



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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REMOTE PARTICIPATION ONLY

LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

Tuesday, April 19, 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.

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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, April 18, 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, April 18, 2022 will be announced and included as part of the official record of the meeting.

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

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

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

OUR MISSION

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

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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



Instructions for Participating in the Meeting

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

To Participate and Provide Verbal Comments on Your Computer

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

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

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

1. **Hon. Alan Wapner**
LCMC Chair, SBCTA Representative
2. **Hon. Peggy Huang**
LCMC Vice Chair, TCA Representative
3. **Hon. Letitia Clark**
Tustin, RC District 17
4. **Hon. Margaret Finlay**
Duarte, RC District 35
5. **Sup. Curt Hagman**
San Bernardino County
6. **Hon. Jan C. Harnik**
RCTC Representative
7. **Hon. Clint Lorimore**
Eastvale, RC District 4
8. **Hon. Steve Manos**
Lake Elsinore, RC District 63
9. **Hon. Ray Marquez**
Chino Hills, RC District 10
10. **Hon. Frank Navarro**
Colton, RC District 6
11. **Hon. David Pollock**
Moorpark, RC District 46
12. **Hon. Deborah Robertson**
Rialto, RC District 8
13. **Hon. Ali Saleh**
Bell, RC District 27
14. **Hon. David J. Shapiro**
Calabasas, RC District 44
15. **Hon. Jose Luis Solache**
Lynwood, RC District 26

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LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

16. Hon. Cheryl Viegas-Walker

El Centro, RC District 1

17. Sup. Donald Wagner

Orange County

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LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

Southern California Association of Governments
Remote Participation Only
Tuesday, April 19, 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, April 18, 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, April 18, 2022, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Legislative/Communications and Membership Committee in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. If you desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the "raise hand" function on your computer or pressing *9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar (if there is a Consent Calendar), please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted upon with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

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REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

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

Receive and File

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

ACTION ITEM

5. SB 1410 (Caballero): CEQA: transportation impacts
(Estee Sepulveda, Legislative Analyst)

RECOMMENDED ACTION:

Support

6. Housing Bills of Interest
(Kevin Gilhooley, Legislation Manager)

RECOMMENDED ACTION:

Staff recommends support for Assembly Bill (AB) 1910 (C. Garcia), AB 1695 (Santiago), AB 2218 (Quirk-Silva), and Senate Bill (SB) 490 (Caballero) and recommends opposition to AB 1976 (Santiago) and SB 930 (Wiener). Staff recommends Members of the Legislative/Communications and Membership Committee (LCMC) discuss and provide direction on the remaining bills included in this report.

INFORMATION ITEMS

7. Legislative Advocacy Update
(Kevin Gilhooley, Legislation Manager)

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

(Javiera Cartagena, Director of Government and Public Affairs)



LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



Southern California Association of Governments
Remote Participation Only
April 19, 2022

LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)
MINUTES OF THE MEETING
TUESDAY, MARCH 15, 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.igq2.com/Citizens/>.

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

MEMBERS PRESENT

Peggy Huang (Vice Chair)

Letitia Clark	<i>Tustin</i>
Curt Hagman	
Jan Harnik	
Clint Lorimore	<i>Eastvale</i>
Steve Manos	<i>Lake Elsinore</i>
Ray Marquez	<i>Chino Hills</i>
Frank J. Navarro	<i>Colton</i>
David Pollock	<i>Moorpark</i>
Ali Saleh	<i>Bell</i>
David J. Shapiro	<i>Calabasas</i>
Jose Luis Solache	<i>Lynwood</i>
Cheryl Viegas-Walker	<i>El Centro</i>
Donald P. Wagner	

TCA

District 17
San Bernardino County
RCTC
District 4
District 63
District 10
District 6
District 46
District 27
District 44
District 26
District 1
Orange County

MEMBERS NOT PRESENT

Alan D. Wapner (Chair)

Sean Ashton	<i>Downey</i>
Margaret Finlay	<i>Duarte</i>
Deborah Robertson	<i>Rialto</i>

SBCTA

District 25
District 35
District 8

CALL TO ORDER

Vice Chair Peggy Huang called the meeting to order at 8:30 a.m. and called on Hon. David Pollock, Moorpark, District 46, to lead the Pledge of Allegiance. Staff confirmed that a quorum was present.

PRESENTATION

Vice Chair Huang introduced Mr. Joe Cruz, the Executive Director of the State Council of Laborers. During his introduction, she mentioned his experience as an advocate and political strategist who holds an impressive record of working on legislative and regulatory issues before the California State Legislature and state regulatory bodies.

Mr. Joe Cruz thanked the Vice Chair for the introduction. He noted that they are the largest construction union in California and the country. He addressed the shared goals and issues between the laborers and SCAG. He mentioned California's \$50 billion budget surplus and opportunity to fund infrastructure projects. He spoke about supporting SCAG's \$19 billion proposal to fund statewide infrastructure projects, noting the laborers would be doing this work. He addressed the various proposals to provide relief to the high price of gasoline and how those proposal could impact transportation agencies.

Mr. Cruz spoke to housing development, and explained that the laborers were focused on larger developments, such as apartment buildings. He spoke to Senate Bill (SB) 15 and the positive attributes of that bill. Lastly, he also spoke on climate change and how it would affect the building infrastructure to accommodate the transition from fossil fuel and natural gas. He mentioned how this transition would affect the industries, especially the employees.

Hon. Jose Luis Solache, Lynwood, District 26, thanked Mr. Cruz for joining the meeting and for leading the efforts at the state level and stated he looked forward to being a continued supporter of his organization's efforts.

Hon. Steve Manos, Lake Elsinore, District 63, thanked Mr. Cruz for his presentation and expressed concern that many legislative proposals create new mandates and therefore depress housing construction. He suggested a five-year moratorium on some housing development mandates.

Vice Chair Huang asked Mr. Cruz if the labors had engaged the Governor about electrification of household appliances. Mr. Cruz acknowledged her question and added that he's aware of some local jurisdictions adopting ordinances to ban natural gas in new home construction.

PUBLIC COMMENT PERIOD

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

REVIEW AND PRIORITIZE AGENDA ITEM

There were no prioritized agenda items.

CONSENT CALENDAR**Approval Items**

1. Minutes of the Meeting – February 15, 2022
2. SB 942 (Newman) – LCTOP Reform: Free or Reduced Fare Transit Program

Receive and File

3. Legislative Tracking Report
4. Redistricting 2022 – New Legislative Maps

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

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

NOES: None (0)

ABSTAINS: None (0)

ACTION ITEMS

5. S 3649 (Senator Padilla, D-Calif.) – Transportation Equity Act
-

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

Mr. David Angel, Legislative Analyst, provided the committee with a report on S. 3649, the Transportation Equity Act (TEC), authored by Senator Alex Padilla (D-California), on which staff is recommending a support position. He stated this bill would re-establish the Transportation Equity Committee (TEC) to provide independent advice and recommendations to the Secretary of Transportation on important equity-related matters, such as the role of transportation policy on health, housing, environmental justice, and other related matters.

Mr. Angel reported that in 2018, the Trump Administration dissolved the Advisory Committee on Transportation Equity. He mentioned that Senator Padilla acknowledged that re-establishing the Committee through the US Department of Transportation would leave it open to be easily dissolved by future Administrations. Therefore, he introduced S 3649, the Transportation Equity Act on February 15, 2022 to codify the Committee into law.

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

Hon. Donald Wagner, Orange County, addressed his concern about the list of co-authors being one-sided and the bill not being bipartisan. He noted something about this bill was putting off the other side, and it deserves a deeper look. He concluded by stating he would urge a watch position.

Hon. Steve Manos, Lake Elsinore, District 63, began his remarks by expressing support for the watch position on this item. He concluded his comments by stating that the focus needs to be on transportation rather than equitable spending on transportation. Vice Chair Huang stated she agreed with both Hon. Wagner's and Hon. Manos comments and their suggestion to support a watch position on this item.

Hon. Cheryl Viegas-Walker, El Centro, District 1, expressed her reasons for supporting this measure and made a MOTION to support staff recommendation to take a support position on S 3649, the Transportation Equity Act. The MOTION was SECONDED by Hon. David Pollock.

Following Hon. Viegas-Walker's motion, Hon. Jan Harnik, RCTC, expressed concern about not seeing any conservative voices supporting this measure and mentioned she would want to know the answer before supporting this bill.

Hon. David Pollock shared his reasons why he thinks there isn't a mix of voices on this measure at the segment level. Still, he stated that his deciding factor to support the original support motion on this item was the staff's research and their impartial view.

Hon. Solache asked staff if they could remind the committee what part of our SCAG platform is being incorporated with this measure. Mr. Angel acknowledged and responded to Hon. Solache's question by noting racial equity and health for all are some of the points found in SCAG's Legislative Platform.

After a robust discussion among the Committee members, a SUBSTITUTE MOTION was made (Wagner) to adopt a WATCH POSITION on S. 3649, the Transportation Equity Act. The SUBSTITUTE MOTION was SECONDED (Manos) and APPROVED by a majority roll call vote as follows:

AYES: Clark, Harnik, Huang, Lorimore, Manos, Navarro, Saleh, Shapiro, Solache and Wagner, (10)

NOES: Pollock, Viegas-Walker (2)

ABSTAIN: None (0)

6. Support for AB 1944 (Lee & Garcia) and AB 2449 (Rubio)– Brown Act Reform

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

Ms. Estee Sepulveda, Legislative Analyst, provided the committee with a brief overview of Assembly Bill (AB) 1944, authored by Assemblymembers Alex Lee of San Jose & Christina Garcia of Bell Gardens, and AB 2449, authored by Assemblywoman Blanca Rubio of West Covina, both of which would reform the Brown Act. Ms. Sepulveda explained the Brown Act and mentioned that many local agencies subject to the Brown Act met remotely and used flexibilities that waived the teleconferencing requirements in the last two years of the pandemic. She noted that it clearly demonstrated that meeting virtually was not only possible but vital for public agencies to continue conducting the people's work and for the public to engage their elected representatives. She stated that AB 1944 and AB 2449 would seek to codify these practices and modernize teleconferencing provisions. Ms. Sepulveda also mentioned that in addition to offering support for AB 1944 and AB 2449, staff recommends proposing a couple of amendments and briefly listed those to the committee members. Ms. Sepulveda concluded her report by emphasizing that it's essential to support these bills early to signal to the Legislature that there is a critical need to reform the Brown Act.

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

Hon. Steve Manos, Lake Elsinore, District 63, began his comments by sharing his reasons for supporting both bills and the staff's support recommendation. He also shared that he favored AB



1944 more because of its flexibility. Vice Chair Huang agreed with Hon. Manos comments and noted she also supports both bills and suggested noting them as an urgent matter.

No additional comments or questions were made by the committee members.

A MOTION was made (Pollock) to SUPPORT AB 1944 & AB 2449, the Brown Act Reform. The MOTION was SECONDED (Shapiro) and APPROVED by a majority roll call vote as follows:

AYES: Clark, Harnik, Huang, Lorimore, Manos, Navarro, Pollock, Shapiro, Solache and Wagner (10)

NOES: None (0)

ABSTAIN: None (0)

7. Public Participation Plan Comments and Responses

Vice Chair Huang opened the Public Comment Period for item #7. Seeing and hearing no public comment speakers, Chair Wapner closed the public comment period.

Ms. Sarah Patterson, Regional Services Manager, presented the Public Participation Plan (PPP). She reminded the Committee that the PPP draft copy was last brought to the LCMC in November for release of public comment and reported that the public comment period had ended since then. She noted that SCAG went through each public comment and provided responses to each. She asked the Committee to forward the PPP to the Regional Council with a recommendation to approve.

Vice Chair Huang opened the floor to the committee members for questions or comments. Seeing and hearing no questions or comments from the committee members, Vice Chair Huang moved to entertain a motion.

A MOTION was made (Pollock) to APPROVE the proposed edits to the Draft Public Participation Plan and recommended that the resulting Proposed Final Public Participation Plan be submitted to the Regional Council for adoption. The MOTION was SECONDED (Manos) and APPROVED by a majority roll call vote as follows:

AYES: Clark, Harnik, Huang, Lorimore, Manos, Navarro, Pollock, Shapiro, Solache and Wagner (10)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEMS

8. Legislative Advocacy Update

Vice Chair Huang opened the Public Comment Period for item #8. Seeing and hearing no public comment speakers, Vice Chair Huang closed the public comment period.

Mr. Kevin Gilhooley, Legislation Manager, provided the Committee members with an update on SCAG's most recent legislative advocacy activities. Mr. Gilhooley provided a verbal report on the agency's Infill Infrastructure Grant request, Housing Element deadline extension request, and advocacy meetings.

Vice Chair Huang opened the floor to the committee members for questions or comments. Seeing and hearing no questions or comments from the committee members, Vice Chair Huang asked staff if SCAG had requested that any legislators write a joint letter to the Housing Chair requesting a hearing on the state of Housing Element updates in the SCAG region. Mr. Gilhooley addressed Vice Chair Huang's question.

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

Ms. Javiera Cartagena, Director of Government and Public Affairs, began by providing general event details on SCAG's General Assembly (GA), slated for May 5 and 6, 2022, at the JW Marriott in Palm Desert.

Ms. Cartagena also shared that SCAG and the Santa Barbara County Association of Governments (SBCAG) held a joint meeting last Wednesday and briefly provided a list of presentations SCAG provided during the meeting.

Ms. Cartagena also announced that Sarah Patterson had been appointed to Manager of Regional Services effective February 21, 2022, and asked that we welcome her into her new role at SCAG. She also thanked Jonathan Hughes, Regional Affairs Officer, for serving as acting Regional Services Manager during the recruitment process.

Ms. Cartagena also shared that the Government and Public Affairs division was actively recruiting for a Manager of Communications and a Public Affairs Specialist and noted that those job posts could be found on SCAG's website. Ms. Cartagena concluded her report by mentioning that the Work@SCAG hybrid models started yesterday, noting there was about 100 staff in the office today for the first time in two years.

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

There were no announcements.

ADJOURNMENT

There being no further business, Vice Chair Huang adjourned the Legislative/Communications and Membership Committee meeting at 9:58 a.m.

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

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AGENDA ITEM 2
REPORT

Southern California Association of Governments
Remote Participation Only
April 19, 2022

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: SCAG Memberships and Sponsorships

RECOMMENDED ACTION:

Approve up to \$32,500 for memberships and sponsorships with the 1) National Association of Regional Councils (\$27,500) and 2) California Contract Cities Association – 2022 Annual Municipal Seminar (\$5,000).

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The Legislative/Communications and Membership Committee (LCMC) is asked to approve up to \$32,500 to retain membership with the 1) National Association of Regional Councils (\$27,500) and sponsor the 2) Contract Cities Association’s 2022 Annual Municipal Seminar (\$5,000).

BACKGROUND:

Item 1: National Association of Regional Councils
Type: Membership **Amount:** \$27,500

The National Association of Regional Councils (NARC) is the leading advocate for Metropolitan Planning Organizations (MPO) in Washington, D.C. NARC serves as the national voice for regionalism by advocating for regional cooperation as the most effective way to address various community planning and development opportunities and issues. NARC’s member organizations are composed of multiple local governments that work together to serve American communities – large and small, urban and rural. NARC regularly provides solutions that positively impact American communities through effective inter-jurisdictional cooperation.

The annual dues are \$27,500. SCAG has been an active member of NARC throughout the years and recommends continuing to do so as this organization is consistent with SCAG’s core responsibilities

and Mission. LCMC Chair Alan Wapner serves as a Member of the NARC Board of Directors. As a national public interest organization, NARC works with and through its members to:

- Shape federal policy that recognizes the increased value of local intergovernmental cooperation;
- Advocate effectively for the role of regional councils in the coordination, planning, and delivery of current and future federal programs;
- Provide research and analysis of key national issues and developments that impact members; and
- Offer high-quality learning and networking opportunities for regional organizations through events, training, and technical assistance.

Item 2: Contract Cities Association’s 2022 Annual Municipal Seminar

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

California Contract Cities Association (CCCA) is a network of member cities united for a common cause. The goal of the CCCA is to serve as an advocate for cities contracting for municipal services and to ensure they receive these services at a minimum cost. Through educational seminars, networking opportunities, and partnerships with numerous public, private, and not-for-profit organizations, the Association provides meaningful resources to influence policy decisions affecting member cities. The Association is composed of 73 member cities and represents more than 7.5 million residents from across California.

Every year, the CCCA hosts an Annual Municipal Seminar, where they discuss current events and relevant topics affecting the cities in the region. Associate Members are also given the opportunity to participate with an exhibitor booth on Friday and Saturday. This year’s theme is “strength through collaboration.” They are formatting our conference similar to how they have held past annual conferences. The 2022 Annual Municipal Seminar will start with a Golf Tournament on Thursday, May 12, 2022, and a Welcome Reception at 5 pm that evening. Then, the discussion sessions will be hosted on Friday, May 13, from 8 am to about 2 pm. Breakfast and lunch are included with Friday’s program. The sessions will continue on Saturday, May 14, from 8 am to 2 pm, and then they will have the installation of the incoming President that evening at 6 pm. Breakfast, lunch, and dinner are included in Saturday’s program. There will be a getaway breakfast on Sunday, May 15.

FISCAL IMPACT:

\$32,500 for membership in the National Association of Regional Councils and sponsorship of the Contract Cities Association’s 2022 Annual Municipal Seminar is included in the approved FY 22-23 General Fund budget.



AGENDA ITEM 3
REPORT

Southern California Association of Governments
Remote Participation Only
April 19, 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: Federal Appropriations and Budget Update

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

This report provides a summary on the Fiscal Year (FY) 2022 appropriations package, the federal earmarks process, and President Joe Biden’s budget request for FY 2023.

BACKGROUND:

Federal Appropriations Update

Since the start of the fiscal year, which started on October 1, 2021, the federal government has operated under Continuing Resolutions (CR) that maintain funding levels authorized in the last weeks of the Trump administration. To avoid a shutdown, Congress approved various CRs through March 15, 2022, including a last-minute four-day extension, while they finished negotiating the FY 2022 Omnibus Appropriations Act (H.R. 2471). The spending package originally contained funding for the remainder of FY 2022 through October 2022, \$15.6 billion in COVID preparedness funding, and \$13.6 billion in military and humanitarian aid to Ukraine. However, President Biden’s requested COVID funding to cover therapies, vaccines, and research was dropped after pushback from Democratic members and state governors because \$7 billion came from previously unallocated COVID relief funds to state governments.

The House split up the question of passing H.R. 2471 into two parts. On March 9, 2022, the House voted to approve the omnibus by a vote of 361-69 for the first part and 260-171-1 for the second part. One was selected to garner more Republican votes with a few progressive Democratic defections, and the other was designed to garner almost all Democratic votes and a couple dozen

Republican votes. On March 10, 2022, the Senate passed H.R. 2471 by a vote of 68 to 31, with all 50 Democrats and 18 Republicans voting “yes.” Finally, President Biden signed the FY 2022 Omnibus Appropriations Act on March 15, 2022. The omnibus makes significant investments in several areas. Highlights include:

- U.S. Department of Transportation (DOT): \$102.9 billion in total budgetary resources, which includes regular appropriations and money drawn from transportation trust funds. This is \$16.2 billion more than in FY 2021.
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program (formerly BUILD and TIGER): \$775 million for FY 2022. This is in addition to the \$1.5 billion provided by the bipartisan infrastructure law, the Infrastructure Investment and Jobs Act (IIJA), for FY 2022 RAISE grants. The maximum award size under the omnibus for RAISE projects is \$45 million.
- Federal Railroad Administration: \$3.3 billion for FY 2022. \$625 million is for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program in addition to the \$1 billion made available by the IIJA for FY 2022. Of this \$625 million, nearly \$121 million is set aside for earmarked projects. It also provides \$2.3 billion for Amtrak, \$331 million above FY 2021.
- Maritime Administration: \$1.3 billion for FY 2022, which is \$81 million above FY 2021. This includes \$234 million for the Port Infrastructure Development Program grant program and is in addition to the \$450 million provided by the IIJA. Of the amount made available by the omnibus, at least \$209 million must go toward coastal seaport or Great Lakes port projects.
- Bridges: \$1.1 billion in bridge formula funding to replace and rehabilitate bridges distributed based on a state’s percentage of bridges in poor condition. This distribution formula is different from the bridge formula program under the IIJA, which provides funding according to a state’s share of the cost to replace all U.S. bridges in poor condition and rehabilitate bridges in fair condition. This program received \$5.5 billion under the IIJA for FY 2022.
- U.S. Department of Housing and Urban Development (HUD): \$53.7 billion for FY 2022, an increase of \$4 billion above FY 2021.
- Thriving Communities Program: \$30 million for this newly created program between DOT and HUD to provide technical assistance, planning, and capacity building to rural and urban underserved communities in need of improved transportation systems and to address historical inequities.
- Tenant-Based Rental Assistance: \$27.4 billion for rental assistance serving 2.3 million very low- and extremely low-income households. Of this, \$200 million is to expand housing assistance for up to 25,000 low-income families at risk of homelessness.
- Community Planning and Development: \$10 billion for FY 2022, an increase of \$1.75 billion above FY 2021. This includes \$3.3 billion for Community Development Block Grants and \$1.5 billion for the HOME Investment Partnerships Program, an increase of \$150 million above FY 2021.

