Community, Economic &
Human Development
Jorge Marquez, Covina

Energy & Environment
David Pollock, Moorpark

Transportation
Sean Ashton, Downey

February 2, 2022

The Honorable Kelly Seyarto
Vice Chair, Housing and Community Development Committee
1021 O Street, Suite 4340
Sacramento, CA 94249

The Honorable Wendy Carrillo
Member, Housing and Community Development Committee
1021 O Street, Suite 5730
Sacramento, CA 94249

The Honorable Jesse Gabriel
Member, Housing and Community Development Committee
1021 O Street, Suite 5220
Sacramento, CA 94249

The Honorable Sharon Quirk-Silva
Member, Housing and Community Development Committee
1021 O Street, Suite 4210
Sacramento, CA 94249

RE: Request for Informational Hearing on the Status of Housing Element Updates

Dear Southern California Members of the Assembly Housing and Community Development Committee:

On behalf of the Southern California Association of Governments (SCAG), I would like to thank you for your continued leadership in finding solutions to our state’s intractable housing crisis. SCAG shares your commitment to solving this crisis, which is why **we respectfully request that the Assembly Housing and Community Development Committee conduct a special, informational hearing on the status of Housing Element updates in the SCAG region.**

As you may know, Housing Element updates for cities and counties in the SCAG region – including the cities and counties you represent – were due to the Department of Housing and Community Development (HCD) by October 15, 2021. Statute offers a 120-day grace period which expires on February 11, 2022, and of the date of this letter, only two of the 197 jurisdictions in the SCAG region have a compliant Housing Element certified by HCD.

Attachment: Housing Element Hearing Request Letter (Legislative Advocacy Update)

The cities and counties in the SCAG region are working diligently to identify the sites to accommodate the housing our State needs. **So far, 184 – or 93 percent – have submitted at least their first draft Housing Element update to HCD.** Due to the COVID-19 pandemic’s impact on local government staffing and the ability to conduct meaningful public outreach, the numerous statutory changes in Housing Element law, the delayed guidance from HCD on how cities were to incorporate analysis to demonstrate that they are Affirmatively Furthering Fair Housing, and a Regional Housing Needs Assessment (RHNA) allocation that was nearly three times larger than the allocation for the previous planning cycle, nearly every jurisdiction is experiencing a significant delay.

These 184 jurisdictions are making good faith efforts to comply with state housing law, but because they are technically out of compliance, they are ineligible for millions of dollars from state grant programs that support the development of housing. The following programs require a compliant housing element:

- Affordable Housing and Sustainable Communities Program
- CalHOME Program
- Infill Infrastructure Grant Program
- Permanent Local Housing Allocation
- SB 1 Planning Grants
- HCD’s Pro-Housing Designation

Withholding state funding from these 184 cities and counties adversely affects the good actors that have submitted multiple drafts and, in some cases, even adopted a Housing Element that is awaiting final approval from HCD. Conversely, barring access to the remaining thirteen jurisdictions in the SCAG region that have yet to submit the first draft of their Housing Element does nothing to incentivize compliance since it is highly unlikely that they would participate in these pro-housing programs. Without access to these critical programs, the Southern California region will not be able to provide the subsidies needed to build the affordable housing units we so desperately need.

In addition to ineligibility for funding, due to AB1398, which went into effect on January 1, 2022, these same cities working to develop the most progressive Housing Elements in the state’s history will now be required to complete any rezonings identified in their Housing Elements – including the environmental review required under CEQA – by October 15, 2022. This is instead of the regular three-year window allowed under Housing Element statute. Again, this impossible deadline puts cities in a cycle of non-compliance that is counter to the efforts of addressing the region’s housing crisis.