Attention has now turned to the rapidly approaching deadline to pass the FY 2023 appropriations bills by October 1, 2022. President Biden initiated this process when he submitted his FY 2023 Budget Request to Congress on March 28, 2022. More details on the budget are below.

SCAG Secures Federal Earmark

“Earmarks” returned in FY 2022, appearing in the Omnibus Appropriations Act (H.R. 2471) for the first time since they were banned by the House Republican Majority in 2011. There were several reforms to process including a name change. They are now referred to as “Community Project Funding.” There is also a ban on directing funding to for-profit grantees. Members of Congress may only make requests on behalf of state or local governmental grantees and eligible non-profits. Furthermore, all requests must be posted online, and lawmakers and their immediate families must certify that they have no financial interest in the sponsored projects.

After the announcement, SCAG staff immediately began to work with our congressional delegation and submitted applications for three initiatives: (1) Highways to Boulevards Regional Study, (2) Mobility Wallet Demonstration and Research Study, and (3) Tri-Connect SoCal Freight Initiative. On October 18, 2021, SCAG staff was notified that the \$480,000 Community Project Funding request for the Highways to Boulevard Regional Study was sponsored by Senator Dianne Feinstein (D-CA) and Senator Alex Padilla (D-CA) and included in the Senate’s FY 2022 appropriations package. The Senate’s version of the appropriations bills was consolidated into the final omnibus that was cleared into law with President Biden’s signature on March 15, 2022.

The Highways to Boulevard Regional Study will identify and evaluate urban highways within the six-county SCAG region that could be converted to city streets that better fit the context of their surroundings, particularly within environmental justice areas and disadvantaged communities. A Highways to Boulevards Regional Study can offer a path for communities to reknit by replacing aging highways with city streets. Many of these communities experience higher than average transit ridership and lower than average vehicle ownership. Yet, the transportation system that serves the community is entirely focused on motor vehicle throughput.

Federal Budget Update

On March 28, 2022, President Biden released the \$5.8 trillion budget request for FY 2023. The White House budget focuses on “fiscal responsibility, safety and security at home and abroad, and a commitment to building a better America.” The Biden administration provides \$13.6 billion for public transportation, a \$607 million increase from the FY 2022 enacted level. Furthermore, the administration proposes \$4.7 billion for passenger and freight rail programs, a \$1.3 billion increase over FY 2022. When combined with the advance appropriations included in bipartisan infrastructure law, the President requests \$21.1 billion for public transit and \$17.9 billion for passenger and freight rail in FY 2023. Here are a few other budget highlights:

- \$2.9 billion for Capital Investment Grants (CIG), plus \$1.6 billion in advance appropriations under the IJJA to provide a significant investment in the construction of major capital projects and new and expanded transit service.
- \$230 million for the Port Infrastructure Development Program for grants to improve port infrastructure and facilities.
- \$1.5 billion for RAISE discretionary grants and the new National Infrastructure Project Assistance (Mega) Grant program, which provide an opportunity to invest in the Nation's surface transportation infrastructure, including roads and highways, public transportation facilities, freight and passenger rail, and port infrastructure.
- \$3 billion for the Highway Safety Improvement Program, which seeks to reduce the number of lives lost on the nation's highways, bridges, and roads.
- \$49.8 million for Vehicle Safety Research, to study vehicle improvements and other technological advances that can better protect people in a crash and reduce the likelihood of crashes.
- \$350 million for the Rural Surface Transportation Grant Program.
- \$1 billion for the new National Electric Vehicle Infrastructure Formula Program in advanced appropriations to create a national network of convenient, affordable, and reliable electric vehicle charging stations. Also included is \$400 million for the Charging and Fueling Infrastructure Grants Program to further increase electric vehicle charging access throughout the country, including in rural and underserved communities.
- \$1.3 billion in carbon reduction formula funds to help states reduce emissions, and \$12 million to research alternate fuels in aviation.
- \$27.5 million for the Corporate Average Fuel Economy (CAFE) program to support establishment of the next phase of CAFE standards for light vehicles and maximum fuel efficiency standards for medium- and heavy-duty trucks.
- \$110.7 million for the Thriving Communities program, which will provide technical assistance and capacity building to help disadvantaged communities advance transformative, equitable and climate-friendly infrastructure projects.

FISCAL IMPACT:

Work associated with the Federal Appropriations and Budget Update is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. Hon. Feinstein and Hon. Padilla.Thank You Letter.CPF



March 30, 2022

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

The Honorable Dianne Feinstein
Senator of California
331 Hart Senate Office Building
Washington, D.C. 20510

The Honorable Alex Padilla
Senator of California
112 Hart Senate Office Building
Washington, D.C. 20510

Subject: Thank You for Supporting the Southern California Association of Governments’ Highways to Boulevards Regional Study Request for Community Project Funding

Dear Senator Feinstein and Senator Padilla:

On behalf of the Southern California Association of Governments (SCAG), the nation’s largest metropolitan planning organization (MPO) representing six counties, 191 cities, and 19 million residents, I want to express my sincere gratitude to you for sponsoring SCAG’s Community Project Funding request for the Highways to Boulevard Regional Study. This funding was included in the “Consolidated Appropriations Act” (H.R. 2471) for Fiscal Year 2022, which was signed by President Joe Biden on March 15, 2022.

Because of your efforts, SCAG has secured \$480,000 in funding for the Highways to Boulevard Regional Study. The study will identify and evaluate urban highways within the six-county SCAG region that could be converted to city streets that better fit the context of their surroundings, particularly within environmental justice areas and disadvantaged communities.

Completing this regional study will further SCAG’s efforts to advance planning that addresses longstanding inequities in Environmental Justice Areas, Disadvantaged Communities, and Communities of Concern. Many of these communities experience higher than average transit ridership and lower than average vehicle ownership; yet the transportation system that serves the community is entirely focused on motor vehicle through-put. A Highways to Boulevards Regional Study can offer a path for communities to reknit by replacing aging highways with city streets.

We would also like to express our appreciation to your staff, especially Elisabeth Fox, Rishi Sahgal, and Zac Commins, for collaboratively working with our staff during this process. SCAG applauds you for advancing our Community Project Funding request. Please do not hesitate to call upon us if we can be of assistance to you in any way.

Sincerely,

Kome Ajise
Executive Director

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
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- Executive/Administration
Clint Lorimore, Eastvale
- Community, Economic & Human Development
Jorge Marquez, Covina
- Energy & Environment
David Pollock, Moorpark
- Transportation
Art Brown, Buena Park

Attachment: Hon. Feinstein and Hon. Padilla.Thank You Letter.CPF (Federal Appropriations and Budget Update)



AGENDA ITEM 4
REPORT

Southern California Association of Governments
Remote Participation Only
April 19, 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 226 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 in January, and budget negotiations will continue to ramp up as we approach the June deadline to pass the budget. The bill introduction deadline, on February 18, 2022, was the only major legislative deadline before the start of the Spring Recess on April 7, 2022.

Legislators reconvened from Spring Recess on April 18, 2022. Upon reconvening from Spring Recess, the legislature will face various policy and fiscal bill committee deadlines, culminating with the deadline for bills to pass in their house of origin on May 27, 2022.



The table below highlights upcoming legislative deadlines:

Date	Deadline
April 7, 2022	Spring Recess begins upon adjournment.
April 18, 2022	Legislature reconvenes from Spring Recess.
April 29, 2022	Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house.
May 6, 2022	Last day for policy committees to hear and report to the floor nonfiscal bills introduced in their house.
May 13, 2022	Last day for policy committees to meet prior to May 31.
May 20, 2022	Last day for fiscal committees to hear and report to the floor bills introduced in their house. Last day for fiscal committees to meet prior to May 31.
May 23-May 27, 2022	Floor session only.
May 27, 2022	Last day for each house to pass bills introduced in that house.

FISCAL IMPACT:

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

ATTACHMENT(S):

1. LCMC - 04192022 - Legislative Tracking Report - Bill Report

SCAG Bill Report 4/12/2022

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

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

Introduced: 1/3/2022

Last Amend: 3/9/2022

Status: 3/30/2022-Set for hearing April 20.

Location: 1/19/2022-S. ED.

Calendar: 4/20/2022 9 a.m. - 1021 O Street, Room 2200 SENATE EDUCATION, LEYVA, Chair

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

Position

Broadband

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

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

Introduced: 2/18/2022

Status: 3/17/2022-Referred to Com. on C. & C.

Location: 3/17/2022-A. C. & C.

Calendar: 4/27/2022 1:30 p.m. - State Capitol, Room 437 ASSEMBLY COMMUNICATIONS AND CONVEYANCE, QUIRK-SILVA, Chair

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

Position

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

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

Introduced: 2/18/2022

Last Amend: 4/6/2022

Status: 4/7/2022-Re-referred to Com. on C. & C.

Location: 3/17/2022-A. C. & C.

Calendar: 4/27/2022 1:30 p.m. - State Capitol, Room 437 ASSEMBLY COMMUNICATIONS AND CONVEYANCE, QUIRK-SILVA, Chair

Summary: Current law requires all contracts for the acquisition of information technology goods and services related to information technology projects, as defined, to be made by or under the supervision of the Department of Technology, which also has the final authority in the determination of information technology procurement policy. This bill, the Affordable Internet and Net Equality Act of 2022, would require the Department of Technology, in coordination with the Public Utilities Commission and the Department of General Services, to develop and establish the Net Equality Program. The bill would require the state and state agencies to only do business with an internet service provider offering affordable home internet service to households participating in certain public assistance

programs, as specified. The bill would define affordable home internet service to mean internet service costing no more than \$40 per month and that meets specified minimum speed requirements.

Position

[AB 2752](#) (Wood D) Broadband infrastructure: mapping.

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

Introduced: 2/18/2022

Status: 3/17/2022-Referred to Com. on C. & C.

Location: 3/17/2022-A. C. & C.

Calendar: 4/27/2022 1:30 p.m. - State Capitol, Room 437 ASSEMBLY COMMUNICATIONS AND CONVEYANCE, QUIRK-SILVA, Chair

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

Position

[AB 2753](#) (Reyes D) Communications: Digital Equity Bill of Rights.

Current Text: Amended: 3/24/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 3/24/2022

Status: 4/7/2022-From committee: Do pass and re-refer to Com. on JUD. (Ayes 9. Noes 0.) (April 6). Re-referred to Com. on JUD.

Location: 4/6/2022-A. JUD.

Summary: Current law requires the Public Utilities Commission to develop, implement, and administer the California Advanced Services Fund 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 communications technologies, as specified. This bill the Digital Equity Bill of Rights, would state that it is the policy of the state, to ensure digital equity for all residents of the state, that residents shall have the right to broadband that meets specific requirements, and that broadband internet subscribers benefit from equal access to broadband internet service. The bill would require the commission, on or before January 1, 2025, to adopt rules to facilitate equal access to broadband internet service, as specified, and require that any rules adopted by the commission promote equal access to robust broadband internet service by prohibiting deployment discrimination, as specified.

Position

CEQA

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

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

Introduced: 2/18/2021

Last Amend: 3/22/2022

Status: 3/22/2022-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS.

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

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

Position

[AB 1952](#) (Gallagher R) Infill Infrastructure Grant Program of 2019.

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

Introduced: 2/10/2022

Status: 2/18/2022-Referred to Coms. on H. & C.D. and NAT. RES.

Location: 2/18/2022-A. H. & C.D.

Summary: Would exempt from the requirements of CEQA a project financed pursuant to the Infill Infrastructure Grant Program of 2019, and would make all legal actions, proceedings, and decisions undertaken or made pursuant to the program exempt from CEQA. The bill would also make nonsubstantive changes to the program by renumbering a code section and updating erroneous cross references.

Position

[AB 2445](#) ([Gallagher R](#)) California Environmental Quality Act: affordable housing: judicial review: bonds.

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

Introduced: 2/17/2022

Last Amend: 4/5/2022

Status: 4/6/2022-Re-referred to Com. on NAT. RES.

Location: 3/3/2022-A. NAT. RES.

Calendar: 4/18/2022 2:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, RIVAS, LUZ, Chair

Summary: The California Environmental Quality Act (CEQA) establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. Current law, in a civil action, including an action brought pursuant to CEQA, brought by a plaintiff challenging a housing project that is a development project meeting or exceeding the requirements for low- or moderate-income housing and in bringing the action or seeking relief has the effect of preventing or delaying the project, authorizes the defendant to apply to the court by noticed motion, on specified grounds, for an order requiring the plaintiff to furnish an undertaking as security for costs and damages that may be incurred by the defendant. This bill would authorize the court, upon motion or on its own motion, to require a person seeking judicial review of the decision of a lead agency made pursuant to CEQA to carry out or approve an affordable housing project to post a bond to cover the costs and damages to the affordable housing project incurred by the respondent or real party in interest.

Position

[AB 2485](#) ([Choi R](#)) California Environmental Quality Act: exemption: emergency shelters and supportive housing.

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

Introduced: 2/17/2022

Status: 3/10/2022-Referred to Coms. on NAT. RES. and H. & C.D.

Location: 3/10/2022-A. NAT. RES.

Summary: CEQA includes exemptions from its environmental review requirements for numerous categories of projects. This bill would exempt from the requirements of CEQA emergency shelters and supportive housing, as defined.

Position

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

Current Text: Amended: 3/24/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 3/24/2022

Status: 3/28/2022-Re-referred to Com. on H. & C.D.

Location: 3/24/2022-A. H. & C.D.

Calendar: 4/20/2022 9 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

Summary: The Housing Accountability Act, prohibits a local agency from disapproving a housing development project, as described, unless it makes certain written findings based on a preponderance of the evidence in the record. The act defines "disapprove the housing development project" as including any instance in which a local agency either votes and disapproves a proposed housing development project application, including any required land use approvals or entitlements necessary for the issuance of a building permit, or fails to comply with specified time periods. Current law, the California Environmental Quality Act (CEQA), requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if the lead agency finds that the project will not have that effect. This bill would define "disapprove the housing development project" as also including any instance in which

a local agency denies a project an exemption from CEQA for which it is eligible, as described, or requires further environmental study to adopt a negative declaration or addendum for the project or to certify an environmental impact report for the project when there is a legally sufficient basis in the record before the local agency to adopt a negative declaration or addendum or to certify an environmental impact report without further study.

Position

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

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

Introduced: 1/27/2022

Last Amend: 3/21/2022

Status: 3/31/2022-Set for hearing April 25.

Location: 3/2/2022-S. E.Q.

Calendar: 4/25/2022 9 a.m. - 1021 O Street, Room 2100 SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair

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

Position

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

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

Introduced: 2/3/2022

Last Amend: 4/4/2022

Status: 4/6/2022-Set for hearing April 18.

Location: 3/28/2022-S. APPR.

Calendar: 4/18/2022 9 a.m. - 1021 O Street, Room 1200 SENATE APPROPRIATIONS, PORTANTINO, Chair

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 specify that the requirement that the bicycle transportation plan is for an urbanized area or urban cluster, as designated by the United States Census Bureau. The bill would extend the exemption to an active transportation plan or pedestrian plan in an urbanized area or urban cluster. The bill would define "active transportation plan" and "pedestrian plan." The bill would specify that individual projects that are a part of an active transportation plan or pedestrian plan remain subject to the requirements of CEQA unless those projects are exempt by another provision of law.

Position

Support

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

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

Introduced: 2/16/2022

Last Amend: 4/5/2022

Status: 4/5/2022-Set for hearing April 26 in JUD. pending receipt. From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.

Location: 3/23/2022-S. E.Q.

Calendar:

4/20/2022 1:30 p.m. - 1021 O Street, Room 2100 SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair

4/26/2022 1:30 p.m. - 1021 O Street, Room 1200 SENATE JUDICIARY, UMBERG, Chair

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment

or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA authorizes a court, in an action or proceeding brought challenging the determination, finding, or decision of a public agency on the ground of noncompliance with CEQA, to enter, among other things, an order to void the determination, finding, or decision, in whole or in part. This bill would instead authorize a court to enter such an order in an action or proceeding if the court finds that the determination, finding, or decision of a public agency was made with a prejudicial lack of compliance, as defined, with CEQA.

Position

City Attorney

[AB 2766](#) (Maienschein D) Unfair Competition Law: enforcement powers: investigatory subpoena.
Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)
Introduced: 2/18/2022
Status: 3/17/2022-Referred to Com. on JUD.
Location: 3/17/2022-A. JUD.
Calendar: 4/19/2022 8 a.m. - State Capitol, Room 437 ASSEMBLY JUDICIARY, STONE, Chair
Summary: Would grant the investigatory power granted to the Attorney General as a head of a department to the city attorney of any city having a population in excess of 750,000, to the county counsel of any county within which a city has a population in excess of 750,000, or to a city attorney of a city and county, when the city attorney or county counsel reasonably believes that there may have been a violation of the UCL. This bill contains other existing laws.

Position

City Clerk

[AB 1944](#) (Lee D) Local government: open and public meetings.
Current Text: Introduced: 2/10/2022 [html](#) [pdf](#)
Introduced: 2/10/2022
Status: 2/18/2022-Referred to Com. on L. GOV.
Location: 2/18/2022-A. L. GOV.
Summary: Current law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would specify that if a member of a legislative body elects to teleconference from a location that is not public, the address does not need to be identified in the notice and agenda or be accessible to the public when the legislative body has elected to allow members to participate via teleconferencing.

Position

[AB 2449](#) (Rubio, Blanca D) Open meetings: local agencies: teleconferences.
Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)
Introduced: 2/17/2022
Status: 3/3/2022-Referred to Com. on L. GOV.
Location: 3/3/2022-A. L. GOV.
Summary: Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would authorize a local agency to use teleconferencing without complying with those specified teleconferencing requirements if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. The bill would impose prescribed requirements for this exception relating to notice, agendas, the means and manner of access, and procedures for disruptions. The bill would require the legislative body to implement a procedure for receiving and

swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with federal law.

Position

AB 2557 (Bonta, Mia D) Peace officers: records.

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

Introduced: 2/17/2022

Status: 4/5/2022-In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 3/10/2022-A. PUB. S.

Calendar: 4/19/2022 9 a.m. - State Capitol, Room 126 ASSEMBLY PUBLIC SAFETY, JONES-SAWYER, Chair

Summary: Would make records and information obtained from records maintained by an agency or body established by a city, county, city and county, local government entity, state agency, or state department for the purpose of civilian oversight of peace officers subject to disclosure pursuant to the California Public Records Act. The bill would require those records to be redacted only as specified. By increasing duties on local entities, this bill would create a state-mandated local program.

Position

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

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

Introduced: 2/18/2022

Status: 3/10/2022-Referred to Com. on ELECTIONS.

Location: 3/10/2022-A. ELECTIONS

Calendar: 4/27/2022 9 a.m. - State Capitol, Room 444 ASSEMBLY ELECTIONS, BRYAN, Chair

Summary: Current law requires a recall election to include the question of whether the officer sought to be recalled shall be removed from office and an election for the officer's successor in the event the officer is removed from office. This bill would instead require a recall election for a local officer to include only the question of whether the officer sought to be recalled shall be removed from office. If a local officer is successfully removed from office in a recall election, the bill would provide that the office becomes vacant and would require it to be filled according to law.

Position

AB 2647 (Levine D) Local government: open meetings.

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

Introduced: 2/18/2022

Status: 3/10/2022-Referred to Coms. on L. GOV. and JUD.

Location: 3/10/2022-A. L. GOV.

Summary: The Ralph M. Brown Act requires the meetings of the legislative body of a local agency to be conducted openly and publicly, with specified exceptions. Current law makes agendas of public meetings and other writings distributed to the members of the governing board disclosable public records, with certain exceptions. Current law requires a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates. This bill would instead require a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates or post the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.

Position

AB 2788 (Mathis R) Public records.

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

Introduced: 2/18/2022

Last Amend: 3/17/2022

Status: 3/21/2022-Re-referred to Com. on JUD.

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

Summary: The California Public Records Act requires state and local agencies to make their records available for public inspection, except as provided. Current law declares that public records are open to inspection during the office hours of the state or local agency and every person has a right to inspect any public record, except as specified. Current law requires each agency, upon a request for a copy of records, within 10 days from receipt of the request, to determine whether the request, in whole or in part, seeks copies of disclosable public records in the possession of the agency and to promptly notify

the person making the request of the determination and the reasons therefor. This bill would extend that 10-day deadline to 10 business days.

Position

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

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

Introduced: 2/8/2022

Last Amend: 4/4/2022

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

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

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

Position

SB 1100 (Cortese D) Open meetings: orderly conduct.

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

Introduced: 2/16/2022

Last Amend: 4/7/2022

Status: 4/7/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on JUD.

Location: 3/17/2022-S. JUD.

Calendar: 4/19/2022 1:30 p.m. - 1021 O Street, Room 1200 SENATE JUDICIARY, UMBERG, Chair

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

Position

Climate Bonds

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

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

Introduced: 2/17/2022

Last Amend: 3/21/2022

Status: 4/5/2022-From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 11. Noes 2.) (April 5). Re-referred to Com. on NAT. RES.

Location: 4/5/2022-A. NAT. RES.

Calendar: 4/25/2022 2:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, RIVAS, LUZ, Chair

Summary: Would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022, which, if approved

Attachment: LCMC - 04192022 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

by the voters, would authorize the issuance of bonds in the amount of \$7,430,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, and workforce development programs.

Position

Climate Change

[AB 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

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

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

Introduced: 1/12/2022

Last Amend: 3/23/2022

Status: 3/24/2022-Re-referred to Com. on APPR.

Location: 3/21/2022-A. APPR.

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

Position

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

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

Introduced: 1/18/2022

Last Amend: 3/9/2022

Status: 4/7/2022-VOTE: Do pass as amended, but first amend, and re-refer to the Committee on [Natural Resources and Water] (PASS)

Location: 4/7/2022-S. N.R. & W.

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. Current 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" to mean projects that address sea level rise, extreme heat, extreme cold, the risk of wildfire, drought, and the risk of flooding, as specified.

Position

[SB 867](#) (Laird D) Sea level rise planning: database.

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

Introduced: 1/24/2022

Status: 4/5/2022-Read second time. Ordered to third reading.

Location: 4/5/2022-S. THIRD READING

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

Position

Economic Development

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

Current Text: Amended: 3/24/2022 [html](#) [pdf](#)

Introduced: 2/8/2022

Last Amend: 3/24/2022

Status: 3/28/2022-Re-referred to Com. on REV. & TAX.

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

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

Position

[AB 2164](#) (Lee D) Disability access: funding.

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

Introduced: 2/15/2022

Last Amend: 3/23/2022

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

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

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

Position

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

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

Introduced: 2/16/2022

Status: 3/3/2022-Referred to Com. on J., E.D., & E.

Location: 3/3/2022-A. J., E.D. & E.

Calendar: 4/26/2022 9 a.m. - State Capitol, Room 127 ASSEMBLY JOBS, ECONOMIC DEVELOPMENT, AND THE ECONOMY, CERVANTES, Chair

Summary: Current law establishes the Community Economic Resilience Fund Program within the Workforce Services Branch of the Employment Development Department within the Labor and Workforce Development Agency. Current law requires the branch and the Inter-Agency Leadership Team, comprised of the Labor and Workforce Development Agency, the Office of Planning and Research, and the Governor's Office of Business and Economic Development, to administer the program. Current law makes the team jointly responsible for planning, oversight, and decisionmaking, as specified, and sets forth the specifics of the team's composition and duties. This bill would, among other things, require the Inter-Agency Leadership Team to include policies for grant funds to fund business and workforce investments in multiple sectors, state and federal recognized apprenticeship

and preapprenticeship programs, and other workforce programs that support career pathways to high road jobs, require collaboratives to engage local and regional planning efforts, and require the Workforce Services Branch to make available copies of the reports on the internet websites of each agency of the Inter-Agency Leadership Team within 30 days of submitting the reports.

Position

AB 2376 (Petrie-Norris D) Small business assistance: one-stop capital shop platform.

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

Introduced: 2/17/2022

Last Amend: 3/17/2022

Status: 3/21/2022-Re-referred to Com. on J.,E.D., & E.

Location: 3/17/2022-A. J., E.D. & E.

Calendar: 4/26/2022 9 a.m. - State Capitol, Room 127 ASSEMBLY JOBS, ECONOMIC DEVELOPMENT, AND THE ECONOMY, CERVANTES, Chair

Summary: The Economic Revitalization Act establishes the Governor's Office of Business and Economic Development, also known as "GO-Biz," in state government within the Governor's office under the control of a director. The act requires GO-Biz to serve as the Governor's lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. This bill would require GO-Biz, on or before July 1, 2023, to create a "one-stop capital shop" online platform to assist small businesses in accessing safe funding opportunities and to reduce barriers in access to affordable capital.

Position

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

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

Introduced: 2/18/2022

Last Amend: 3/28/2022

Status: 3/29/2022-Re-referred to Com. on A.,E.,S.,T., & I.M.

Location: 3/24/2022-A. A.,E.,S.,T., & I.M.

Calendar: 4/19/2022 9 a.m. - State Capitol, Room 444 ASSEMBLY ARTS, ENTERTAINMENT, SPORTS, TOURISM, AND INTERNET MEDIA, BOERNER HORVATH, Chair

Summary: Would establish minimum crowd safety standards for large outdoor events, would require a local authority, as defined, to adopt those standards, and would require a promoter to develop an event operations plan before receiving a permit to host a large outdoor event. The bill would authorize a local authority to charge a promoter a reasonable fee for the cost of the review and approval of the plan. The bill would require a local authority to issue a permit for a large outdoor event, as defined, upon a promoter's satisfactory completion of the plan. By imposing these requirements on local government, this bill would impose a state-mandated local program.

Position

SB 440 (Dodd D) Applications for licenses: procedural requirements.

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

Introduced: 2/16/2021

Last Amend: 1/3/2022

Status: 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

SB 980 (Wiener D) Alcoholic beverage licenses.

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

Introduced: 2/10/2022

Status: 2/23/2022-Referred to Com. on G.O.

Location: 2/23/2022-S. G.O.

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

Position

Emergency Management

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

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

Introduced: 1/27/2022

Last Amend: 3/21/2022

Status: 4/5/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 4). Re-referred to Com. on APPR.

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

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

Position

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

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

Introduced: 2/17/2022

Last Amend: 3/16/2022

Status: 3/17/2022-Re-referred to Com. on E.M.

Location: 3/10/2022-A. EMERGENCY MANAGEMENT

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

Position

Employee Relations

AB 1890 (Choi R) Income taxes: credits: COVID-19 supplemental paid sick leave.

Current Text: Amended: 3/10/2022 [html](#) [pdf](#)

Introduced: 2/9/2022

Last Amend: 3/10/2022

Status: 3/17/2022-In committee: Hearing postponed by committee.

Location: 3/10/2022-A. REV. & TAX

Attachment: LCMC - 04192022 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

Summary: The Personal Income Tax Law and Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill, for taxable years beginning on or after January 1, 2021, and before January 1, 2023, would allow a credit against the taxes imposed by those laws to employers, as specified, for the expenses of complying with specified COVID-19 supplemental paid sick leave requirements.

Position

AB 1949 (Low D) Employees: bereavement leave.

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

Introduced: 2/10/2022

Last Amend: 3/30/2022

Status: 3/31/2022-Re-referred to Com. on APPR.

Location: 3/29/2022-A. APPR.

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

Position

AB 1993 (Wicks D) Employment: COVID-19 vaccination requirements.

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

Introduced: 2/10/2022

Status: 3/29/2022-In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 2/10/2022-A. L. & E.

Summary: Would require an employer to require each person who is an employee or independent contractor, and who is eligible to receive the COVID-19 vaccine, to show proof to the employer, or an authorized agent thereof, that the person has been vaccinated against COVID-19. This bill would establish an exception from this vaccination requirement for a person who is ineligible to receive a COVID-19 vaccine due to a medical condition or disability or because of a sincerely held religious belief, as specified, and would require compliance with various other state and federal laws. The bill would require proof-of-vaccination status to be obtained in a manner that complies with federal and state privacy laws and not be retained by the employer, unless the person authorizes the employer to retain proof.

Position

AB 2182 (Wicks D) Discrimination: family responsibilities.

Current Text: Introduced: 2/15/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Status: 3/31/2022-From committee: Do pass and re-refer to Com. on JUD. (Ayes 4. Noes 2.) (March 30). Re-referred to Com. on JUD.

Location: 3/31/2022-A. JUD.

Summary: The California Fair Employment and Housing Act also makes it an unlawful employment practice for an employer, among other things, to refuse to hire or employ a person because of various personal characteristics, conditions, or traits. The act specifies that nothing in the act prohibits employers from taking certain actions. This bill would prohibit employment discrimination on account of family responsibilities, as defined, and would recognize the opportunity to seek, obtain, and hold employment without discrimination because of family responsibilities as a civil right, as specified. The bill would also make it unlawful for an employer or other entity covered by the act to fail to make reasonable accommodation for the known family responsibilities of an applicant or employee related to specified obligations, or to retaliate or otherwise discriminate against a person for requesting an accommodation, as specified.

Position

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

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

Introduced: 2/18/2022

Status: 3/31/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 2.) (March 30). Re-referred to Com. on APPR.

Location: 3/31/2022-A. APPR.

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

Position

AB 2932 (Low D) Workweek: hours and overtime.

Current Text: Amended: 3/24/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 3/24/2022

Status: 3/28/2022-Re-referred to Com. on L. & E.

Location: 3/24/2022-A. L. & E.

Summary: Would require that work in excess of 32 hours in a workweek be compensated at the rate of no less than 1 1/2 times the employee's regular rate of pay. The bill would require the compensation rate of pay at 32 hours to reflect the previous compensation rate of pay at 40 hours and would prohibit an employer from reducing an employee's regular rate of pay as a result of this reduced hourly workweek requirement. The bill would exempt an employer with no more than 500 employees from the above provisions. By expanding the scope of a crime, this bill would impose a state-mandated local program

Position

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

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

Introduced: 2/15/2022

Last Amend: 3/23/2022

Status: 4/4/2022-April 4 hearing: Placed on APPR suspense file.

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

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

Position

Energy

AB 1960 (Villapudua D) Public Utilities Commission.

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

Introduced: 2/10/2022

Status: 4/7/2022-Read third time. Passed. Ordered to the Senate. (Ayes 65. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 4/7/2022-S. RLS.

Summary: The California Constitution establishes the Public Utilities Commission, with jurisdiction over all public utilities, subject to control by the Legislature. The California Constitution provides that the commission consists of 5 members appointed by the Governor and approved by the Senate, a majority of the membership concurring. This bill would state that, beginning January 1, 2024, when selecting

and confirming commissioners, the Governor and Senate should consider achieving regional diversity by selecting at least one candidate with a permanent residence in northern California, at least one candidate with a permanent residence in the central valley, and at least one candidate with a permanent residence in southern California, and should consider a candidate pool that collectively represents each of those areas.

Position

[SB 833](#) (Dodd D) Community Energy Resilience Act of 2022.

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

Introduced: 1/4/2022

Last Amend: 3/21/2022

Status: 4/4/2022-April 4 hearing: Placed on APPR suspense file.

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

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

Position

[SB 1463](#) (Archuleta D) Hydrogen fueling hub: southern California.

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

Introduced: 2/18/2022

Status: 3/10/2022-Referral to Com. on E.Q. rescinded because of the limitations placed on committee hearings due to ongoing health and safety risks of the COVID-19 virus.

Location: 3/10/2022-S. E.Q.

Summary: Would require the State Energy Resources Conservation and Development Commission to establish a hydrogen fueling hub in southern California that would include a heavy-duty hydrogen fueling station located at either the Port of Long Beach or the Port of Los Angeles and a medium- and light-duty hydrogen fueling station located within 80 miles of the heavy-duty station. The bill would require the commission to manage those stations.

Position

Environmental Services

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

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

Introduced: 2/1/2022

Last Amend: 3/14/2022

Status: 3/22/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 3.) (March 21). Re-referred to Com. on APPR.

Location: 3/21/2022-A. APPR.

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

Position

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

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

Introduced: 2/14/2022

Last Amend: 3/23/2022

Status: 3/24/2022-Re-referred to Com. on HEALTH.

Location: 3/21/2022-A. HEALTH

Calendar: 4/19/2022 1:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY HEALTH, WOOD, Chair

Summary: Current law establishes the Integrated Climate Adaptation and Resiliency Program (ICARP) to be administered by the Office of Planning and Research, to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would establish the Extreme Heat and Community Resilience Program in the office, to be administered by the office through ICARP, for the purpose of coordinating state efforts and supporting local and regional efforts to prevent or mitigate the impacts of, and reduce the public health risks of, heat. The bill would require the Director of State Planning and Research to appoint a Chief Heat Officer in the office to, among other things, implement the program and establish the Interagency Heat Taskforce, as provided. Upon appropriation by the Legislature, the bill would authorize the program to award grants and provide technical assistance to eligible entities, as defined, for specified projects that support local and regional efforts to mitigate the impacts and reduce the public health risks of heat. The bill would require the office, in the awarding of grants, to prioritize projects that serve disadvantaged or vulnerable communities, as specified, that demonstrate participation in a regional climate collaborative program, or that are a component of a comprehensive heat action plan.

Position

AB 2114 (Kalra D) California Pocket Forest Initiative.

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

Introduced: 2/14/2022

Last Amend: 3/28/2022

Status: 4/5/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 3.) (April 4). Re-referred to Com. on APPR.

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

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

Position

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

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

Introduced: 2/16/2022

Last Amend: 3/23/2022

Status: 3/30/2022-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (March 30). Re-referred to Com. on APPR.

Location: 3/30/2022-A. APPR.

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

Position

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

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

Introduced: 2/16/2022

Last Amend: 3/21/2022

Status: 4/7/2022-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 7. Noes 1.) (April 4).

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

Summary: The California Urban Forestry Act of 1978, among other things, promotes the use of urban forest resources for the purposes of increasing integrated projects with multiple benefits in urban communities and promotes policies and incentives that advance improved maintenance of urban forest canopy to optimize multiple benefits. This bill would require the Department of Forestry and Fire Protection to develop a statewide strategic plan, as specified, to achieve a 10% increase of tree canopy cover in urban areas by 2035. The bill would require the department to submit the plan to the Legislature and the Natural Resources Agency on or before June 30, 2025.

Position

AB 2348 (Mullin D) Sea level rise planning: database.

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

Introduced: 2/16/2022

Status: 2/17/2022-From printer. May be heard in committee March 19.

Location: 2/16/2022-A. PRINT

Summary: Current law requires, on or before January 1, 2016, and until January 1, 2023, the Natural Resources Agency, in collaboration with the Ocean Protection Council, to create, update biannually, an 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. This bill would make a nonsubstantive change to this provision.

Position

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

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

Introduced: 2/17/2022

Last Amend: 4/7/2022

Status: 4/7/2022-Read second time and amended.

Location: 4/4/2022-A. E.S. & T.M.

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

Position

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

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

Introduced: 2/17/2022

Status: 3/3/2022-Referred to Com. on W.,P., & W.

Location: 3/3/2022-A. W.,P. & W.

Calendar: 4/26/2022 9 a.m. - State Capitol, Room 444 ASSEMBLY WATER, PARKS AND WILDLIFE, BAUER-KAHAN, Chair

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

Position

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

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

Introduced: 12/7/2020

Last Amend: 3/14/2022

Status: 3/21/2022-Re-referred to Com. on W.,P., & W. pursuant to Assembly Rule 96.

Location: 3/21/2022-A. W.,P. & W.

Calendar: 4/26/2022 9 a.m. - State Capitol, Room 444 ASSEMBLY WATER, PARKS AND WILDLIFE, BAUER-KAHAN, Chair

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

Position

Watch

SB 45

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

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

Introduced: 12/7/2020

Last Amend: 1/3/2022

Status: 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

SB 989

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

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

Introduced: 2/14/2022

Last Amend: 3/9/2022

Status: 3/31/2022-Set for hearing April 25.

Location: 3/17/2022-S. E.Q.

Calendar: 4/25/2022 9 a.m. - 1021 O Street, Room 2100 SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair

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

information related to community resiliency grants, landscape resiliency grants, and climate and career pathways grants.

Position

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

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

Introduced: 2/14/2022

Last Amend: 3/22/2022

Status: 4/5/2022-Set for hearing April 18.

Location: 3/31/2022-S. APPR.

Calendar: 4/18/2022 9 a.m. - 1021 O Street, Room 1200 SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

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

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

Introduced: 2/15/2022

Last Amend: 3/23/2022

Status: 4/4/2022-April 4 hearing: Placed on APPR suspense file.

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

Summary: Current law requires the Ocean Protection Council to, among other things, establish policies to coordinate the collection, evaluation, and sharing of scientific data related to coastal and ocean resources among agencies. Current law establishes the State Coastal Conservancy with prescribed powers and responsibilities for implementing and administering various programs intended to preserve, protect, and restore the state's coastal areas. This bill would require the council, in consultation with the conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program for purposes of providing low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property located in specified communities, including low-income communities, as provided. The bill would require the council, before January 1, 2024, in consultation with other state planning and coastal management agencies, as provided, to adopt guidelines and eligibility criteria for the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program from the conservancy, in consultation with the council, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements imposed by the council.

Position

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

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

Introduced: 2/16/2022

Last Amend: 3/29/2022

Status: 4/5/2022-Set for hearing April 18.

Location: 3/30/2022-S. APPR.

Calendar: 4/18/2022 9 a.m. - 1021 O Street, Room 1200 SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Attachment: LCMC - 04192022 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

the state board, after OEHHA publishes a public health goal for manganese, to adopt a primary drinking water standard for manganese and to establish monitoring requirements for manganese, as specified.

Position

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

Current Text: Amended: 3/8/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 3/8/2022

Status: 4/6/2022-Set for hearing April 27.

Location: 4/5/2022-S. ED.

Calendar: 4/27/2022 9 a.m. - 1021 O Street, Room 2100 SENATE EDUCATION, LEYVA, Chair

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

Position

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

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

Introduced: 2/17/2022

Status: 3/30/2022-Set for hearing April 28.

Location: 3/2/2022-S. HOUSING

Calendar: 4/28/2022 10:30 a.m. or upon adjournment of Session - 1021 O Street, Room 2100 SENATE HOUSING, WIENER, Chair

Summary: This bill would authorize a city, county, or city and county to require, by ordinance or resolution, that public restrooms constructed within its jurisdiction comply with specified requirements instead of complying with the plumbing standards set forth in the California Building Standards Code. This bill would set bathroom requirements, including, among others, that the occupancy load for each sex be determined by dividing the total occupancy 1/2, that single-user toilets and bathing rooms, including family or assisted-use toilet rooms and bathing rooms, be identified for use by either sex, that separate facilities be provided for each sex where plumbing fixtures are required, and that separate facilities not be required in specified circumstances.

Position

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

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

Introduced: 2/17/2022

Last Amend: 4/4/2022

Status: 4/7/2022-Set for hearing April 26.

Location: 3/28/2022-S. N.R. & W.

Calendar: 4/26/2022 9 a.m. - 1021 O Street, Room 2100 SENATE NATURAL RESOURCES AND WATER, STERN, Chair

Summary: The Energy Conservation Act of 2001 requires the State Energy Resources Conservation and Development Commission to establish a grant program to provide financial assistance to eligible low-income individuals for constructing and retrofitting buildings to be more energy efficient by using design elements, including, among other things, the use of products certified by the commission as energy-efficient zone heating products. This bill would require the commission, in consultation with the Natural Resources Agency, to develop a residential building extreme heat zone mitigation grant program to provide grants to residents to mitigate extreme heat-related impacts, as provided.

Position

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

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

Introduced: 2/18/2022

Last Amend: 3/29/2022

Status: 4/7/2022-Set for hearing April 26.

Location: 3/28/2022-S. N.R. & W.

Calendar: 4/26/2022 9 a.m. - 1021 O Street, Room 2100 SENATE NATURAL RESOURCES AND WATER, STERN, Chair

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

Position

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

[AB 2149](#) (Aguiar-Curry D) Local agencies: financial reports.

Current Text: Introduced: 2/15/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Status: 2/15/2022-From printer. May be heard in committee March 18.

Location: 2/15/2022-A. PRINT

Summary: Current law requires the Controller to annually compile, publish, and make publicly available on the Controller's website reports of the information concerning financial transactions and annual compensation of each county, city, and school district within the state, as specified. Current law provides that an officer of a local agency who fails or refuses to make and file their financial report within 20 days after receipt of a written notice of the failure from the Controller forfeits to the state a specified amount depending on the amount of total revenue of that local agency. This bill would make a nonsubstantive change to those provisions.

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

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

Introduced: 2/19/2021

Last Amend: 1/24/2022

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

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

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

methodology that is aimed at increasing production and containing costs, as provided. This bill would, instead, provide that the above-described allocation of an additional \$500,000,000 in low-income housing tax credits applies only with respect to the 2020 and 2021 calendar years. For the 2022 calendar year and thereafter, the bill would provide for an allocation of up to \$500,000,000 if the annual Budget Act or related legislation specifies an amount for allocation.

Position

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

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

Introduced: 2/19/2021

Last Amend: 1/12/2022

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

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

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

Position

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

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

Introduced: 2/19/2021

Last Amend: 1/3/2022

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

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

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

Position

AB 1695

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

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

Introduced: 1/25/2022

Last Amend: 3/17/2022

Status: 3/21/2022-Re-referred to Com. on H. & C.D.

Location: 3/17/2022-A. H. & C.D.

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

Position

AB 1719

(Ward D) Housing: Teacher Housing Act of 2016: faculty and community college district employees.

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

Introduced: 1/27/2022

Last Amend: 3/22/2022

Status: 4/8/2022-In committee: Hearing postponed by committee.

Location: 4/5/2022-A. ED.

Calendar: 4/20/2022 1:30 p.m. - State Capitol, Room 126 ASSEMBLY EDUCATION, O'DONNELL, Chair

Summary: The Teacher Housing Act of 2016 authorizes a school district to establish and implement programs that address the housing needs of teachers and school district employees who face challenges in securing affordable housing, as provided. Under existing law, a program established under the act is restricted to "teacher or school district employees," except as specified. This bill would expand the authorized scope of a program established under the Teacher Housing Act of 2016 to include housing for faculty and community college district employees and would make various conforming changes in this regard.

Position

AB 1830

(Seyarto R) Department of Housing and Community Development: annual report: Homeless Housing, Assistance, and Prevention program.