Holding an informational hearing on the status of Housing Element updates would give the Committee an opportunity to understand the progress being made in Southern California and

the barriers to success. The informational hearing could be used to understand the following topics:

- **Status of Housing Element updates.** Of paramount concern is ensuring that Southern California's 197 cities and counties have access to the funding programs that transform their planning documents to actual housing development. Lessons learned from the SCAG region may prove helpful for the 110 cities and counties in the Association of Bay Area Governments (ABAG) region whose Housing Element Updates are due to HCD by January 21, 2023.
- **Impacts of non-compliance on access to state funding for housing programs,** such as those programs listed above.
- **Impacts of AB 1398** (Chapter 385, Statutes of 2021), which requires every jurisdiction in the SCAG region to complete rezonings by October 15, 2022, **if** the city or county does not have a compliant housing element by February 11, 2022.
- **Status of AB 101** (Chapter 159, Statutes of 2019), which requires HCD, in collaboration with the Office of Planning and Research and after engaging in stakeholder participation, to develop a recommended improved regional housing need allocation process and methodology and present that to the Legislature by December 31, 2022.

The SCAG region is committed to a suite of pro-housing programs. This is why SCAG supports a budgetary augmentation for the Infill Infrastructure Grant program and has provided technical assistance in support of applications for the Affordable Housing Sustainable Communities program. SCAG's Regional Council also voted to support Assembly Constitutional Amendment 1 (Aguiar-Curry), which would allow local jurisdictions to pursue local revenue streams to support their housing programs and used our \$47 million allocation from the Regional Early Action Planning (REAP) grant program, created by AB 101 in 2019, to build pro-housing capacity with cities, counties, and community-based organizations all over Southern California.

As a long-time partner in planning for the State's future housing needs, we thank you for your consideration of SCAG's request to hold an informational hearing. We believe that it is critical that the Legislature intervene as the grace period for updating Housing Elements comes to an end in two weeks. If we can provide any additional information, please do not hesitate to contact Kevin Gilhooley, State and Federal Legislative Affairs Manager, at (213) 236-1878.

Sincerely,



Kome Ajise
Executive Director



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

**U.S. Department of Transportation (DOT) Federal Highway Administration
(FHWA) Request for Information (RFI):**

**Development of Guidance for Electric Vehicle Charging Infrastructure
Deployment (FHWA-2021-0022-0001)**

Comments from the Southern California Association of Governments

Kevin Gilhooley, Manager, Legislation Department
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017
(213) 236-1878
gilhooley@scag.ca.gov

REGIONAL COUNCIL OFFICERS

President
Clint Lorimore, Eastvale

First Vice President
**Jan C. Harnik, Riverside County
Transportation Commission**

Second Vice President
Carmen Ramirez, County of Ventura

Immediate Past President
Rex Richardson, Long Beach

COMMITTEE CHAIRS

Executive/Administration
Clint Lorimore, Eastvale

Community, Economic &
Human Development
Jorge Marquez, Covina

Energy & Environment
David Pollock, Moorpark

Transportation
Sean Ashton, Downey

January 28, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Buttigieg:

On behalf of the Southern California Association of Governments (SCAG), I thank you for the opportunity to provide input to the Request for Information on the Development of Guidance for Electric Vehicle (EV) Charging Infrastructure Deployment, as published on November 29, 2021.

SCAG is the federally designated metropolitan planning organization (MPO) for Southern California. The SCAG region encompasses six counties—Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura—and 191 cities in an area covering more than 38,000 square miles. With nearly 19.1 million residents, we are home to nearly half of the State of California’s population. Our governing board—the Regional Council—is made up of 86 local elected leaders from every corner of region. The agency develops long-range regional transportation plans including sustainable communities strategies and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality management plans.