Current Text: Introduced: 2/7/2022 [html](#) [pdf](#)

Introduced: 2/7/2022

Status: 2/18/2022-Referred to Com. on H. & C.D.

Location: 2/18/2022-A. H. & C.D.

Summary: Current law establishes the Homeless Housing, Assistance, and Prevention (HHAP) program for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. Under current law, grants under the HHAP program are allocated in 4 rounds of funding, administered by the Homeless Coordinating and Financing Council, as provided. Current law requires the Department of Housing and Community Development to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. Current law requires

that the report include, among other things, the number of units assisted by those programs and the number of individuals and households served and their income level. This bill would additionally require that this report include an assessment of the HHAP program.

Position

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

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

Introduced: 2/8/2022

Last Amend: 3/29/2022

Status: 4/5/2022-In committee: Hearing postponed by committee.

Location: 2/18/2022-A. H. & C.D.

Calendar: 4/20/2022 9 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

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 would prohibit a city, county, city and county, joint powers authority, or any other political subdivision of a state or local government from acquiring unrestricted multifamily housing, as defined, unless each unit in the development meets specified criteria, including that the initial rent for the first 12 months postconversion is at least 10% less than the average monthly rent charged for the unit over the 12-month period prior to conversion and at least 20% less than the small area fair market rent.

Position

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

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

Introduced: 2/9/2022

Status: 4/6/2022-In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 3/23/2022-A. L. GOV.

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

Position

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

Current Text: Amended: 3/7/2022 [html](#) [pdf](#)

Introduced: 2/9/2022

Last Amend: 3/7/2022

Status: 3/22/2022-In committee: Hearing for testimony only.

Location: 2/18/2022-A. REV. & TAX

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

Position

AB 1943 (Bigelow R) Housing: the Tiny Homes of California Act.

Current Text: Amended: 3/24/2022 [html](#) [pdf](#)

Introduced: 2/10/2022

Last Amend: 3/24/2022

Status: 3/28/2022-Re-referred to Com. on H. & C.D.

Location: 3/24/2022-A. H. & C.D.

Summary: Would enact the Tiny Homes of California Act and would require the Department of Housing and Community Development, in consultation with the Department of Forestry and Fire Protection, to develop and administer a pilot program, within 5 counties selected by the department, for the

construction of tiny homes from lumber harvested from public utilities, landowners, cities, counties, cities and counties, or other local governing bodies. By requiring select counties to participate in the pilot program, this bill would impose a state-mandated local program. The bill would define various terms for these purposes and would repeal the Tiny Homes of California Act on January 1, 2028.

Position

[AB 1952](#) ([Gallagher R](#)) **Infill Infrastructure Grant Program of 2019.**

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

Introduced: 2/10/2022

Status: 2/18/2022-Referred to Coms. on H. & C.D. and NAT. RES.

Location: 2/18/2022-A. H. & C.D.

Summary: Would exempt from the requirements of CEQA a project financed pursuant to the Infill Infrastructure Grant Program of 2019, and would make all legal actions, proceedings, and decisions undertaken or made pursuant to the program exempt from CEQA. The bill would also make nonsubstantive changes to the program by renumbering a code section and updating erroneous cross references.

Position

[AB 1967](#) ([Daly D](#)) **Housing Accountability Act: transitional and supportive housing.**

Current Text: Amended: 3/24/2022 [html](#) [pdf](#)

Introduced: 2/10/2022

Last Amend: 3/24/2022

Status: 3/28/2022-Re-referred to Com. on H. & C.D.

Location: 3/24/2022-A. H. & C.D.

Summary: The Housing Accountability Act prohibits a local agency from disapproving, or from conditioning approval in a manner that renders infeasible, a housing development project for very low-, or moderate-income households or an emergency shelter unless the local agency makes written findings, based on the preponderance of the evidence, that one or more specified conditions exist. The act defines the term "housing development project" for these purposes to mean a use consisting of, among other things, transitional housing or supportive housing. This bill would authorize a local agency to require a conditional use permit for transitional or supportive housing that would have 7 or more residents. This bill would also authorize a local agency to require a distance of _____ feet between two or more housing development projects for transitional or supportive housing, or between housing development projects for transitional or supportive housing and a residential care facility or sober living home.

Position

[AB 1976](#) ([Santiago D](#)) **Planning and zoning: housing element compliance: very low and lower income households.**

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

Introduced: 2/10/2022

Last Amend: 3/17/2022

Status: 3/21/2022-Re-referred to Com. on H. & C.D.

Location: 3/17/2022-A. H. & C.D.

Summary: Current law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine each region's existing and projected housing need, and requires each council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city and county, as provided. If the inventory of sites included in a housing element does not identify adequate sites to accommodate the need for groups of all household income levels pursuant to the allocation of regional housing need, current law requires that the local government rezone sites within specified deadlines. This bill would authorize the department after notifying the city or county of the violation of the housing element provision and before notifying the Attorney General, either to complete the rezoning to accommodate 100% of the allocated need for housing for very low and lower income households on behalf of a local government within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, or Ventura that failed to complete that rezoning by the required deadline, or to impose administrative civil penalties upon the local government of up to \$10,000 per day until the local government is no longer in violation of state law or the department decides to refer the violation to the Attorney General.

Position

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

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

Introduced: 2/14/2022

Status: 4/6/2022-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (April 5). Re-referred to Com. on APPR.

Location: 4/5/2022-A. APPR.

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

Position

AB 2011 (Quirk-Silva D) Multifamily Housing Program: housing for people experiencing homelessness: recreational vehicle parking programs.

Current Text: Amended: 3/24/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Last Amend: 3/24/2022

Status: 3/28/2022-Re-referred to Com. on H. & C.D.

Location: 3/24/2022-A. H. & C.D.

Summary: Current law establishes the Multifamily Housing Program, which is administered by the Department of Housing and Community Development. Current law requires that funds appropriated in the 2020 Budget Act or an act related to the 2020 Budget Act to provide housing for individuals and families who are experiencing homelessness or who are at risk of homelessness and who are impacted by the COVID-19 pandemic be disbursed in accordance with the Multifamily Housing Program for specified uses. This bill would expand the eligible use of those above-described funds to include costs relating to recreational vehicle parking programs.

Position

AB 2013 (Quirk-Silva D) California Statewide Housing Plan.

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

Introduced: 2/14/2022

Last Amend: 3/9/2022

Status: 3/10/2022-Re-referred to Com. on H. & C.D.

Location: 2/24/2022-A. H. & C.D.

Summary: Current law requires that the California Statewide Housing Plan incorporate, among other things, a statement of housing goals, policies, and objectives and that the Department of Housing and Community Development update and provide a revision of the plan to the Legislature every 4 years. Current law requires each update and revision to the plan occurring on or after January 1, 2023, to incorporate specified elements, including an inventory of the number of affordable units needed to meet the state's affordable housing needs for the plan period. The bill would additionally require the plan to include a goal to increase home ownership among people of color in the state of California, as specified.

Position

AB 2049 (Villapudua D) Housing: EO N-06-19 State Land Affordable Housing Infrastructure, Demolition, Abatement, and Remediation Fund: grant program.

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

Introduced: 2/14/2022

Status: 2/24/2022-Referred to Com. on H. & C.D.

Location: 2/24/2022-A. H. & C.D.

Summary: Current law establishes the Department of General Services in the Government Operations Agency. By executive order, the Governor requires the department to create a digitized inventory of all state-owned parcels that are in excess of state agencies' foreseeable needs, as provided, and to issue, in consultation with the Department of Housing and Community Development, requests for proposals on individual parcels and accept proposals from developers of affordable housing interested in entering into low-cost, long-term ground leases of these parcels, as described. This bill would establish the EO N-06-19 State Land Affordable Housing Infrastructure, Demolition, Abatement, and Remediation Fund and would make moneys in the fund available, upon appropriation by the Legislature, to an unspecified state agency for purposes of establishing and administering a grant program, as specified.

Position

[AB 2050](#) **(Lee D) Residential real property: withdrawal of accommodations.**

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

Introduced: 2/14/2022

Last Amend: 3/28/2022

Status: 4/6/2022-From committee: Do pass and re-refer to Com. on JUD. (Ayes 6. Noes 1.) (April 5).
Re-referred to Com. on JUD.

Location: 4/5/2022-A. JUD.

Calendar: 4/19/2022 8 a.m. - State Capitol, Room 437 ASSEMBLY JUDICIARY, STONE, Chair

Summary: The Ellis Act, generally prohibits public entities from adopting any statute, ordinance, or regulation, or taking any administrative action, to compel the owner of residential real property to offer or to continue to offer accommodations, as defined, in the property for rent or lease. This bill would, when a public entity has a price control system in effect, prohibit an owner of accommodations from filing a notice with a public entity of an intention to withdraw accommodations or prosecuting an action to recover possession of accommodations, or threatening to do so, if not all the owners of the accommodations have been owners of record for at least 5 continuous years, with specified exceptions, or with respect to property that the owner acquired within 10 years after providing notice of an intent to withdraw accommodations at a different property.

Position

[AB 2053](#) **(Lee D) The Social Housing Act.**

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

Introduced: 2/14/2022

Last Amend: 4/6/2022

Status: 4/7/2022-Re-referred to Com. on H. & C.D.

Location: 2/24/2022-A. H. & C.D.

Calendar: 4/20/2022 9 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

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

Position

[AB 2063](#) **(Berman D) Density bonuses: affordable housing impact fees.**

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

Introduced: 2/14/2022

Last Amend: 3/29/2022

Status: 4/6/2022-From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 7. Noes 0.) (April 5).
Re-referred to Com. on L. GOV.

Location: 4/5/2022-A. L. GOV.

Calendar: 4/20/2022 9:30 a.m. - State Capitol, Room 127 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

Summary: Current law requires the amount of a density bonus and the number of incentives or concessions a qualifying developer receives to be pursuant to a certain formula based on the total number of units in the housing development, as specified. Current law prohibits affordable housing impact fees, including inclusionary zoning fees and in-lieu fees, from being imposed on a housing development's affordable units. This bill would prohibit affordable housing impact fees, including inclusionary zoning fees, in-lieu fees, and public benefit fees, from being imposed on a housing development's density bonus units, unless the city, county, or city and county has adopted a local density bonus ordinance or established a local housing program on or before January 1, 2022, that allows for a density bonus of at least 50% for any for-sale or rental housing development containing restricted affordable units that dedicates a specified percentage of units for extremely low, very low,

low-, or moderate-income households.

Position

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

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

Introduced: 2/14/2022

Status: 3/24/2022-From committee: Do pass and re-refer to Com. on L. GOV. with recommendation: To Consent Calendar. (Ayes 8. Noes 0.) (March 23). Re-referred to Com. on L. GOV.

Location: 3/23/2022-A. L. GOV.

Calendar: 4/20/2022 9:30 a.m. - State Capitol, Room 127 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

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

Position

AB 2166 (Mayes I) Federal funding: promoting homeownership.

Current Text: Introduced: 2/15/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Status: 2/24/2022-Referred to Com. on H. & C.D.

Location: 2/24/2022-A. H. & C.D.

Summary: Under existing law governing the Community Development Block Grant Program, the Department of Housing and Community Development is required to distribute federal funds in the form of grants to eligible cities and counties to provide housing and economic development, principally for persons and families of low or moderate income. Current law requires all funds made available under the program to be utilized to provide decent housing, a suitable living environment, and expanding economic opportunities, consistent with federal requirements. This bill would require the Department of Housing and Community Development to prioritize 30% of the federal funding provided under the Community Development Block Grant Program for purposes of promoting homeownership for persons and families of low or moderate income. The bill would also require the department to prioritize at least 10% of program funds for down payment assistance for persons and families of low or moderate income. The bill would provide that these requirements be implemented only to the extent that they are consistent with federal requirements. This bill contains other related provisions and other existing laws.

Position

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

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

Introduced: 2/15/2022

Last Amend: 3/23/2022

Status: 4/6/2022-Coauthors revised. From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 6. Noes 0.) (April 5). Re-referred to Com. on L. GOV.

Location: 4/5/2022-A. L. GOV.

Summary: Would establish the Housing Cost Reduction Incentive Program, to be administered by the Department of Housing and Community Development, for the purpose of reimbursing cities, counties, and cities and counties for development impact fee reductions provided to qualified housing developments, as defined, and for the reasonable interest costs associated with impact fee deferrals. Upon appropriation, the bill would require the department to provide grants to applicants in an amount equal to 50% of the amount of development impact fee reduced for a qualified housing development and grants to applicants in an amount equal to the accrued interest on a deferred development impact fee, as provided. This bill would require the department to administer these grants by issuing a Notice of Funding Availability before December 31 of the year that the program receives funding, as specified, and accepting grant applications after the subsequent year.

Position

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

Current Text: Introduced: 2/15/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Status: 2/24/2022-Referred to Com. on H. & C.D.

Location: 2/24/2022-A. H. & C.D.

Summary: Current law, among other things, exempts from the California Environmental Quality Act specified actions by a state agency or a city, county, or city and county relating to land owned by a local government to be used for, or to provide financial assistance to, a homeless shelter constructed pursuant to these provisions, and provides that homeless shelters constructed or allowed pursuant to these shelter crisis declarations are not subject to specified laws, including the Special Occupancy Parks Act. Current law defines a "homeless shelter" as a facility with overnight sleeping accommodations, the primary purpose of which is to provide temporary shelter for the homeless that is not in existence after the declared shelter crisis. Current law provides that a temporary homeless shelter community may include supportive and self-sufficiency development services and that a homeless shelter includes a parking lot owned or leased by a city, county, or city and county specifically identified as one allowed for safe parking by homeless and unstably housed individuals. Current law repeals these provisions as of January 1, 2026. This bill would remove the repeal date from these provisions. This bill would provide that a city, county, or city and county is in a shelter crisis if the number of unsheltered homeless persons that comprises the total homeless population within the jurisdiction of the city, county, or city and county is greater, as a percentage, than the combined average of the 49 states in the United States not including California, as determined by the Department of Housing and Community Development, as specified.

Position

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

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

Introduced: 2/15/2022

Last Amend: 3/9/2022

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

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

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

Position

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

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

Introduced: 2/15/2022

Last Amend: 3/29/2022

Status: 3/30/2022-Re-referred to Com. on H. & C.D.

Location: 2/24/2022-A. H. & C.D.

Calendar: 4/20/2022 9 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

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

Position

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

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

Introduced: 2/15/2022

Last Amend: 4/6/2022

Status: 4/7/2022-Re-referred to Com. on L. GOV.

Location: 2/24/2022-A. L. GOV.

Calendar: 4/20/2022 9:30 a.m. - State Capitol, Room 127 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

Summary: Would require a public agency to compile a list of information needed to approve or deny a postentitlement phase permit, as defined, to post an example of an ideal application and an example of an ideal complete set of postentitlement phase permits for the ___ most common housing development projects in the jurisdiction, and to make those items available to all applicants for these permits no later than January 1, 2024. The bill would define "public agency" for these purposes to mean a city, county, or city and county. No later than January 1, 2024, except as specified, the bill would require a public agency to require permits to be applied for, completed, and stored through a process on its internet website, and to accept applications and related documentation by electronic mail until that internet website is established. The bill would require the internet website or electronic mail to list the current processing status of the applicant's permit by the public agency, and would require that status to note whether it is being reviewed by the agency or action is required from the applicant.

Position

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

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

Introduced: 2/16/2022

Last Amend: 3/29/2022

Status: 4/5/2022-In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 3/3/2022-A. H. & C.D.

Calendar: 4/20/2022 9 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

Summary: Would, notwithstanding any inconsistent provision of a city's or county's general plan, specific plan, zoning ordinance, or regulation, require that a qualified housing development on land owned by a local educational agency be an authorized use if the housing development complies with certain conditions. Among these conditions, the bill would require the housing development to consist of at least 10 units, be subject to a recorded deed restriction for at least 55 years requiring that at least 49% 30% of the units have an affordable rent for lower income households, as those terms are defined, at least 20% of the units be occupied by teachers and employees of a local educational agency at rents that do not exceed 120% of the area median income, and 100% of the units be rented by teachers and employees of the local educational agency, except as specified. This bill would authorize a city or county to impose objective zoning standards, objective subdivision standards, and objective design review standards, as defined, that do not conflict with these provisions unless those standards would have the effect of physically precluding the construction of a qualified development project of less than or equal to 3 stories and 30 feet in height. This bill would deem a qualified housing development consistent, compliant, and in conformity with local development standards, zoning codes or maps, and the general plan.

Position

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

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

Introduced: 2/16/2022

Status: 3/23/2022-In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 3/3/2022-A. H. & C.D.

Calendar: 4/20/2022 9 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

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

Position

AB 2310 (Carrillo D) Regional housing need allocation.

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

Introduced: 2/16/2022

Status: 2/17/2022-From printer. May be heard in committee March 19.

Location: 2/16/2022-A. PRINT

Summary: Current law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as prescribed. Current law requires the appropriate council of governments, or, for cities and counties without a council of governments, the department, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county at least one year before the scheduled revision for the region. This bill would state the intent of the Legislature in subsequent amendments to amend existing law regarding midcycle adjustment for the regional housing need allocation.

Position

[AB 2325](#) **(Ramos D) Coordinated homelessness response: Office of the Interagency Council on Homelessness.**

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

Introduced: 2/16/2022

Last Amend: 4/6/2022

Status: 4/7/2022-Re-referred to Com. on H. & C.D.

Location: 3/3/2022-A. H. & C.D.

Calendar: 4/20/2022 9 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

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

Position

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

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

Introduced: 2/16/2022

Last Amend: 3/28/2022

Status: 3/29/2022-Re-referred to Com. on L. GOV.

Location: 3/23/2022-A. L. GOV.

Calendar: 4/20/2022 9:30 a.m. - State Capitol, Room 127 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

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

Position

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

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

Introduced: 2/16/2022

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

Location: 3/3/2022-A. H. & C.D.

Calendar: 4/20/2022 9 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

Summary: The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city that includes a housing element. Current law requires that the housing element identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, and make adequate provision for the existing and projected needs of all economic segments of a community. Current law also requires that the housing element include an analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels. This bill would revise the requirements of the housing element, as described above, in connection with zoning designations that allow residential use, including mixed use, where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit. The bill would prohibit a city or county from establishing overlay districts to comply with these provisions.

Position

[AB 2357](#) (Ting D) Surplus land.

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

Introduced: 2/16/2022

Last Amend: 4/5/2022

Status: 4/6/2022-Re-referred to Com. on L. GOV.

Location: 3/3/2022-A. L. GOV.

Calendar: 4/20/2022 9:30 a.m. - State Capitol, Room 127 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

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

Position

[AB 2430](#) (Grayson D) Tiny homes.

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

Introduced: 2/17/2022

Last Amend: 4/6/2022

Status: 4/7/2022-Re-referred to Com. on H. & C.D.

Location: 3/24/2022-A. H. & C.D.

Calendar: 4/20/2022 9 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

Summary: The Planning and Zoning Law, contains various provisions addressing housing in California, including, among others, providing for the creation by local ordinance or ministerial approval, as applicable, of accessory dwelling units, as defined. Among other things, current law requires an ordinance under these provisions to impose standards on accessory dwelling units and require that accessory dwelling units comply with specified requirements, as provided. Current law requires a permit application for an accessory dwelling unit or a junior accessory dwelling unit be considered and approved ministerially without discretionary review or hearing, as provided. If a local agency has not adopted an ordinance governing accessory dwelling unit creation, existing law requires the local agency to approve or disapprove the application ministerially without discretionary review, as specified. Current law imposes specified limitations on fees charged for the construction of an accessory dwelling unit. This bill would expand the above-described provisions to additionally provide for the creation of a movable tiny home, in the same manner as an accessory dwelling unit.

Position

AB 2434 (Santiago D) Homelessness Action Authority: County of Los Angeles.

Current Text: Amended: 3/24/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 3/24/2022

Status: 3/28/2022-Re-referred to Com. on L. GOV.

Location: 3/24/2022-A. L. GOV.

Calendar: 4/20/2022 9:30 a.m. - State Capitol, Room 127 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

Summary: Current law specifically authorizes the creation of the San Gabriel Valley Regional Housing Trust, a joint powers authority, consisting of specified entities, including the County of Los Angeles, for the purposes of funding housing to assist the homeless population and persons and families of extremely low, very low, and low income within the San Gabriel Valley Region. This bill would similarly authorize the creation of the Homelessness Action Authority, a joint powers authority, by the County of Los Angeles, the City of Los Angeles, and any other city within the jurisdiction of the County of Los Angeles, with the stated purpose of funding housing to assist the homeless population and persons and families of extremely low, very low, and low income within the County of Los Angeles.

Position

AB 2469 (Wicks D) Housing: Statewide Rental Registry.

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

Introduced: 2/17/2022

Last Amend: 4/7/2022

Status: 4/7/2022-From committee chair, with author's amendments: Amend, and re-refer to Com. on H & C.D. Read second time and amended.

Location: 3/10/2022-A. H. & C.D.

Calendar: 4/20/2022 9 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

Summary: would require the Department of Housing and Community Development to develop and maintain a rental registry online portal designed to collect specified information related to housing and make that information available to the public. The bill would require the department to develop a rental registry form to collect information from landlords, as defined, including the address and owners of a rental property, the number and type of rooms in the rental property, and information related to the payments collected and the duration of tenancies. This bill would require a landlord to submit a rental registry form when a lease is initiated, altered, or terminated, under penalty of perjury. By expanding the scope of the crime of perjury, this bill would impose a state-mandated local program.