In April 2020, the Regional Council adopted the 2020 Regional Transportation Plan, known as Connect SoCal, meeting federal mandates and setting a vision for the future of transportation in the SCAG region. This plan includes Accelerated Electrification as a Key Connection, which puts forth a holistic and coordinated approach to de-carbonizing or electrifying passenger, transit, and goods movement vehicles. In the South Coast Air Basin (SCAB) in 2016, mobile sources were estimated to be responsible for 83 percent of NOx emissions and transportation is estimated to be 40 percent of greenhouse gas emissions (GHGs). SCAG has collaborated with multiple stakeholders

Attachment: SCAG Comments on EV Charging Infrastructure (Legislative Advocacy Update)

throughout our diverse region to develop and vet a vision for clean transportation. This is imperative as transportation emissions threaten public health, our environment, and the equity and resiliency of the region. In addition to GHG reduction, investment in alternative fuel vehicles and companion supporting infrastructure, can contribute to economic recovery, and if done well can also catalyze a reduction in vehicle miles traveled (VMT), consistent with other goals of Connect SoCal. While the State of California has proactively set policy to transition to zero-emission transportation, federal support is necessary to realize these objectives.

SCAG's Experience and Leadership

SCAG has established itself as a leader driving plans, policies, and programs that support clean mobility/electrification across modes. We have long standing programs that have informed our vision for EV deployment as described in the points below. SCAG and other MPOs have a role in planning, coordinating, and facilitating infrastructure deployment. SCAG's role is based on long-term experience with transportation analysis, stakeholder engagement, and program implementation. Some examples of our most recent programs include:

- 1. Supporting Infrastructure for Medium and Heavy-Duty Truck Zero-Emission Vehicles and Development of a Roadmap for Supporting Infrastructure.**

Starting in February 2022, SCAG will lead a study to create a Medium and Heavy-Duty Truck Zero-Emissions Roadmap within the region. This study will forecast the demand for charging and fueling stations based on the expected need of different truck market segments. While many larger fleets are expected to install private infrastructure, this study will create a course of action to locate and develop the needed publicly accessible charging and fueling infrastructure. The study will include engagement of critical public and private stakeholders to ensure that the roadmap is a plan that all are mutually responsible for implementing. Furthermore, the study will include a deeper look at how to deploy stations and provide guidance on roles and responsibilities and determine estimates of associated costs.

- 2. Last Mile Freight Program (LMFP)**

SCAG has partnered with the Mobile Source Air Pollution Reduction Review Committee (MSRC) to establish the LMFP to serve as an initial step towards implementing freight-related clean vehicles, equipment, and infrastructure to support cleaner air goals and is a component of MSRC's larger goods movement emission reduction effort. Phase 1 focuses on the commercial deployment of zero-emission or near-zero emission heavy and/or medium-duty on road trucks and includes funding for zero-emission or near-zero emission equipment and supporting infrastructure. Phase 2 of the LMFP, is for projects involving both public and private sector stakeholders to deploy broader innovative technologies currently being demonstrated by leading last mile delivery companies, particularly in e-commerce use-cases.

- 3. EV Charging Station Study**

SCAG is conducting a suitability analysis to identify locations within the region that are prime charging locations for passenger electric vehicle (PEV) drivers. A focus on the study is expanding charging access at multi-unit dwellings (MUDs) and in Disadvantaged Communities. From the suitability analysis results, SCAG will identify the top 200 sites to conduct further analysis on charging station development. As part of the study, SCAG is also conducting outreach with city staff and stakeholders from 18 local jurisdictions that are partners in the study to identify and address barriers to EV infrastructure, with a focus on supporting charging station permit

streamlining (pursuant to CA law AB 1236). SCAG will also host community events to help educate the public about EVs and EV charging.

Furthermore, SCAG has been a proud member of the Clean Cities Coalition since 1996, acting as a partner with the U.S. Department of Energy to support stakeholders in their Clean Fuel Implementation.

Air Quality and State Regulations

Southern California is a diverse, vibrant, and robust region that on its own is the 15th largest economy in the world. While the region continues to grow, several challenges threaten its economic vitality and the quality of life for its residents. These challenges are inextricably linked to transportation.

Criteria pollutants such as NOx and PM2.5 threaten public health, particularly for vulnerable communities near transportation infrastructure and facilities. GHGs lead to climate change which has exacerbated extreme heat days, drought, and wildfires in Southern California and further exacerbates inequities as the most vulnerable populations are most susceptible to impacts of climate change. Both criteria pollutant and GHG challenges threaten our economic resilience.

Additionally, the region's failure to meet federal standards means federal sanctions may be imposed, jeopardizing transportation funds. As such, the permitting of stationary facilities may become substantially more burdensome. The federal government may also take over local air quality regulation if state plans are not adequate to meet federal standards. To meet deadlines imposed by the Federal Clean Air Act, the region must reduce NOx emissions by 45 percent above and beyond the existing regulations by 2023, and 55 percent by 2031.

Policies from the State that require a shift across all transportation modes to zero-emission vehicles (ZEV) in the coming decades increases the urgency of a smooth transition. For instance, in Executive Order B-48-18, Governor Gavin Newsom set a vision to have five million PEVs on the road by 2030, and in the current budget has allocated \$1.5 billion for ZEV funding. In June 2020, the California Air Resources Board (CARB) passed the Advanced Clean Trucks Regulation with clean truck sales and reporting requirements being phased in by 2035 with an ultimate state goal of a zero-emissions truck fleet by 2045. In December 2018, CARB unanimously voted to adopt the Innovative Clean Transit (ICT) Rule, which mandates the purchase of zero-emissions buses by transit agencies. The implementation is phased, and the requirement impacts agencies differently based on fleet size and air basin.

Shifting to a ZEV future will be an immense task involving all sectors in the region. The goal of shifting exclusively to a zero-emission transportation system has several challenges that need to be addressed.

SCAG's Legislative Platform

Each year, the Regional Council adopts a legislative platform for the state and federal legislative sessions. The state and federal legislative platform for 2022 encompass both broad and specific policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies. Building upon SCAG's work to accelerate electrification of the vehicle fleet, the Regional Council supports efforts that provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as MUDs, rural areas, and low to middle-income neighborhoods. Furthermore, as zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, the Regional Council supports policies that take a life-cycle

approach. For EVs, we support policies that ensure that proper battery reuse, recycling, and disposal are in place.

Key Principles

With this context, SCAG would like to share the following principles that should be embedded in further development of the EV Charging Program and the Charging and Fueling Infrastructure Program. These are in addition to our specific comments to the questions identified by FHWA in the next section.

- 1. Funding should include support for all aspects of infrastructure roll-out.**
 - a. Infrastructure planning must be a coordinated and intentional effort, consistent with local priorities. As such, it is important that funding be designated for planning, coordination, and facilitation and not limited to materials and construction costs. For instance, federal funding could be made available to support staff time and, in some cases, new positions.
 - b. Consumer education is needed to dispel fears about switching to a new technology, as well as to teach people how to safely operate and fuel these vehicles.
 - c. This infrastructure roll-out also provides a workforce development opportunity to train needed staff such as managers, mechanics and repair technicians, drivers, and procurement staff.

- 2. An important role exists for MPOs in the planning process.**
 - a. SCAG and similar agencies are well suited to lead the planning and coordination needed to expedite deployment of charging infrastructure.
 - b. As an example, SCAG has worked with state agencies and local jurisdictions to help streamline the permitting process for EV stations.

- 3. While the \$7.5 billion identified across both programs is substantial, it is a fraction of the total funding needed to meet current state and local targets.**
 - a. SCAG estimates that the cost of a transition to a zero-emission truck fleet would range between \$45 billion and \$60 billion, assuming a total of 450,000 registered trucks in the region, and a range of incremental costs between \$14,000 and \$250,000, depending on the class of truck. This does not account for infrastructure costs, or the potential that the industry may need additional vehicles in operation to make up for downtime due to charging. These costs represent the incremental cost of replacing the fleet, above and beyond the cost of what new diesel fueled vehicles would cost.

- 4. Funding should be prioritized for the conversion of publicly owned and/or operated fleets. Of these applicants, extra points should be awarded where public entities may build stations that can serve their own fleets but can have interoperability with other customers.**
 - a. Public entities such as cities, utilities, school districts, and other public agencies are driven to change but may lack the experience or resources to transition. Supporting these entities maximizes public investment and allows them to be leaders within their communities.
 - b. Among public sector applicants, prioritize projects that can charge their own vehicles but also include collaborative agreements or allow for public accessibility.