Position

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

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

Introduced: 2/17/2022

Last Amend: 3/29/2022

Status: 4/6/2022-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 5). Re-referred to Com. on APPR.

Location: 4/5/2022-A. APPR.

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

Position

AB 2485 (Choi R) California Environmental Quality Act: exemption: emergency shelters and supportive housing.

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

Introduced: 2/17/2022

Status: 3/10/2022-Referred to Coms. on NAT. RES. and H. & C.D.

Location: 3/10/2022-A. NAT. RES.

Summary: CEQA includes exemptions from its environmental review requirements for numerous categories of projects. This bill would exempt from the requirements of CEQA emergency shelters and supportive housing, as defined.

Position

AB 2523 (Bloom D) Local planning agencies.

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

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Location: 2/17/2022-A. PRINT

Summary: Current law authorizes 2 or more legislative bodies to create a joint area planning agency, planning commission, or advisory agency, to exercise delegated powers regarding planning, and authorizes 2 or more legislative bodies to authorize their planning agencies to meet jointly to coordinate their work, among other things. This bill would make nonsubstantive change to those provisions.

Position

AB 2531 (Grayson D) Housing data: collection and reporting.

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

Introduced: 2/17/2022

Status: 4/5/2022-In committee: Hearing postponed by committee.

Location: 3/10/2022-A. H. & C.D.

Calendar: 4/20/2022 9 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

Summary: Current law requires a city, county, or special district that has an internet website to make specified information available on its internet website, as applicable, including a current schedule of fees, exactions, affordability requirements it has imposed that are applicable to a proposed housing development project, and an archive of impact fee nexus studies, cost of service studies, or equivalent conducted by that city, county, or special district on or after January 1, 2018. Current law requires a city, county, or special district to update this information within 30 days of any changes. This bill would instead require a city, county, or special district that has an internet website to create a landing page with links to the specified information on its website, as applicable. This bill would also make a nonsubstantive change to these provisions.

Position

AB 2569 (Nguyen R) Department of Homelessness Prevention, Outreach, and Support.

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

Introduced: 2/18/2022

Status: 3/10/2022-Referred to Coms. on H. & C.D. and HUM. S.

Location: 3/10/2022-A. H. & C.D.

Calendar: 4/20/2022 9 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

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

Position

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

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

Introduced: 2/18/2022

Status: 3/10/2022-Referred to Com. on H. & C.D.

Location: 3/10/2022-A. H. & C.D.

Summary: Current law establishes various programs to assist local governments in addressing homelessness, such as the Homeless Emergency Aid Program and the Homeless Housing, Assistance, and Prevention program. This bill would require each city, county, and city and county that has used

funds from any source to assist in addressing homelessness to submit a report to the California Interagency Council on Homelessness providing specified information, thereby imposing a state-mandated local program.

Position

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

Current Text: Amended: 3/24/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 3/24/2022

Status: 3/28/2022-Re-referred to Com. on H. & C.D.

Location: 3/24/2022-A. H. & C.D.

Calendar: 4/20/2022 9 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

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

Position

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

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

Introduced: 2/18/2022

Last Amend: 4/7/2022

Status: 4/7/2022-From committee chair, with author's amendments: Amend, and re-refer to Com. on L GOV. Read second time and amended.

Location: 3/17/2022-A. L. GOV.

Calendar: 4/20/2022 9:30 a.m. - State Capitol, Room 127 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

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

Position

AB 2755 (Muratsuchi D) Cities and counties: unhoused persons: reports and plans.

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

Introduced: 2/18/2022

Last Amend: 4/6/2022

Status: 4/7/2022-Re-referred to Com. on JUD.

Location: 3/24/2022-A. JUD.

Calendar: 4/19/2022 8 a.m. - State Capitol, Room 437 ASSEMBLY JUDICIARY, STONE, Chair

Summary: Would require a city, county, or city and county to develop and adopt an annual report that accounts for the number of unhoused persons within its jurisdiction and an annual plan containing the steps, if any, it is taking to provide housing or shelter for those individuals. The bill would require the plan to include the estimated cost to house or shelter those individuals. Because this bill would require

local officials to perform additional duties, it would impose a state-mandated local program. The bill would require the reports and the plan to be filed with the Department of Housing and Community Development and used by the department to prepare a statewide report and plan.

Position

AB 2762 (Bloom D) Housing: parking lots.

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

Introduced: 2/18/2022

Status: 2/19/2022-From printer. May be heard in committee March 21.

Location: 2/18/2022-A. PRINT

Summary: Current law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside boundaries, that includes, among other mandatory elements, a housing element. This bill would state that it is the intent of the Legislature to enact subsequent legislation that would allow local agencies to build affordable housing on parking lots that serve public parks and recreational facilities, as provided.

Position

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

Current Text: Amended: 3/24/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 3/24/2022

Status: 3/28/2022-Re-referred to Com. on L. GOV.

Location: 3/24/2022-A. L. GOV.

Summary: Current law dissolved all redevelopment agencies in accordance with a detailed statutory process and provides for the designation of successor agencies to wind down the affairs of the dissolved redevelopment agencies. Current law authorizes the legislative body of a city or county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community. Existing law prohibits a city or county that created a redevelopment agency from initiating the creation of an enhanced infrastructure financing district or participating in the governance or financing of an enhanced infrastructure financing district until certain specified events occur, including that the successor agency for the former redevelopment agency created by the city or county has received a finding of completion, as specified. This bill would, notwithstanding those provisions, authorize a successor agency or an entity that created a redevelopment agency to initiate, participate in, govern, or finance an enhanced infrastructure financing district if those specified events have occurred, except the requirement to have received a finding of completion, and if the successor agency or entity is in compliance with a settlement agreement it has entered into with the state to resolve any redevelopment agency dissolution issues.

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

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

Introduced: 2/17/2021

Last Amend: 4/22/2021

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

Position

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

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

Introduced: 1/13/2022

Last Amend: 3/28/2022

Status: 4/8/2022-April 19 set for first hearing canceled at the request of author.

Location: 3/24/2022-S. JUD.

Calendar: 4/19/2022 1:30 p.m. - 1021 O Street, Room 1200 SENATE JUDICIARY, UMBERG, Chair

Summary: 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, except that the bill would require the program to provide grants to all tier one applicants, as defined, before providing grants to other applicants. 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 849 (**Umberg D**) **Surplus land.**

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

Introduced: 1/14/2022

Last Amend: 3/2/2022

Status: 4/5/2022-Set for hearing April 21.

Location: 3/9/2022-S. GOV. & F.

Calendar: 4/21/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE GOVERNANCE AND FINANCE, CABALLERO, Chair

Summary: Current law prescribes requirements for the disposal of surplus land by a local agency. This bill would require, if, after the disposing agency and an entity desiring to purchase or lease the land have entered into an exclusive negotiating agreement, the determined value of the sales price and terms or lease terms exceeds (\$25,000,000), that the disposing agency post prominently on its internet website the terms of the proposed disposition of the surplus land for not less than 90 days before entering a legally binding agreement to dispose of the land.

Position

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

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

Introduced: 2/1/2022

Last Amend: 3/14/2022

Status: 4/7/2022-From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (April 7).

Location: 4/7/2022-S. APPR.

Summary: Tthe Planning and Zoning Law authorizes a local agency, by ordinance or ministerial approval, to provide for the creation of accessory dwelling units in areas zoned for residential use, as specified. Current law authorizes a local agency to impose standards on accessory dwelling units that include, but are not limited to, parking, height, setback, landscape, architectural review, and maximum size of a unit. This bill would require that the standards imposed on accessory dwelling units be objective. For purposes of this requirement, the bill would define "objective standard" as a standard

that involves no personal or subjective judgment by a public official and is uniformly verifiable, as specified.

Position

[SB 914](#)

(Rubio D) HELP Act.

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

Introduced: 2/2/2022

Last Amend: 3/22/2022

Status: 4/7/2022-Set for hearing April 28.

Location: 3/29/2022-S. HOUSING

Calendar: 4/28/2022 10:30 a.m. or upon adjournment of Session - 1021 O Street, Room 2100 SENATE HOUSING, WIENER, Chair

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

Position

[SB 930](#)

(Wiener D) Housing Accountability Act.

Current Text: Introduced: 2/7/2022 [html](#) [pdf](#)

Introduced: 2/7/2022

Status: 2/16/2022-Referred to Com. on HOUSING.

Location: 2/16/2022-S. HOUSING

Summary: The Housing Accountability Act, prohibits, among other things, a local agency from disapproving a housing development project that complies with applicable, objective general plan, zoning, and subdivision standards and criteria, or from imposing a condition that it be developed at a lower density, unless the local agency bases its decision on written findings supported by the preponderance of the evidence on the record that specified conditions exist, as provided. Current law, the Administrative Procedure Act, in part, sets forth procedural requirements for the adoption, publication, review, and implementation of regulations by state agencies, and for review of those regulatory actions by the Office of Administrative Law. This bill would authorize the Department of Housing and Community Development to review, adopt, amend, and repeal the standards, forms, or definitions to implement the Housing Accountability Act without compliance with those procedural requirements, as provided

Position

[SB 948](#)

(Becker D) Housing finance programs: development reserves.

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

Introduced: 2/9/2022

Last Amend: 3/3/2022

Status: 4/5/2022-Set for hearing April 18.

Location: 3/24/2022-S. APPR.

Calendar: 4/18/2022 9 a.m. - 1021 O Street, Room 1200 SENATE APPROPRIATIONS, PORTANTINO, Chair

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

Position

[SB 959](#)

(Portantino D) Surplus residential property: City of South Pasadena.

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

Introduced: 2/9/2022

Last Amend: 3/14/2022

Status: 3/29/2022-Set for hearing April 19.

Location: 3/23/2022-S. TRANS.

Calendar: 4/19/2022 9 a.m. - Senate Chamber SENATE TRANSPORTATION, GONZALEZ, LENA, Chair

Summary: Under current law, a state agency disposing of surplus residential property in the City of South Pasadena is required to first offer the property to former owners and present occupants, as specified, and then to specified present tenants at fair market value. This bill would require a surplus residential property that is located within the City of South Pasadena and that is offered for sale to a present occupant or present tenant of the property, as specified, to be offered at a price based on the appraisal of the property in 2016, if certain conditions apply. The bill would require an offer made or accepted prior to January 1, 2022, that is not in compliance with the bill to be corrected so the price complies with the bill's requirements. The bill would make an offer based on the 2016 appraisal, as required by the bill, only valid until December 31, 2024.

Position

[SB 1067](#)

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

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

Introduced: 2/15/2022

Last Amend: 4/4/2022

Status: 4/7/2022-Set for hearing April 28.

Location: 3/31/2022-S. HOUSING

Calendar: 4/28/2022 10:30 a.m. or upon adjournment of Session - 1021 O Street, Room 2100 SENATE HOUSING, WIENER, Chair

Summary: Would prohibit a city, county, or city and county from imposing any minimum automobile parking requirement on a housing development project that is located within 1/2 mile of public transit, as defined, and that either (1) dedicates 25% of the total units to very low, low-, and moderate-income households, students, the elderly, or persons with disabilities or (2) the developer demonstrates that the development would not have a negative impact on the city's, county's, or city and county's ability to meet specified housing needs and would not have a negative impact on existing residential or commercial parking within 1/2 mile of the project, unless the city, county, or city and county makes specified findings. By changing the duties of local planning officials, this bill would impose a state-mandated local program.

Position

[SB 1177](#)

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

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

Introduced: 2/17/2022

Last Amend: 4/4/2022

Status: 4/7/2022-Set for hearing April 28.

Location: 3/31/2022-S. HOUSING

Calendar: 4/28/2022 10:30 a.m. or upon adjournment of Session - 1021 O Street, Room 2100 SENATE HOUSING, WIENER, Chair

Summary: The Joint Exercise of Powers Act authorizes 2 or more public agencies, by agreement, to form a joint powers authority to exercise any power common to the contracting parties, as specified. Current law authorizes the agreement to set forth the manner by which the joint powers authority will be governed. That act specifically authorizes the creation of the Orange County Housing Finance Trust, a joint powers authority, for the purposes of funding housing specifically assisting the homeless population and persons and families of extremely low, very low, and low income within the County of Orange. This bill would similarly authorize the creation of the Burbank-Glendale-Pasadena Regional Housing Trust, a joint powers authority, by the Cities of Burbank, Glendale, and Pasadena, with the stated purpose of funding housing to assist the homeless population and persons and families of extremely low, very low, low, and moderate income.

Position

[SB 1217](#)

(Allen D) State-Regional Collaborative for Climate, Equity, and Resilience.

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

Introduced: 2/17/2022

Status: 4/4/2022-Set for hearing April 26.

Location: 3/28/2022-S. TRANS.

Calendar: 4/26/2022 9 a.m. - Senate Chamber SENATE TRANSPORTATION, GONZALEZ, LENA, Chair
Summary: Would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the State Air Resources Board for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of the state board, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations, as specified. The bill would require, on or before December 31, 2025, the state board to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative.

Position

SB 1284 (Bates R) Homelessness: interim motel housing projects: state programs.

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

Introduced: 2/18/2022

Last Amend: 3/16/2022

Status: 4/4/2022-Set for hearing April 19.

Location: 3/24/2022-S. HUM. S.

Calendar: 4/19/2022 1:30 p.m. - 1021 O Street, Room 2200 SENATE HUMAN SERVICES, HURTADO, Chair

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Current law, until January 1, 2025, exempts from CEQA projects related to the conversion of a structure with a certificate of occupancy as a motel, hotel, residential hotel, or hostel to supportive or transitional housing, as defined, that meet certain conditions. This bill would delete the above-described January 1, 2025, repeal date, thereby extending operation of that exemption indefinitely. Because the lead agency must determine the applicability of this exemption, this bill would impose a state-mandated local program.

Position

SB 1292 (Stern D) Land use: development restriction: fire hazard severity zones.

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

Introduced: 2/18/2022

Last Amend: 3/16/2022

Status: 3/22/2022-March 24 set for first hearing canceled at the request of author.

Location: 3/2/2022-S. HOUSING

Summary: Current law requires a housing element to include, among other things, an inventory of land suitable and available for residential development. Current law imposes various requirements on a city, county, or city and county upon receiving an application for a housing development project meeting certain standards. This bill would authorize a city, county, or city and county to restrict the development of residential housing in moderate, high, and very high fire hazard severity zones, as defined, if the city, county, or city and county adopts a plan, as specified, ensuring the production of at least double the number of residential units not developed as a result of the restriction.

Position

SB 1353 (Wilk R) Homeless population census information: collection and reporting.

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

Introduced: 2/18/2022

Status: 4/7/2022-From committee: Do pass as amended and re-refer to Com. on HUMAN S. (Ayes 5. Noes 0.) (April 7).

Location: 4/7/2022-S. HUM. S.

Calendar: 4/19/2022 1:30 p.m. - 1021 O Street, Room 2200 SENATE HUMAN SERVICES, HURTADO, Chair

Summary: Current law creates the California Interagency Council on Homelessness and requires departments administering state programs created on or after July 1, 2017, to collaborate with the council for the purpose of adopting guidelines and regulations to incorporate core components of Housing First. Current law defines "Housing First" as an evidence-based model that uses housing as a tool, rather than a reward, for recovery and that centers on providing or connecting homeless people to permanent housing as quickly as possible. Under current law, Housing First providers offer services as needed and requested on a voluntary basis and do not make housing contingent on participation in services. This bill would require a local government entity, as defined, to develop and maintain a publicly available internet website homelessness dashboard for prescribed purposes.

Position

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

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

Introduced: 2/18/2022

Last Amend: 3/28/2022

Status: 4/7/2022-VOTE: Do pass as amended, but first amend, and re-refer to the Committee on [Appropriations] (PASS)

Location: 4/7/2022-S. APPR.

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

Position

[SB 1466](#) (Stern D) Affordable Housing and Community Development Investment Program.

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

Introduced: 2/18/2022

Status: 3/10/2022-Referral to Com. on ED. rescinded because of the limitations placed on committee hearings due to ongoing health and safety risks of the COVID-19 virus.

Location: 3/10/2022-S. ED.

Summary: Would establish in state government the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district, or a combination of those entities, to apply to the Affordable Housing and Community Development Investment Committee to participate in the program and would authorize the committee to approve or deny plans for projects meeting specific criteria.

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

Information Technology

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

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

Introduced: 2/18/2022

Status: 3/10/2022-Referral to Com. on P. & C.P.

Location: 3/10/2022-A. P. & C.P.

Calendar: 4/19/2022 1:30 p.m. - State Capitol, Room 126 ASSEMBLY PRIVACY AND CONSUMER PROTECTION, GABRIEL, Chair

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

Position

Land Use/Zoning

ACA 7

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

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

Introduced: 3/16/2021

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

Location: 3/16/2021-A. PRINT

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

Position

SB 1292

(Stern D) Land use: development restriction: fire hazard severity zones.

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

Introduced: 2/18/2022

Last Amend: 3/16/2022

Status: 3/22/2022-March 24 set for first hearing canceled at the request of author.

Location: 3/2/2022-S. HOUSING

Summary: Current law requires a housing element to include, among other things, an inventory of land suitable and available for residential development. Current law imposes various requirements on a city, county, or city and county upon receiving an application for a housing development project meeting certain standards. This bill would authorize a city, county, or city and county to restrict the development of residential housing in moderate, high, and very high fire hazard severity zones, as defined, if the city, county, or city and county adopts a plan, as specified, ensuring the production of at least double the number of residential units not developed as a result of the restriction.

Position

Natural Resources

SB 1086

(Melendez R) Greenhouse Gas Reduction Fund: Salton Sea restoration.

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

Introduced: 2/15/2022

Last Amend: 3/14/2022

Status: 3/25/2022-Set for hearing April 20.

Location: 3/23/2022-S. E.Q.

Calendar: 4/20/2022 1:30 p.m. - 1021 O Street, Room 2100 SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair

Summary: The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as

part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Current law states the intent of the Legislature that moneys collected pursuant to the market-based compliance mechanism be appropriated to include certain priorities, including air toxic and criteria air pollutants from stationary and mobile sources. This bill would include pollutants from the Salton Sea as air toxic and criteria air pollutants from stationary and mobile sources for purposes of the priorities established in the above-described statement of intent of the Legislature. The bill would require, if moneys are appropriated from the Greenhouse Gas Reduction Fund for the Salton Sea ecosystem as a priority, that those moneys be deposited into the Salton Sea Restoration Fund.

Position

Planning, Building, & Code Enforcement

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

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

Introduced: 2/15/2022

Last Amend: 3/9/2022

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

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

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

Position

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

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

Introduced: 2/15/2022

Last Amend: 3/29/2022

Status: 4/6/2022-From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 7. Noes 0.) (April 5). Re-referred to Com. on L. GOV.

Location: 4/5/2022-A. L. GOV.

Calendar: 4/20/2022 9:30 a.m. - State Capitol, Room 127 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

Summary: The Planning and Zoning Law, among other things, provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. Current law requires a permitting agency to act on the application to create an accessory dwelling unit or a junior accessory dwelling unit within specified timeframes. This bill would provide that the requirement for an agency to act on an application means either to return in writing a full set of comments to the applicant with a comprehensive request for revisions or to return the approved permit application. The bill would define "permitting agency" for its purposes.

Position

AB 2244 (Wicks D) Religious institution affiliated housing: colocated place of worship.

Current Text: Amended: 3/24/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 3/24/2022

Status: 4/7/2022-Read second time. Ordered to third reading.

Location: 4/7/2022-A. THIRD READING

Summary: Current law prohibits a local agency from requiring the replacement of religious-use parking spaces, as defined, that a developer of a religious institution affiliated housing development project proposes to eliminate as part of that housing development project. Current law prohibits the number of religious-use parking spaces requested to be eliminated from exceeding 50% of the number that are available at the time the request is made. This bill would clarify that the definition of "religious-use parking spaces" applies to both existing parking spaces and those parking spaces required of a proposed development for a new place of worship. The bill would recast the provisions relating to the elimination of parking spaces to prohibit the number of spaces proposed to be eliminated in the case of a proposal for a newly constructed place of worship from exceeding 50% of the spaces that would

otherwise be required.

Position

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

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

Introduced: 2/16/2022

Last Amend: 3/29/2022

Status: 4/5/2022-In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 3/3/2022-A. H. & C.D.

Calendar: 4/20/2022 9 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

Summary: Would, notwithstanding any inconsistent provision of a city's or county's general plan, specific plan, zoning ordinance, or regulation, require that a qualified housing development on land owned by a local educational agency be an authorized use if the housing development complies with certain conditions. Among these conditions, the bill would require the housing development to consist of at least 10 units, be subject to a recorded deed restriction for at least 55 years requiring that at least 49% 30% of the units have an affordable rent for lower income households, as those terms are defined, at least 20% of the units be occupied by teachers and employees of a local educational agency at rents that do not exceed 120% of the area median income, and 100% of the units be rented by teachers and employees of the local educational agency, except as specified. This bill would authorize a city or county to impose objective zoning standards, objective subdivision standards, and objective design review standards, as defined, that do not conflict with these provisions unless those standards would have the effect of physically precluding the construction of a qualified development project of less than or equal to 3 stories and 30 feet in height. This bill would deem a qualified housing development consistent, compliant, and in conformity with local development standards, zoning codes or maps, and the general plan.