- 5. SCAG embraces a technology neutral position when promoting different fuel and vehicle types.**

- a. With a diversity of approaches and transportation niches, there is not a one size fits all solution. Therefore, program guidelines should be performance driven.
- 6. Program guidelines must recognize nuances between different modes and markets.**
- a. Further detail should be provided in program guidance for different vehicle classes and markets.
 - b. For instance, passenger EVs are currently in operation while commercial vehicles are in different stages of commercial readiness depending on the vehicle size and market served. As such, program guidelines may consider different criteria for different markets. For instance, a commercial vehicle station may be eligible for up to ten years of operational support while passenger vehicles are limited to five years.
 - c. As a second example, infrastructure supporting transportation network companies (TNCs), which provide both personal travel and work opportunities, may have different needs and therefore criteria than infrastructure supporting personal vehicles.
- 7. Leverage public investment to catalyze, not replace private investment.**
- a. Funding should prioritize areas where private investment would have a low or negative return on investment in order to remove obstacles to private investment.
 - i. In the commercial vehicle sector, large fleets will likely be early adopters. Therefore, there is a greater need to fund support for stations that are accessible for longer trips or usable by private owner operators.
 - ii. For passenger vehicles, there is a greater need to support publicly accessible stations or those in MUDs.
 - b. While funding should be geared towards supporting hard to reach market niches, projects should also demonstrate a positive return on investment and self-sufficiency after the five years of program funding. However, when this is not possible, applicants in slow to adopt markets should be considered for funding extensions, provided they have met other program criteria.
 - c. Applicants that can identify sources of private funds above and beyond the 20 percent match should be prioritized.
- 8. Prioritize applications that can leverage investment to reduce VMT as well as GHG.**
- a. EV Charging Program can be viewed as a broader opportunity to reduce GHG emissions from the transportation sector through reduced VMT. For instance, prioritizing projects that deploy charging at transit “park and ride” facilities (thereby providing an incentive to use transit).
 - b. Include infrastructure for micro-mobility modes such as e-bike, cargo bikes, and scooters.
- 9. Leverage the opportunity that EV infrastructure provides in improving grid resiliency.**
- a. Prioritize projects that include vehicle to grid integration, encourage bi-directional charging, make on-site energy storage available, and use smart metering to maximize the use of renewables and minimize the grid impacts of EVs during peak periods.
- 10. Include requirements for performance characteristics and reliability.**
- a. For instance, maintenance, days of service, connectivity, use of signage etc.
- 11. Include requirements that drive standardization and interoperability between stations.**

- a. Chargers should be compliant with open communication standards.

12. Data on station utilization, time of charging, electric rates, maintenance needs and other factors should be collected and shared with MPOs to inform future planning efforts.

Considerations for state plans.

1. Consider life cycle analysis.

- a. Reward states that have a plan in place to manage reuse, recycle, and safe disposal of EV batteries as they are eventually retired. While these plans may not be applicable at the project level, companion funding or requirements should be in place at the state level to facilitate this.

2. Prioritize states with well-developed plans that include principles of equity, grid resiliency, and innovation.

3. Prioritize MPOs that:

- a. Are large population centers or have density above a certain threshold.
- b. Are in non-attainment areas so that electrification results in GHG benefits but also reduction in local pollutants that have negative health impacts.
- c. Have conducted advanced planning.
- d. Are in states with targets that need federal support.

4. As states develop plans, ensure that MPOs are represented on the taskforce.

5. Prioritize plans that drive coordination between sectors.

- a. The California Public Utilities Commission (CPUC) is working closely with the California Department of Transportation (Caltrans) and other state agencies to ensure that investments are holistically determined.

EV Charging Program Guidance

As a key partner to USDOT, SCAG is pleased to provide the following comments and information in response to the statutory considerations (points 1, 2, 3, 4, 5, 7 and 9) for the EV Charging Program in the Infrastructure Investment and Jobs Act (IIJA; Public Law 117-58).