Position

AB 2328 (Flora R) Local ordinances: home experience sharing.

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

Introduced: 2/16/2022

Status: 3/3/2022-Referred to Coms. on L. GOV. and JUD.

Location: 3/3/2022-A. L. GOV.

Summary: Current law defines "hosting platform" as a marketplace that is created for the primary purpose of facilitating the rental of a residential unit, as specified. This bill would prohibit a city or county from prohibiting or effectively prohibiting the use of property as a home experience sharing unit. The bill would define "home experience sharing unit" as a privately owned, noncommercial property or residential dwelling unit that is rented partially for a fee for a period of fewer than 18 continuous hours and that does not provide sleeping accommodations to transients. The bill would authorize a city or county to reasonably regulate home experience sharing units to protect the public's health and safety, as specified. This bill contains other related provisions.

Position

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

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

Introduced: 2/16/2022

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

Location: 3/3/2022-A. H. & C.D.

Calendar: 4/20/2022 9 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

Summary: The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city that includes a housing element. Current law requires that the housing element identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, and make adequate provision for the existing and projected needs of all economic segments of a community. Current law also requires that the housing element include an analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels. This bill would revise the requirements of the housing element, as described above, in connection with zoning designations that allow residential use, including mixed use, where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit. The bill would prohibit a city or county from establishing overlay districts to comply with these provisions.

Position

[AB 2386](#) (Bloom D) Planning and zoning: tenancy in common subject to an exclusive occupancy agreement.

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

Introduced: 2/17/2022

Last Amend: 3/17/2022

Status: 3/21/2022-Re-referred to Com. on L. GOV.

Location: 3/3/2022-A. L. GOV.

Calendar: 4/20/2022 9:30 a.m. - State Capitol, Room 127 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

Summary: Would, except as specified, authorize the legislative body of a local agency to regulate by ordinance the design and improvement of any multifamily property held under a tenancy in common subject to an exclusive occupancy agreement, as defined, including by requiring instruments governing the operation and maintenance of common areas.

Position

[AB 2428](#) (Ramos D) Mitigation Fee Act: fees for improvements: timeline for expenditure.

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

Introduced: 2/17/2022

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

Location: 3/3/2022-A. L. GOV.

Summary: The Mitigation Fee Act, requires a local agency that establishes, increases, or imposes a fee as a condition of approval of a development project to, among other things, determine a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. The Mitigation Fee Act also imposes additional requirements for fees imposed to provide for an improvement to be constructed to serve a development project, or which is a fee for public improvements, as specified, including that the fees be deposited in a separate capital facilities account or fund. This bill would require a local agency that requires a qualified applicant, as described, to deposit fees for improvements, as described, into an escrow account as a condition for receiving a conditional use permit or equivalent development permit to expend the fees within 5 years of the deposit.

Position

[AB 2492](#) (Grayson D) Factory-built housing: qualified manufacturers: incentives.

Current Text: Amended: 3/24/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 3/24/2022

Status: 3/28/2022-Re-referred to Com. on H. & C.D.

Location: 3/24/2022-A. H. & C.D.

Summary: The California Factory-Built Housing Law provides for the regulation of factory-built housing as defined, by the Department of Housing and Community Development and requires, among other things, that all factory-built housing sold or offered for sale to first users within this state bear the insignia of approval issued by the department. Current law, known as the Density Bonus Law, require a city, county, or city and county to provide a developer that proposes a housing development within the jurisdictional boundaries of that city, county, or city and county with a density bonus and other incentives or concessions for the production of lower income housing units, or for the donation of land within the development, if the developer agrees to construct a specified percentage of units for very low income, low-income, or moderate-income households or qualifying residents and meets other requirements. This bill would grant certain benefits to a factory-built housing development, as defined, that is manufactured by a qualified manufacturer. In this regard, the bill would require a qualified manufacturer to satisfy certain conditions, including, among other things, providing medical coverage to all of its employees and entering into and abiding by the terms of a labor peace agreement.

Position

[AB 2523](#) (Bloom D) Local planning agencies.

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

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Location: 2/17/2022-A. PRINT

Summary: Current law authorizes 2 or more legislative bodies to create a joint area planning agency, planning commission, or advisory agency, to exercise delegated powers regarding planning, and authorizes 2 or more legislative bodies to authorize their planning agencies to meet jointly to

coordinate their work, among other things. This bill would make nonsubstantive change to those provisions.

Position

AB 2531 (Grayson D) Housing data: collection and reporting.

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

Introduced: 2/17/2022

Status: 4/5/2022-In committee: Hearing postponed by committee.

Location: 3/10/2022-A. H. & C.D.

Calendar: 4/20/2022 9 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

Summary: Current law requires a city, county, or special district that has an internet website to make specified information available on its internet website, as applicable, including a current schedule of fees, exactions, affordability requirements it has imposed that are applicable to a proposed housing development project, and an archive of impact fee nexus studies, cost of service studies, or equivalent conducted by that city, county, or special district on or after January 1, 2018. Current law requires a city, county, or special district to update this information within 30 days of any changes. This bill would instead require a city, county, or special district that has an internet website to create a landing page with links to the specified information on its website, as applicable. This bill would also make a nonsubstantive change to these provisions.

Position

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

Current Text: Amended: 3/10/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 3/10/2022

Status: 3/14/2022-Re-referred to Com. on L. GOV.

Location: 3/10/2022-A. L. GOV.

Summary: The Subdivision Map Act excludes various projects from its provisions, including the leasing of, or the granting of an easement to, a parcel of land, or any portion of the land, in conjunction with the financing, erection, and sale or lease of a solar electrical generation device on the land, if the project is subject to review under other local agency ordinances regulating design and improvement or if the project is subject to discretionary action by the advisory agency or legislative body. This bill would also exempt from the requirements of the Subdivision Map Act the leasing of, or the granting of an easement to, a parcel of land, or any portion of the land, in conjunction with the financing, erection and sale or lease of an electrical energy storage system on the land, if the project is subject to review under other local agency ordinances regulating design and improvement.

Position

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

Current Text: Amended: 3/10/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 3/10/2022

Status: 3/14/2022-Re-referred to Com. on H. & C.D.

Location: 3/10/2022-A. H. & C.D.

Calendar: 4/20/2022 9 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

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

Position

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

Current Text: Amended: 3/24/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Last Amend: 3/24/2022

Status: 3/28/2022-Re-referred to Com. on H. & C.D.

Location: 3/24/2022-A. H. & C.D.

Calendar: 4/20/2022 9 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

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

Position

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

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

Introduced: 2/18/2022

Last Amend: 3/31/2022

Status: 4/4/2022-Re-referred to Com. on L. GOV.

Location: 3/23/2022-A. L. GOV.

Summary: The Planning and Zoning Law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards. Current law authorizes a development proponent to request a modification to a development that has been approved under the streamlined ministerial approval process if the request is submitted before the issuance of the final building permit required for construction of the development. This bill would prohibit a local government from determining that a development, including an application for a modification, is in conflict with the objective planning standards on the basis that application materials are not included, if the application contains substantial evidence that would allow a reasonable person to conclude that the development is consistent with the objective planning standards.

Position

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

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

Introduced: 2/18/2022

Last Amend: 4/7/2022

Status: 4/7/2022-From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.

Location: 3/17/2022-A. L. GOV.

Calendar: 4/20/2022 9:30 a.m. - State Capitol, Room 127 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

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

Position

[SB 849](#)

(Umberg D) Surplus land.

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

Introduced: 1/14/2022

Last Amend: 3/2/2022

Status: 4/5/2022-Set for hearing April 21.

Location: 3/9/2022-S. GOV. & F.

Calendar: 4/21/2022 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE GOVERNANCE AND FINANCE, CABALLERO, Chair

Summary: Current law prescribes requirements for the disposal of surplus land by a local agency. This bill would require, if, after the disposing agency and an entity desiring to purchase or lease the land have entered into an exclusive negotiating agreement, the determined value of the sales price and terms or lease terms exceeds (\$25,000,000), that the disposing agency post prominently on its internet website the terms of the proposed disposition of the surplus land for not less than 90 days before entering a legally binding agreement to dispose of the land.

Position

[SB 1094](#)

(Becker D) Local planning.

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

Introduced: 2/16/2022

Last Amend: 3/16/2022

Status: 3/30/2022-Set for hearing April 28.

Location: 3/23/2022-S. HOUSING

Calendar: 4/28/2022 10:30 a.m. or upon adjournment of Session - 1021 O Street, Room 2100 SENATE HOUSING, WIENER, Chair

Summary: Current law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine the existing and projected need for housing for each region, and requires the share of a city or county of the regional housing need to include that share of the housing need of persons at all income levels within the area significantly affected by the general plan of the city or county. Current law requires the housing element to identify adequate sites for housing, as specified. Current law allows the department to permit a city or county to substitute up to 25% of its obligation to identify adequate sites for any income category in its housing element if the city or county includes a program that commits the local government to provide units in that income category through the provision of committed assistance during the planning period covered by the element to low- and very low income households at affordable housing costs or affordable rents, as specified. Current law provides that this provision does not apply to any city or county that has not met its share of regional housing needs for low- and very low income households, as specified. This bill would allow sites that contain interim housing developments to be identified as adequate sites for very low and low-income categories if the housing element demonstrates that the units will be available for occupancy by individual families who are homeless or who are at risk of homelessness during the entire planning period and that the interim units are within a residential zone.

Position

[SB 1408](#)

(Allen D) Planning and zoning: general plan: annual report.

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

Introduced: 2/18/2022

Last Amend: 3/16/2022

Status: 3/30/2022-Set for hearing April 28.

Location: 3/23/2022-S. HOUSING

Calendar: 4/28/2022 10:30 a.m. or upon adjournment of Session - 1021 O Street, Room 2100 SENATE HOUSING, WIENER, Chair

Summary: The Planning and Zoning 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 net new units of housing, including both rental housing and for-sale housing, that have been issued a completed entitlement, building permit, or certificate of occupancy, and the income category, by area median income, that each unit of housing satisfies, as specified. This bill would authorize the planning agency to include in the portion of its report detailing the number of net new units of housing single-room occupancy units and nontraditional housing units, as those terms are defined, that were developed in previous housing element planning periods if those units are subject to authorization by the department and were not counted in previous reports.

Position

Attachment: LCMC - 04192022 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

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

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

Introduced: 1/26/2022

Last Amend: 3/21/2022

Status: 3/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 3.) (March 28). Re-referred to Com. on APPR.

Location: 3/29/2022-A. APPR.

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

Position

AB 2062 (Salas D) Local law enforcement hiring grants.

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

Introduced: 2/14/2022

Status: 3/29/2022-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (March 29). Re-referred to Com. on APPR.

Location: 3/29/2022-A. APPR.

Summary: Would, upon appropriation of funds for this purpose in the annual Budget Act and until January 1, 2029, require the Board of State and Community Corrections to establish a grant program to provide \$50,000,000 in grants to local law enforcement agencies to incentivize peace officers to work in local law enforcement agencies that are in underserved communities and to live in the communities that they are serving. The bill would require grant funds to be used to provide a 5-year supplement to peace officer salaries in local law enforcement agencies that are in underserved communities that have had a homicide rate higher than the state average for the past 5 years or more and where the peace officer lives within 5 miles of the office in which they work. The bill would require local law enforcement agencies that receive grants to report specified information to the board annually and would require the board to report to the Legislature and the Governor's office on the efficacy of the program, as prescribed, on or before July 1, 2028.

Position

AB 2147 (Ting D) Pedestrians.

Current Text: Introduced: 2/15/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Status: 3/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 3.) (March 28). Re-referred to Com. on APPR.

Location: 3/29/2022-A. APPR.

Summary: Current law prohibits pedestrians from entering roadways and crosswalks, except under specified circumstances. Under existing law, a violation of these provisions is an infraction. Current law establishes procedures for peace officers to make arrests for violations of the Vehicle Code without a warrant for offenses committed in their presence, as specified. This bill would prohibit a peace officer, as defined, from stopping a pedestrian for specified traffic infractions unless a reasonably careful person would realize there is an immediate danger of collision with a moving vehicle or other device moving exclusively by human power.

Position

SB 1006 (Jones R) Law enforcement: homeless outreach teams.

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

Introduced: 2/14/2022

Last Amend: 3/22/2022

Attachment: LCMC - 04192022 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

Status: 4/4/2022-April 4 hearing: Placed on APPR suspense file.

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

Summary: Current law authorizes a county to establish a homeless adult and family multidisciplinary personnel team, as defined, with the goal of facilitating the expedited identification, assessment, and linkage of homeless individuals to housing and supportive services within that county and to allow provider agencies to share confidential information for the purpose of coordinating housing and supportive services to ensure continuity of care. Current law authorizes the team to include, among others, housing or homeless services provider agencies, medical personnel, and legal counsel, as specified. This bill would require the Department of Justice, to the extent funding is provided for these purposes, to administer a competitive grant program to enable local law enforcement agencies to establish and operate homeless outreach teams.

Position

SB 1021 (Bradford D) Vehicles: driving under the influence of alcohol or drugs.

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

Introduced: 2/14/2022

Last Amend: 3/16/2022

Status: 3/24/2022-Set for hearing April 19.

Location: 3/23/2022-S. PUB. S.

Calendar: 4/19/2022 9 a.m. - 1021 O Street, Room 2200 SENATE PUBLIC SAFETY, BRADFORD, Chair

Summary: Current law prohibits a person who is under the influence of alcohol, drugs, or the combined influence of alcohol or drugs from driving a vehicle (DUI). A violation of this prohibition, generally, is punishable as a misdemeanor. Current law authorizes a court to offer misdemeanor diversion to criminal defendants which, contingent on successful completion of specified terms and conditions imposed by the court, results in the dismissal of charges prior to adjudication. Current law specifically prohibits diversion programs for a person charged with DUI. This bill would, notwithstanding this prohibition, authorize misdemeanor diversion for persons charged with DUI, as specified. The bill would limit diversion to persons who have no prior DUI convictions, and who have not completed DUI diversion within the past 10 years.

Position

Public Works

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

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

Introduced: 1/27/2022

Status: 3/17/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (March 16). Re-referred to Com. on APPR.

Location: 3/16/2022-A. APPR.

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

Position

AB 1883 (Quirk-Silva D) Public restrooms.

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

Introduced: 2/8/2022

Status: 2/18/2022-Referred to Com. on L. GOV.

Location: 2/18/2022-A. L. GOV.

Summary: Current law requires every public agency, as defined, that conducts an establishment serving the public or open to the public and that maintains restroom facilities for the public, to make every water closet available without cost or charge, as provided. Current law also requires publicly or privately owned facilities where the public congregates to be equipped with sufficient temporary or permanent restrooms to meet the needs of the public at peak hours. This bill would require each local government, as defined, to complete an inventory of public restrooms owned and maintained by the local government, either directly or by contract, that are available to the general population in its

jurisdiction.

Position

[AB 1886](#) **(Cooper D) Public works: definition.**

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

Introduced: 2/8/2022

Status: 4/7/2022-Read second time. Ordered to third reading.

Location: 4/7/2022-A. THIRD READING

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

Position

[AB 2463](#) **(Lee D) Public works: exemption.**

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

Introduced: 2/17/2022

Last Amend: 3/21/2022

Status: 3/31/2022-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 6. Noes 0.) (March 30). Re-referred to Com. on APPR.

Location: 3/31/2022-A. APPR.

Summary: Pursuant to existing law, all workers employed on public works projects are required to be paid not less than the general prevailing rate of per diem wages for work, except as specified. Current law exempts, until January 1, 2024, from these requirements work performed by a volunteer, a volunteer coordinator, or a member of the California Conservation Corps or a community conservation corps. This bill would extend that exemption until January 1, 2031.

Position

Transportation

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

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

Introduced: 1/6/2022

Last Amend: 4/7/2022

Status: 4/7/2022-Referred to Com. on REV. & TAX. From committee chair, with author's amendments: Amend, and re-refer to Com. on REV. & TAX. Read second time and amended.

Location: 4/7/2022-A. REV. & TAX

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

Position

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

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

Introduced: 1/10/2022

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

Location: 1/10/2022-A. PRINT

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

Position

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

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

Introduced: 1/12/2022

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

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

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

Position

AB 1680 (Lee D) Transportation: prohibition orders.

Current Text: Amended: 3/24/2022 [html](#) [pdf](#)

Introduced: 1/24/2022

Last Amend: 3/24/2022

Status: 3/28/2022-Re-referred to Com. on PUB. S.

Location: 3/24/2022-A. PUB. S.

Calendar: 4/19/2022 9 a.m. - State Capitol, Room 126 ASSEMBLY PUBLIC SAFETY, JONES-SAWYER, Chair

Summary: Current law authorizes the Sacramento Regional Transit District, the Los Angeles County Metropolitan Transportation Authority, the Fresno Area Express, and the San Francisco Bay Area Rapid Transit District (BART) to issue a prohibition order to any person who is cited 3 times within a period of 90 days for specified infractions committed in or on a vehicle, bus stop, or train or light rail station of a transit district or a property, facility, or vehicle upon which BART owes policing responsibilities, or to an person who is arrested or convicted for a misdemeanor or felony committed in or on a vehicle, bus stop, or light rail station of the transit district for acts involving violence, threats of violence, lewd or lascivious behavior, or possession for sale or sale of a controlled substance. Current law makes those prohibition orders subject to an automatic stay and prohibits a prohibition order from taking effect until the latest of 11 calendar days after delivery of the prohibition order, 11 calendar days after delivery of the results of a timely requested initial review of the prohibition order, or the date a hearing officer's decision is delivered if an administrative hearing was timely requested, as specified. This bill would instead prohibit a prohibition order from taking effect until the latest of 12, rather than 11, calendar days after delivery of the prohibition order, 12, rather than 11, calendar days after delivery of the results of a timely requested initial review of the prohibition order, or the date a hearing officer's decision is delivered if an administrative hearing was timely requested.

Position

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

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

Introduced: 1/26/2022

Last Amend: 3/21/2022

Status: 3/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 3.) (March 28). Re-referred to Com. on APPR.

Location: 3/29/2022-A. APPR.

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

omission in the operation of a motor vehicle. The bill would impose a warning citation for a first violation by a person who is under 18 years of age and fails to stop when approaching a stop sign at the entrance of an intersection.

Position

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

Current Text: Amended: 3/24/2022 [html](#) [pdf](#)

Introduced: 2/3/2022

Last Amend: 3/24/2022

Status: 3/28/2022-Re-referred to Com. on TRANS.

Location: 2/10/2022-A. TRANS.

Calendar: 4/18/2022 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN Chair

Summary: Current law authorizes the Department of Transportation to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. Current law requires the department to prepare and submit to the Governor a proposed budget, as provided. This bill would require the department to consult the California Healthy Places Index, as defined, as a condition of using state funds or personnel time to fund or permit freeway projects, as provided. The bill would require the department to analyze housing and environmental variables through the index, as provided, and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 50th percentile on the housing and environmental variables analyzed through the index, as provided.

Position

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

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

Introduced: 2/9/2022

Last Amend: 3/21/2022

Status: 3/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 2.) (March 28). Re-referred to Com. on APPR.

Location: 3/29/2022-A. APPR.

Summary: Current law prohibits the operation of a motorized bicycle or a class 3 electric bicycle on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail, as specified. Current law authorizes a local authority to additionally prohibit the operation of class 1 and class 2 electric bicycles on these facilities. This bill would remove the prohibition of class 3 electric bicycles on these facilities and would instead authorize a local authority to prohibit the operation of any electric bicycle or any class of electric bicycle on an equestrian trail, or hiking or recreational trail.

Position

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

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

Introduced: 2/9/2022

Last Amend: 4/6/2022

Status: 4/7/2022-Re-referred to Com. on APPR.

Location: 4/5/2022-A. APPR.

Summary: Current law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Current law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, as specified. Current law establishes the State Transit Assistance Program for the purpose of providing a source of state funding to eligible public transportation operators and other transportation agencies in order to support their local and regional transit operating and capital needs. Current law establishes the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Existing law conditions transit funding from certain programs on achieving specified ratios of fare revenues to operating costs. This bill would require local authorities, school districts, and colleges to maintain their funding for free or reduced fare youth transit as provided in the 2018-19 fiscal year.

Position

AB 1938 (Friedman D) Transit and Intercity Rail Recovery Task Force.**Current Text:** Amended: 3/7/2022 [html](#) [pdf](#)**Introduced:** 2/10/2022**Last Amend:** 3/7/2022**Status:** 4/5/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (April 4). Re-referred to Com. on APPR.**Location:** 4/5/2022-A. APPR.**Summary:** Current law provides for the funding of public transit and intercity rail, including under the Transportation Development Act. This bill would require the Secretary of Transportation, on or before July 1, 2023, to establish and convene the Transit and Intercity Rail Recovery Task Force to include representatives from the department and various local agencies, academic institutions, and nongovernmental organizations. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit and intercity rail ridership and improve transit and intercity rail operations for users of those services.**Position****AB 1946 (Boerner Horvath D) Electric bicycles: safety and training program.****Current Text:** Amended: 3/11/2022 [html](#) [pdf](#)**Introduced:** 2/10/2022**Last Amend:** 3/11/2022**Status:** 4/7/2022-Read second time. Ordered to Consent Calendar.**Location:** 4/6/2022-A. CONSENT CALENDAR**Summary:** The Protected Bikeways Act of 2014, provides that the state's bicycle programs have not been fully developed or funded. Current law establishes the Department of the California Highway Patrol within the Transportation Agency. This bill would require the department to develop, on or before September 1, 2023, statewide safety standards and training programs based on evidence-based practices for users of electric bicycles, as defined, including, but not limited to, general electric bicycle riding safety, emergency maneuver skills, rules of the road, and laws pertaining to electronic bicycles.**Position****AB 1953 (Maienschein D) Drinking water: accessible water bottle refill stations.****Current Text:** Amended: 3/29/2022 [html](#) [pdf](#)**Introduced:** 2/10/2022**Last Amend:** 3/29/2022**Status:** 4/6/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 1.) (April 5). Re-referred to Com. on APPR.**Location:** 4/5/2022-A. APPR.**Summary:** Would require, by January 1, 2025, the owner or operator of a transit hub, local park, public building, publicly owned building, shopping mall, or municipal golf course that has a water infrastructure source to install and maintain at least one, or maintain at least one existing, accessible water bottle refill station, as prescribed and except as specified. The bill would also require those owners and operators that have a water bottle refill station that is not accessible to upgrade, by January 1, 2025, the water bottle refill station to an accessible water bottle refill station.**Position****AB 1975 (Nazarian D) Transportation: bus shelter and street furniture siting: Road Maintenance and Rehabilitation Program: Local Streets and Roads Program.****Current Text:** Amended: 3/24/2022 [html](#) [pdf](#)**Introduced:** 2/10/2022**Last Amend:** 3/24/2022**Status:** 3/28/2022-Re-referred to Com. on L. GOV.**Location:** 3/24/2022-A. L. GOV.**Calendar:** 4/20/2022 9:30 a.m. - State Capitol, Room 127 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair**Summary:** The Planning and Zoning Law sets forth various ministerial approval procedures for housing developments, including for multifamily housing developments satisfying specified objective planning standards, as specified. This bill would require a local agency, as defined, that receives an application to site a bus shelter or other street furniture for the use of transit riders to review and approve or disapprove, as specified, the application ministerially, without discretionary review or a

hearing. The bill would require every local agency to adopt an ordinance that governs the planning and siting of bus shelters or street furniture and that provides a ministerial, nondiscretionary approval process that complies with the bill's requirements. The bill would require a local agency to apply the bill's requirements regardless of whether it adopts an ordinance compliant with the bill.

Position

AB 1981

(Lee D) Jury duty.

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

Introduced: 2/10/2022

Last Amend: 3/16/2022

Status: 3/22/2022-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 9. Noes 0.) (March 22). Re-referred to Com. on APPR.

Location: 3/22/2022-A. APPR.

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

Position

AB 2039

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

Current Text: Amended: 3/24/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Last Amend: 3/24/2022

Status: 3/28/2022-Re-referred to Com. on L. GOV.

Location: 3/24/2022-A. L. GOV.

Summary: The Local Agency Public Construction Act sets forth procedures that a local agency is required to follow when procuring certain services or work. Current law also sets forth specific public contracting requirements for certain transit districts. Current law authorizes certain local agencies to engage in job order contracting, as prescribed. This bill would establish a pilot program to authorize the Los Angeles County Metropolitan Transportation Authority to use job order contracting as a procurement method. The bill would impose a \$25,000,000 cap on awards under a single job order contract and a \$5,000,000 cap on any single job order. The bill would limit the term of such contracts to a maximum of 24 months, with extensions as prescribed.

Position

AB 2057

(Carrillo D) Transportation Agency: goods movement data.

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

Introduced: 2/14/2022

Last Amend: 3/28/2022

Status: 4/5/2022-From committee: Do pass and re-refer to Com. on L. & E. (Ayes 11. Noes 3.) (April 4) Re-referred to Com. on L. & E.

Location: 4/5/2022-A. L. & E.

Calendar: 4/20/2022 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LABOR AND EMPLOYMENT, KALRA, Chair

Summary: Would require the Transportation Agency to collect and consolidate specified data related to goods movement in the transportation supply chain and would require the agency to make this data publicly available on its internet website. The bill would require all maritime ports to collect specified data and statistics from trucking companies and provide the data to the agency. To the extent this bill would impose additional duties on local agencies operating a maritime port, the bill would impose a state-mandated local program.

Position

AB 2061

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

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

Introduced: 2/14/2022

Last Amend: 3/21/2022

Status: 4/7/2022-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (April 6).

Location: 4/6/2022-A. APPR.

Summary: Current law requires the Energy Commission, in consultation with the State Air Resources Board, as part of the development of the investment plan, to assess whether charging station infrastructure is disproportionately deployed, as specified, and, upon finding disproportionate deployment, to use moneys from the Alternative and Renewable Fuel and Vehicle Technology Fund, as well as other mechanisms, including incentives, to more proportionately deploy new charging station infrastructure, except as specified. Beginning July 1, 2023, this bill would require an entity that receive an incentive funded by a state agency or through a charge on ratepayers to install, own, or operate a charging station, in whole or in part, to report charging station uptime, as defined. The bill would require the Energy Commission, in consultation with the PUC, to develop a formula to calculate uptime to provide consistent, standardized reporting of information.

Position

AB 2071 (Patterson R) Vehicles: distracted driving awareness grant.

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

Introduced: 2/14/2022

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

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

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

Position

AB 2074 (Gipson D) Air Quality Improvement Program: micromobility devices.

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

Introduced: 2/14/2022

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

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

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

Position

AB 2097 (Friedman D) Residential and commercial development: remodeling, renovations, and additions: parking requirements.

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

Introduced: 2/14/2022

Status: 2/24/2022-Referred to Coms. on L. GOV. and H. & C.D.

Location: 2/24/2022-A. L. GOV.

Calendar: 4/20/2022 9:30 a.m. - State Capitol, Room 127 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

Summary: The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a land use element and a conservation element. This bill would prohibit a public agency from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile of public

transit, as defined. When a project provides parking voluntarily, the bill would authorize a public agency to impose specified requirements on the voluntary parking. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a new multifamily or nonresidential development to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities.

Position

AB 2147 (Ting D) Pedestrians.

Current Text: Introduced: 2/15/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Status: 3/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 3.) (March 28). Re-referred to Com. on APPR.

Location: 3/29/2022-A. APPR.

Summary: Current law prohibits pedestrians from entering roadways and crosswalks, except under specified circumstances. Under existing law, a violation of these provisions is an infraction. Current law establishes procedures for peace officers to make arrests for violations of the Vehicle Code without a warrant for offenses committed in their presence, as specified. This bill would prohibit a peace officer, as defined, from stopping a pedestrian for specified traffic infractions unless a reasonably careful person would realize there is an immediate danger of collision with a moving vehicle or other device moving exclusively by human power.

Position

AB 2237 (Friedman D) Transportation planning: regional transportation improvement plan: sustainable communities strategies: climate goals.

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

Introduced: 2/16/2022

Last Amend: 3/22/2022

Status: 4/7/2022-In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 3/29/2022-A. NAT. RES.

Calendar: 4/25/2022 2:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, RIVAS, LUZ, Chair

Summary: Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization. Current law requires the Strategic Growth Council, by January 31, 2022, to submit a report to the relevant policy and fiscal committees of the Legislature that includes, among other things, an overview of those sustainable communities strategies, an assessment of how implementation of those sustainable communities strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs, including the Affordable Housing and Sustainable Communities Program. This bill would require the council, in consultation with the State Air Resources Board, the Department of Housing and Community Development, and the Transportation Agency, to convene a task force to review the roles and responsibilities of metropolitan planning organizations and to define "sustainable community."

Position

AB 2264 (Bloom D) Pedestrian crossing signals.

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

Introduced: 2/16/2022

Last Amend: 3/17/2022

Status: 3/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 0.) (March 28). Re-referred to Com. on APPR.

Location: 3/29/2022-A. APPR.

Summary: Current law defines a traffic-actuated signal as an official traffic signal, as specified, that displays one or more of its indications in response to traffic detected by mechanical, visual, electrical, or other means. Upon the first placement or replacement of a traffic-actuated signal, as specified, current law requires the traffic-actuated signal to be installed and maintained to detect bicycle or motorcycle traffic on the roadway. This bill would require a traffic-actuated signal to be installed and maintained to have a leading pedestrian interval, upon the first placement or replacement of a traffic-actuated signal. The bill would also require an existing traffic-actuated signal capable of being implemented with remote installation or in-person programming to be programmed with a leading pedestrian interval when maintenance work is done on the intersection in which the traffic-actuated signal is located, if the signal is in a residence, business, or business activity district, a safety corridor,

or an area with a high concentration of pedestrians and cyclists, as specified.

Position

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

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

Introduced: 2/16/2022

Status: 3/3/2022-Referred to Com. on L. GOV.

Location: 3/3/2022-A. L. GOV.

Summary: Current law authorizes LA Metro to provide for a small business preference of 5% of the lowest responsible bidder meeting specifications, with respect to contracts in construction, the construction component of a design-build team, the procurement of goods, or the delivery of services. Current law also authorizes LA Metro to establish a subcontracting participation goal for small businesses on certain contracts financed with nonfederal funds and to grant a preference of 5% to the lowest responsible bidders that meet that goal. This bill would expand these contracting preferences and goals to local businesses.

Position

[AB 2336](#) (Friedman D) Vehicles: Speed Safety System Pilot Program.

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

Introduced: 2/16/2022

Last Amend: 3/22/2022

Status: 3/29/2022-From committee: Do pass and re-refer to Com. on P. & C.P. (Ayes 11. Noes 0.) (March 28). Re-referred to Com. on P. & C.P.

Location: 3/29/2022-A. P. & C.P.

Calendar: 4/19/2022 1:30 p.m. - State Capitol, Room 126 ASSEMBLY PRIVACY AND CONSUMER PROTECTION, GABRIEL, Chair

Summary: Current law establishes a basic speed law that prohibits a person from driving a vehicle upon a highway at a speed greater than is reasonable or prudent given the weather, visibility, traffic, and highway conditions, and in no event at a speed that endangers the safety of persons or property. This bill would authorize, until January 1, 2028, the Cities of Los Angeles, Oakland, San Jose, and Glendale, one southern California city, and the City and County of San Francisco, to establish the Speed Safety System Pilot Program if the system meets specified requirements. The bill would require the participating cities or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized.

Position

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

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

Introduced: 2/17/2022

Last Amend: 4/7/2022

Status: 4/7/2022-Read second time and amended.

Location: 4/4/2022-A. E.S. & T.M.

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

Position

[AB 2432](#) (Muratsuchi D) Neighborhood electric vehicles: County of Los Angeles: South Bay cities area.

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

Attachment: LCMC - 04192022 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

Introduced: 2/17/2022

Last Amend: 3/31/2022

Status: 4/5/2022-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 4). Re-referred to Com. on APPR.

Location: 4/5/2022-A. APPR.

Summary: Current law defines "low-speed vehicle" for purposes of the Vehicle Code as a motor vehicle with 4 wheels that is capable of a minimum speed of 20 miles per hour and a maximum speed of 25 miles per hour on a paved level surface and that has a gross vehicle weight rating of less than 3,000 pounds. Current law imposes certain restrictions on the use of low-speed vehicles on public streets and highways, and generally requires an operator of a low-speed vehicle to have a driver's license. A low-speed vehicle is also known as a neighborhood electric vehicle (NEV). A violation of the Vehicle Code is an infraction, unless otherwise specified. This bill would authorize the County of Los Angeles or any city in the South Bay cities area, as defined, to establish a similar NEV transportation plan for a plan area that may include any applicable portion of the county or city located within the jurisdiction of the South Bay Cities Council of Governments, as specified, subject to the same penalties. The bill would require that the transportation plan have received a prior review and the comments of the Southern California Association of Governments and any agency having traffic law enforcement responsibilities in an entity included in the plan area.

Position

AB 2438 (Friedman D) Transportation funding: alignment with state plans and greenhouse gas emissions reduction standards.

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

Introduced: 2/17/2022

Last Amend: 3/21/2022

Status: 3/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 4.) (March 28). Re-referred to Com. on APPR.

Location: 3/29/2022-A. APPR.

Summary: Current law provides for the funding of projects on the state highway system and other transportation improvements, including under the state transportation improvement program, the state highway operation and protection program, the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the program within the Road Maintenance and Rehabilitation Program commonly known as the Local Partnership Program. This bill would require the agencies that administer those programs to revise the guidelines or plans applicable to those programs to ensure that projects included in the applicable program align with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, and specified greenhouse gas emissions reduction standards.

Position

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

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

Introduced: 2/17/2022

Status: 3/31/2022-Read second time. Ordered to third reading.

Location: 3/31/2022-A. THIRD READING

Summary: Current law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matter subject to collective bargaining. This bill would prescribe requirements for public transit employers in connection with the introduction of new technologies for public transit services that introduce new products, services, or type of operation, as specified, or that eliminate jobs or job functions of the workforce to which they apply. The bill would require a public transit employer to provide notice, as specified, to the applicable exclusive employee representative of its intention to begin any procurement process or a plan to acquire or deploy to new technologies for public transit services, as described above, not less than 12 months before commencing the process, plan, or deployment.

Position

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

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

Introduced: 2/17/2022

Last Amend: 3/21/2022

Status: 4/6/2022-From committee: Do pass and re-refer to Com. on REV. & TAX. (Ayes 5. Noes 2.) (April 6). Re-referred to Com. on REV. & TAX.

Location: 4/6/2022-A. REV. & TAX

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

Position

AB 2462 (Valladares R) Neighborhood electric vehicles: County of Los Angeles: Westside Planned Communities.

Current Text: Amended: 3/10/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 3/10/2022

Status: 4/5/2022-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 4). Re-referred to Com. on APPR.

Location: 4/5/2022-A. APPR.

Summary: Current law imposes certain restrictions on the use of low-speed vehicles on public streets and highways, and generally requires an operator of a low-speed vehicle to have a driver's license. A low-speed vehicle is also known as a neighborhood electric vehicle (NEV). A violation of the Vehicle Code is an infraction, unless otherwise specified. Current law authorizes certain local agencies to establish a NEV transportation plan subject to certain requirements. A person operating a NEV in a plan area in violation of certain provisions is guilty of an infraction punishable by a fine not exceeding \$100. This bill would authorize the County of Los Angeles to establish a similar NEV transportation plan for the Westside Planned Communities in that county, subject to the same penalties. The bill would require a report to the Legislature by August 31, 2028, containing certain information and recommendations related to the NEV transportation plan. The bill would repeal these provisions on January 1, 2040.

Position

AB 2514 (Dahle, Megan R) Road Maintenance and Rehabilitation Account: apportionment of funds: underserved rural communities.

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

Introduced: 2/17/2022

Last Amend: 3/17/2022

Status: 3/21/2022-Re-referred to Com. on TRANS.

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

Calendar: 4/18/2022 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN Chair

Summary: Current law continuously appropriates \$200,000,000 annually from the State-Local Partnership Program Account for allocation by the California Transportation Commission for a program commonly known as the Local Partnership Program to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed certain fees, which taxes or fees are dedicated solely for road maintenance and rehabilitation and other transportation improvement projects. Current law requires the commission, in cooperation with the Department of Transportation, transportation planning agencies, county transportation commissions, and other local agencies, to develop guidelines for the allocation of those moneys. This bill would provide for the allocation by the commission under the Local Partnership Program to underserved rural communities, as defined, regardless of whether they have sought and received voter approval of taxes or that have imposed certain fees, which taxes or fees are dedicated solely for road maintenance and rehabilitation and other transportation improvement projects.

Position

AB 2542 (Rubio, Blanca D) Tolls: exemption for privately owned emergency ambulances.

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

Introduced: 2/17/2022

Status: 3/10/2022-Referred to Com. on TRANS.

Location: 3/10/2022-A. TRANS.

Summary: Current law prohibits a person from operating a privately owned emergency ambulance unless licensed by the Department of the California Highway Patrol. This bill would generally modify the exemption to apply to the use of a toll facility, as defined, and would expand the exemption, dispute

resolution procedures, and agreement provisions to include a privately owned emergency ambulance licensed by the Department of the California Highway Patrol. The bill would also make technical changes to these provisions.

Position

[AB 2562](#) (Bennett D) Clean Transportation Program: hydrogen-fueling stations.

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

Introduced: 2/17/2022

Last Amend: 3/21/2022

Status: 3/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (March 28). Re-referred to Com. on APPR.

Location: 3/29/2022-A. APPR.

Summary: Current law creates the Alternative and Renewable Fuel and Vehicle Technology Fund, to be administered by the State Energy Resources Conservation and Development Commission, and require the moneys in the fund, upon appropriation by the Legislature, to be expended by the commission to implement the program. Current law requires the commission, until January 1, 2024, to allocate \$20,000,000 annually to fund a specified number of publicly available hydrogen-fueling stations identified by the State Air Resources Board, not to exceed 20% of the moneys appropriated by the Legislature from the Alternative and Renewable Fuel and Vehicle Technology Fund, until there are at least 100 publicly available hydrogen-fueling stations in operation in the state. Under current law, these allocations are subject to all of the requirements applicable to allocations from the Clean Transportation Program. This bill would require the commission, if it awards funding to hydrogen-fueling station projects under the program, to provide preference to those projects that are located at a port and are publicly accessible, are co-located at a fueling station for medium- and heavy-duty trucks, or are located along a specified corridor or on the state's portion of the National Highway Freight Network.

Position

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

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

Introduced: 2/18/2022

Last Amend: 3/29/2022

Status: 4/5/2022-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 4). Re-referred to Com. on APPR.

Location: 4/5/2022-A. APPR.

Summary: Current law requires the Department of Transportation to report to the transportation policy committees of the Legislature, on or before January 1, 2020, on the feasibility and appropriateness of limiting the use of high-occupancy vehicle lanes to high-occupancy vehicles and eligible vehicles, as defined, only during the hours of heavy commuter traffic on both State Route 91 between Interstate 15 and Interstate 215 in the County of Riverside, and State Route 60 in the County of Riverside. Separate from that report, this bill would require the Transportation Agency, on or before January 1, 2024, to report to the transportation policy committees of the Legislature on that same topic and on the feasibility and appropriateness of removing from high-occupancy vehicle lanes in the County of Riverside, except for certain high-occupancy toll lanes, any double parallel solid lines to restrict the entrance into or exit from those lanes, including the use of the appropriate markings and signage.

Position

[AB 2622](#) (Mullin D) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.

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

Introduced: 2/18/2022

Last Amend: 4/7/2022

Status: 4/7/2022-From committee chair, with author's amendments: Amend, and re-refer to Com. on REV. & TAX. Read second time and amended.

Location: 3/10/2022-A. REV. & TAX

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

Position

Attachment: LCMC - 04192022 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

[AB 2719](#) (Fong R) California Environmental Quality Act: exemptions: highway safety improvement projects.

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

Introduced: 2/18/2022

Status: 4/5/2022-In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 3/10/2022-A. NAT. RES.

Summary: CEQA includes exemptions from its environmental review requirements for numerous categories of projects, including, among others, emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore an existing highway under specified circumstances. This bill would further exempt from the requirements of CEQA highway safety improvement projects, as defined, undertaken by the Department of Transportation or a local agency.

Position

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

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

Introduced: 2/18/2022

Last Amend: 3/17/2022

Status: 3/21/2022-Re-referred to Com. on TRANS.

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

Calendar: 4/18/2022 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN Chair

Summary: Would require the Department of Transportation and a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating streets and highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method. The bill would require, beginning January 1, 2024, a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to apply standard specifications that allow for the use of recycled materials in streets and highways, as specified. The bill would exempt cities and counties whose revenues do not exceed specified thresholds from these requirements. By increasing the duties of local agencies, this bill would impose a state-mandated local program.

Position

[AB 2956](#) (Committee on Transportation) Transportation.

Current Text: Introduced: 2/28/2022 [html](#) [pdf](#)

Introduced: 2/28/2022

Status: 3/17/2022-Referred to Com. on TRANS.

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

Calendar: 4/25/2022 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN Chair

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

Position

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

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

Introduced: 12/7/2020

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

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

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

construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.

Position

Support

SB 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: 3/9/2022-March 22 set for first hearing canceled at the request of author.

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

Introduced: 2/3/2022

Last Amend: 4/4/2022

Status: 4/6/2022-Set for hearing April 18.

Location: 3/28/2022-S. APPR.

Calendar: 4/18/2022 9 a.m. - 1021 O Street, Room 1200 SENATE APPROPRIATIONS, PORTANTINO, Chair

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 specify that the requirement that the bicycle transportation plan is for an urbanized area or urban cluster, as designated by the United States Census Bureau. The bill would extend the exemption to an active transportation plan or pedestrian plan in an urbanized area or urban cluster. The bill would define "active transportation plan" and "pedestrian plan." The bill would specify that individual projects that are a part of an active transportation plan or pedestrian plan remain subject to the requirements of CEQA unless those projects are exempt by another provision of law.

Position

Support

SB 932

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

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

Introduced: 2/7/2022

Last Amend: 3/23/2022

Status: 3/30/2022-Set for hearing April 26.

Location: 3/17/2022-S. TRANS.

Calendar: 4/26/2022 9 a.m. - Senate Chamber SENATE TRANSPORTATION, GONZALEZ, LENA, Chair

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

Position

SB 942

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

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

Introduced: 2/8/2022

Status: 4/5/2022-Set for hearing April 18.