1. The distance between publicly available EV charging infrastructure.

The consideration of distance between publicly available EV charging infrastructure oversimplifies considerations of ideal charging locations. At minimum, population density is a key characteristic in driving demand for EV charging, and it is logical to support additional stations where there is additional demand. The size of stations, the type of charger and number of stalls will also determine the number of vehicles that can be served. Proximity of stations also drives consumer confidence, providing a sense of dependency in charging availability. There should be no minimum distance between stations; rather station location should be determined by demand.

In serving areas that are less dense, stations should be built with the capacity to scale up in the future. While full station development may not yet be cost effective, planning should take advantage of economies of scale when planning and designing stations.

Selected factors that SCAG has considered in prioritizing station locations include distance between stations, population density, pollution burden, definition as a Disadvantaged Community, proximity to employment locations, and land use.

- 2. Connections to the electric grid, including electric distribution upgrades; vehicle-to-grid integration, including smart charge management or other protocols that can minimize impacts to the grid; alignment with electric distribution interconnection processes, and plans for the use of renewable energy sources to power charging and energy storage.**

Encourage or require utilities to make grid and energy capacity maps available to MPOs. While these maps may contain sensitive information, the data is critical to planning and identifying station locations. Time is wasted if stations are identified but the electric demand can not be met.

Leverage the opportunity that EV infrastructure provides in improving grid resiliency. Prioritize projects that include vehicle to grid integration, encourage bi-directional charging, make on-site energy storage available, and use smart metering to maximize the use of renewables and minimize the grid impacts of EVs during peak periods.

- 3. The proximity of existing off-highway travel centers, fuel retailers, and small businesses to EV charging infrastructure acquired or funded under the Program.**

Site selection priorities should be locally driven as long as they are in line with larger criteria of equity, return on investment etc. See response under question #1 and general principles in the previous section for other criteria to consider.

- 4. The need for publicly available EV charging infrastructure in rural corridors and underserved or disadvantaged communities.**

SCAG recommends selecting projects through merit-based criteria that mitigate environmental impacts for communities struggling with worsening air quality and associated health risks. Approximately 67 percent of California’s state designated Disadvantaged Communities are located in the SCAG region, according to the Office of Environmental Health Hazard Assessment’s CalEnviroScreen 3.0 mapping tool. SCAG calls on USDOT to ensure program funds prioritize communities that also bear the uneven distribution of emission sources because of various causes like highways located near residential communities or freight moving through the local transportation system.

The term “Disadvantaged Communities” refers to the areas throughout California which most suffer from a combination of economic, health, and environmental burdens. These burdens include poverty, high unemployment, air and water pollution, presence of hazardous wastes as well as high incidence of asthma and heart disease.

Adding environmental metrics within the framework would help these communities compete for these grants. By making these communities more competitive, the likelihood of installing EV infrastructure would assist in increasing the adoption of EV vehicles. Importantly, this would generate private investment in areas where it would be less likely to occur without incentives.

In addition to air quality benefits, EV charging infrastructure should support broader economic development goals and include opportunities for workforce development and training and prioritize local and inclusive contracting and hiring.

5. The long-term operation and maintenance of publicly available EV charging infrastructure to avoid stranded assets and protect the investment of public funds in that infrastructure.

These plans should be detailed in applications.

7. Fostering enhanced, coordinated, public-private or private investment in EV charging infrastructure.

Public money should be used to catalyze, not replace private investment.

9. Any other factors, as determined by the Secretary. (In connection with question 9, please describe any other factors that you suggest that [DOT] consider[s] in developing the EV Charging Program guidance.)

See list of general principles in the previous section.

Conclusion

SCAG appreciates the opportunity to provide these comments. If we can provide any additional information, please do not hesitate to contact Kevin Gilhooley, State and Federal Legislative Affairs Manager, at (213) 236-1878.

Sincerely,

Annie Nam
Deputy Director of Transportation