Location: 3/28/2022-S. APPR.

Calendar: 4/18/2022 9 a.m. - 1021 O Street, Room 1200 SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Current law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys, as specified. This bill would authorize a transit agency that uses program moneys to fund a free or reduced fare transit program and that demonstrates compliance with the above-described requirements in its initial program application to continue to use those moneys to maintain that program on an ongoing basis without demonstrating continued compliance with those requirements.

Position

SB 1021 (Bradford D) Vehicles: driving under the influence of alcohol or drugs.

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

Introduced: 2/14/2022

Last Amend: 3/16/2022

Status: 3/24/2022-Set for hearing April 19.

Location: 3/23/2022-S. PUB. S.

Calendar: 4/19/2022 9 a.m. - 1021 O Street, Room 2200 SENATE PUBLIC SAFETY, BRADFORD, Chair

Summary: Current law prohibits a person who is under the influence of alcohol, drugs, or the combined influence of alcohol or drugs from driving a vehicle (DUI). A violation of this prohibition, generally, is punishable as a misdemeanor. Current law authorizes a court to offer misdemeanor diversion to criminal defendants which, contingent on successful completion of specified terms and conditions imposed by the court, results in the dismissal of charges prior to adjudication. Current law specifically prohibits diversion programs for a person charged with DUI. This bill would, notwithstanding this prohibition, authorize misdemeanor diversion for persons charged with DUI, as specified. The bill would limit diversion to persons who have no prior DUI convictions, and who have not completed DUI diversion within the past 10 years.

Position

SB 1049 (Dodd D) Transportation Resilience Program.

Current Text: Introduced: 2/15/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Status: 4/4/2022-April 4 hearing: Placed on APPR suspense file.

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

Summary: Would establish the Transportation Resilience Program in the Department of Transportation to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the commission to prioritize projects that meet certain criteria.

Position

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

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

Introduced: 2/15/2022

Last Amend: 4/4/2022

Status: 4/7/2022-Set for hearing April 28.

Location: 3/31/2022-S. HOUSING

Calendar: 4/28/2022 10:30 a.m. or upon adjournment of Session - 1021 O Street, Room 2100 SENATE HOUSING, WIENER, Chair

Summary: Would prohibit a city, county, or city and county from imposing any minimum automobile parking requirement on a housing development project that is located within 1/2 mile of public transit, as defined, and that either (1) dedicates 25% of the total units to very low, low-, and moderate-income households, students, the elderly, or persons with disabilities or (2) the developer demonstrates that the development would not have a negative impact on the city's, county's, or city and county's ability to meet specified housing needs and would not have a negative impact on existing residential or commercial parking within 1/2 mile of the project, unless the city, county, or city and county makes specified findings. By changing the duties of local planning officials, this bill would impose a state-mandated local program.

Position

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

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

Introduced: 2/16/2022

Last Amend: 4/6/2022

Status: 4/6/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

Location: 3/17/2022-S. TRANS.

Calendar: 4/19/2022 9 a.m. - Senate Chamber SENATE TRANSPORTATION, GONZALEZ, LENA, Chair

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

Position

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

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

Introduced: 2/17/2022

Last Amend: 4/6/2022

Status: 4/6/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

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

Calendar: 4/19/2022 9 a.m. - Senate Chamber SENATE TRANSPORTATION, GONZALEZ, LENA, Chair

Summary: Current law creates various transit districts throughout the state, with specified powers and duties relative to providing public transit service. Current law provides various provisions applicable to all public transit and transit districts. This bill would require the University of California Institute of Transportation Studies to, on or before June 30, 2023, develop and make available to transit operators, as defined, a survey for the purpose of promoting consistency in the collection of specified survey data. The bill would require transit operators to, on or before June 30, 2025, develop and implement a plan to reduce the street harassment experienced by its riders, as specified, and to consider the safety concerns and needs of riders impacted by street harassment when planning, designing, and operating their systems. The bill would require transit operators to, on or before June 30, 2024, collect survey data for the purpose of informing the plan.

Position

SB 1196 (Umberg D) State Transit Assistance Program: eligibility: Anaheim Transportation Network.

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

Introduced: 2/17/2022

Last Amend: 4/4/2022

Status: 4/7/2022-Set for hearing April 26.

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

Calendar: 4/26/2022 9 a.m. - Senate Chamber SENATE TRANSPORTATION, GONZALEZ, LENA, Chair

Summary: Pursuant to the State Transit Assistance (STA) Program, existing law requires certain funds in the account to be allocated by the Controller by formula to specified local transportation agencies for public transportation purposes. Current law provides that only STA-eligible operators are eligible to receive an allocation from a local transportation agency from the portion of program funds based on transit operator revenues and makes those operators eligible for other certain funds under the STA program, as provided. Under current law, an STA-eligible operator is defined as a public transportation operator eligible to claim local transportation funds. This bill would, for purposes of the STA program,

expand the definition of an STA-eligible operator to include the Anaheim Transportation Network if its bylaws are revised to increase transparency and accountability, including to provide for the appointment of its board of directors by the Anaheim City Council.

Position

SB 1201 (Melendez R) Clean California Local Grant Program of 2021: Clean California State Beautification Program of 2021: homeless encampments.

Current Text: Amended: 3/15/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 3/15/2022

Status: 4/8/2022-Set for hearing April 26 in PUB. S. pending receipt.

Location: 3/23/2022-S. TRANS.

Calendar:

4/19/2022 9 a.m. - Senate Chamber SENATE TRANSPORTATION, GONZALEZ, LENA, Chair

4/26/2022 1:30 p.m. - 1021 O Street, Room 2200 SENATE PUBLIC SAFETY, BRADFORD, Chair

Summary: Under current law, the Department of Transportation administers the Clean California Local Grant Program of 2021 to provide funding for grants to specified local entities for purposes of beautifying and cleaning up local streets and roads, tribal lands, parks, pathways, transit centers, and other public spaces, and administers the Clean California State Beautification Program of 2021 to provide funding for purposes of beautifying and cleaning up state highways. This bill would authorize local governments to use funding received under those programs to clean up homeless encampments on or around highway rights-of-way, within one mile of the freeway or flood channels under and surrounding the highways.

Position

SB 1217 (Allen D) State-Regional Collaborative for Climate, Equity, and Resilience.

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

Introduced: 2/17/2022

Status: 4/4/2022-Set for hearing April 26.

Location: 3/28/2022-S. TRANS.

Calendar: 4/26/2022 9 a.m. - Senate Chamber SENATE TRANSPORTATION, GONZALEZ, LENA, Chair

Summary: Would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the State Air Resources Board for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of the state board, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations, as specified. The bill would require, on or before December 31, 2025, the state board to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative.

Position

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

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

Introduced: 2/17/2022

Last Amend: 3/16/2022

Status: 4/8/2022-Set for hearing April 26.

Location: 4/7/2022-S. TRANS.

Calendar: 4/26/2022 9 a.m. - Senate Chamber SENATE TRANSPORTATION, GONZALEZ, LENA, Chair

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

agency to facilitate the development, construction, and operation of zero-emission transportation systems or facilities that lower greenhouse gases, reduce vehicle congestion and vehicles miles traveled, and improve public transit connections.

Position

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

Current Text: Amended: 3/15/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Last Amend: 3/15/2022

Status: 4/8/2022-Set for hearing April 26 in TRANS. pending receipt.

Location: 3/23/2022-S. E.Q.

Calendar:

4/20/2022 1:30 p.m. - 1021 O Street, Room 2100 SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair

4/26/2022 9 a.m. - Senate Chamber SENATE TRANSPORTATION, GONZALEZ, LENA, Chair

Summary: Current law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. Current law establishes or authorizes the establishment of various incentive programs that are administered or funded by the State Air Resources Board to provide financial assistance for the purchase of zero-emission or near-zero-emission vehicles by individuals, including, among others, the Clean Cars 4 All Program. This bill would require the state board, with respect to the various zero-emission and near-zero emission vehicle incentive programs administered or funded by the state board, to ensure that on or before July 1, 2023, those programs comply with specified requirements. The bill would require the state board, on or before July 1, 2023, to create a single unified education and application portal that enables an applicant for any of those programs to access information about the program and to submit one application for all of the programs.

Position

SB 1251 (Gonzalez D) Office of the Zero-Emission Vehicle Equity Advocate.

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

Introduced: 2/17/2022

Last Amend: 3/29/2022

Status: 4/7/2022-Set for hearing April 19.

Location: 4/5/2022-S. TRANS.

Calendar: 4/19/2022 9 a.m. - Senate Chamber SENATE TRANSPORTATION, GONZALEZ, LENA, Chair

Summary: Would establish the Office of the Zero-Emission Vehicle Equity Advocate in the Governor's office to steer the development of a shared, cross-agency definition of equity, and to set an equity agenda for the deployment of light-, medium-, and heavy-duty zero-emission vehicles, the supporting infrastructure, and workforce development. The bill would require the office to provide guidance to state agencies by developing and adopting an equity action plan, to publish an update of the progress on its activities on its internet website every 2 years, and to notify the relevant policy committees of the Legislature of the information provided in that update. The bill would repeal these provisions on January 1, 2028.

Position

SB 1391 (Kamlager D) greenhouse gases: market-based compliance mechanisms: linkages to the state.

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

Introduced: 2/18/2022

Last Amend: 3/17/2022

Status: 3/31/2022-Set for hearing April 25.

Location: 3/9/2022-S. E.Q.

Calendar: 4/25/2022 9 a.m. - 1021 O Street, Room 2100 SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair

Summary: Current law prohibits a state agency from linking, as defined, a market-based compliance mechanism with any other state, province, or country unless the state agency notifies the Governor. Current law requires the Governor to issue specified findings within 45 days of receiving that notice from a state agency and to provide those findings to the Legislature. This bill would additionally prohibit a state agency from linking a market-based compliance mechanism with any other state, province, or country unless all of the following conditions are met: (1) the state agency has completed one or more formal regulatory processes within the last 3 years to review the state's market-based mechanisms, as provided, (2) the state agency publicly consulted with the Independent Emissions Market Advisory Committee as part of that process, and (3) if the market-based compliance mechanism proposed for linking has issued or is authorized to issue an offset credit that can be used for compliance purposes, then the market-based compliance mechanism includes a provision that

automatically reduces the number of emissions allowances it makes available for compliance purposes, as provided.

Position

SB 1410 (Caballero D) California Environmental Quality Act: transportation impacts.

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

Introduced: 2/18/2022

Last Amend: 3/31/2022

Status: 3/31/2022-Set for hearing April 25. From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.

Location: 3/9/2022-S. E.Q.

Calendar: 4/25/2022 9 a.m. - 1021 O Street, Room 2100 SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair

Summary: CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. CEQA requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Current law requires the office to recommend potential metrics to measure transportation impacts, as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. This bill instead would require the criteria for determining the significance of transportation impacts of projects within transit priority areas to only promote the reduction of greenhouse gas emissions. The bill would require the potential metrics described above to only apply to projects within transit priority areas.

Position

Total Measures: 226
Total Tracking Forms: 226

Attachment: LCMC - 04192022 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)



AGENDA ITEM 5
REPORT

Southern California Association of Governments
Remote Participation Only
April 19, 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 1410 (Caballero): CEQA: transportation impacts

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:

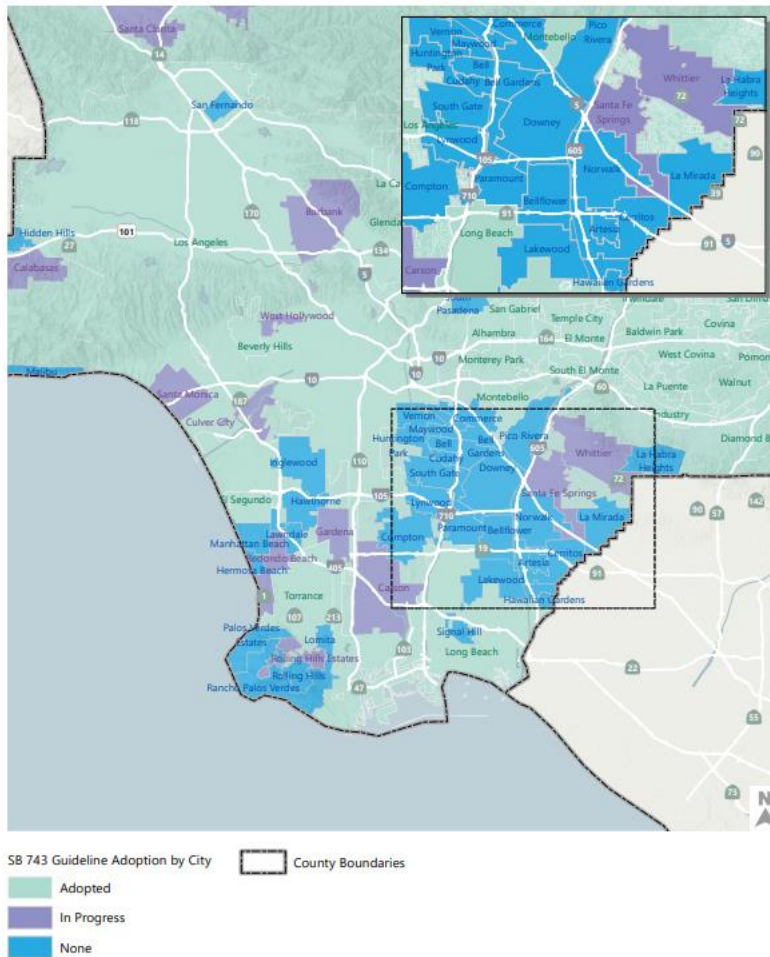
In 2013, the California legislature passed SB 743 (Steinberg, Chapter 386, Statutes of 2013) to change how transportation impacts are measured in the review of plans and projects under the California Environmental Quality Act (CEQA), removing vehicle delay, which is measured by level of service. The Governor’s Office of Planning and Research (OPR) was tasked with identifying an alternative methodology and selected vehicle miles traveled (VMT) as the preferred CEQA transportation impact metric statewide. On February 18, 2022, Senator Anna Caballero (D-Merced) introduced Senate Bill (SB) 1410. This bill would limit the VMT regulations to Transit Priority Areas only. In areas outside of urban infill areas, Levels of Service would be retained to assess transportation impacts for projects subject to CEQA review. Staff recommends that the Legislative/Communications and Membership Committee (LCMC) forward a “support” position recommendation to the Regional Council on SB 1410.

BACKGROUND:

In response to growing concerns about the consequences of climate change, and the role of VMT in the generation of greenhouse gas (GHG) emissions, in 2013, the California legislature passed SB 743. The bill required the adoption of a new methodology to replace vehicle delay, measured by level of service, for evaluating transportation impacts under CEQA, the State’s environmental impact assessment and mitigation statute. The new methodology prioritizes reducing GHG emissions, facilitating the development of compact, transit-oriented communities, and encouraging development of bicycle and pedestrian facilities and improvements.

OPR was tasked with identifying an alternative transportation impact methodology that best meets the criteria of SB 743. In 2017, OPR selected VMT as the preferred CEQA transportation impact metric statewide. The VMT metric measures the total miles traveled by vehicles as a result of a new project. By using VMT as a metric to determine transportation impacts, development is encouraged in places where trips are short.

In July 2020, California’s VMT regulation went into effect. Since then, several jurisdictions in the SCAG region have established and adopted SB 743 implementation guidelines. Although there is no regionwide map, there is an example of the local jurisdictions in Los Angeles County that have adopted SB 743 guidelines here:



With the adoption of these guidelines, jurisdictions have developed VMT calculation methodologies for developers to employ in their CEQA transportation impact analyses. While most of these tools

have similar inputs, slight variations in methodologies may lead to different outcomes and therefore differing mitigation obligations. Jurisdictions throughout the region have identified a need for more mitigation options but have not yet established a mitigation program. Such a mitigation program is a high priority for jurisdictions seeking effective approaches as agencies and project applicants work through the initial years of the transition to a VMT metric.

A rising concern among stakeholders is the importance of coordinating with developers when establishing the mitigation program to ensure that the program does not hinder the production of housing, especially coming out of the COVID-19 pandemic and during a time of severe need for housing. However, the number of feasible strategies for reducing VMT from an individual project is limited and, in some cases, the VMT mitigation strategies are driving up the cost of housing developments. According to The Two Hundred Leadership Council, as demonstrated in the graph below, in the SCAG region, home prices drop by \$19,000 per mile as they move from the coast toward rural areas in San Bernardino and Riverside counties. Housing can be produced at lower costs in areas that are away from job centers. Yet measures to mitigate VMT, especially in rural areas, can significantly drive up the costs of residential development. For example, the County of San Diego, recently proposed a VMT mitigation fee ranging from \$50,000 to \$2 million per new home. Other jurisdictions are proposing VMT mitigation fees starting at \$40,000 per new home. These mitigation measures are affecting the construction of housing in communities outside of urbanized areas, which are also the primary source of housing for low- and middle- income families. A \$1,000 increase in the cost of a home eliminates 8,870 households from the ability to afford a home and puts homeownership further out of reach.

Figure 1: Geography of Southern California Region’s Housing Cost Crisis
Housing Costs increase \$19,000 per Mile
Median 2BR Apartment Rents Increase \$33 per month per mile
(77 Mile Commute Distance to Coast)



SB 1410

On February 18, 2022, Senator Caballero introduced SB 1410. This bill would modify the VMT regulation to be applied only in urbanized transit priority areas. For all other areas, the metric levels of service would be retained to assess transportation impacts on the environment for projects subject to CEQA review.

SB 1410 is coauthored by Senators Andreas Borgeas (D-Fresno) and Richard Roth (D-Riverside) and Assemblymembers Dr. Joaquin Arambula (D-Fresno), Adam Gray (D-Merced), Timothy Grayson (D-Concord), and Jim Patterson (R-Fresno). The bill supported by the following groups.

Support	Oppose	Watch
- California Building Industry Association (Sponsor)	N/A	- California State Association of Counties
- American Council of Engineering Companies, California		- League of California Cities
- Associated General Contractors of CA		
- California Alliance for Jobs		
- California Business Properties Association		



- California State Council of Laborers		
- International Union of Operating Engineers		
- Local Initiatives Support Corporation		
- National Asian American Coalition		
- National Diversity Coalition		
- Rebuild SoCal Partnership		
- Roseville Area Chamber of Commerce		
- Southern California Contractors Association		
- Southern California Leadership Council		
- Transportation California		
- United Chamber Advocacy Network		
- United Contractors		

SB 1410 has been referred to the Senate Committee on Environmental Quality where it will be heard on April 25, 2022.

Staff Recommendation

Staff recommends support for SB 1410 consistent with Regional Council-adopted policy and legislative priorities to support efforts to reform the implementation of SB 743’s VMT provisions, such as more comprehensive CEQA guidance concerning “additionality,” unintended consequences for housing development, and regional solutions, and project-specific design considerations for the State’s unique and diverse landscapes.

FISCAL IMPACT:

Work associated with the staff report on SB 1410 is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 6
REPORT

Southern California Association of Governments
Remote Participation Only
April 19, 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: Housing Bills of Interest

RECOMMENDED ACTION:

Staff recommends support for Assembly Bill (AB) 1910 (C. Garcia), AB 1695 (Santiago), AB 2218 (Quirk-Silva), and Senate Bill (SB) 490 (Caballero) and recommends opposition to AB 1976 (Santiago) and SB 930 (Wiener). Staff recommends Members of the Legislative/Communications and Membership Committee (LCMC) discuss and provide direction on the remaining bills included in this report.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

SCAG is monitoring over 80 legislative bills that relate to housing affordability, homeownership, homelessness, land use, and California Environmental Quality Act (CEQA) exemptions. Of these 80, staff identified 20 bills for discussion and recommends positions. For today’s meeting, staff recommends the LCMC consider support for AB 1910 (C. Garcia), AB 1695 (Santiago), AB 2218 (Quirk-Silva), and Senate Bill (SB) 490 (Caballero) and recommends the LCMC consider opposition to AB 1976 (Santiago) and SB 930 (Wiener). The remaining 14 bills are included for additional deliberation and direction concerning which should be prioritized for legislative engagement.

BACKGROUND:

SCAG is monitoring over 80 legislative bills that relate to housing affordability, homeownership, homelessness, land use, and California Environmental Quality Act (CEQA) exemptions. Today’s agenda packet includes all 80 of these legislative bills – and more – as part of the Legislative Tracking Report. Of these 80, staff identified 20 bills for discussion and consideration of recommended positions.

For today's meeting, staff recommends support for the following four bills: AB 1910 (C. Garcia), AB 1695 (Santiago), AB 2218 (Quirk-Silva), and Senate Bill (SB) 490 (Caballero). These five bills would generally further the principles included in the Regional Council's adopted legislative platform by providing more tools and removing barriers for cities and counties to implement their local housing programs. In addition, staff recommends opposition to the following two bills: AB 1976 (Santiago) and SB 930 (Wiener). These two bills would increase barriers for cities and counties to implement their local housing programs. Last, the remaining 14 bills are included for additional deliberation and direction on which bills should be prioritized for legislative engagement. Staff is available to research other housing-related bills that were not covered in the report and can bring them back to the committee for further consideration at a future meeting.

Summaries of all 20 bills are included below.

Staff recommends SUPPORT for the following four legislative bills:

Bill: AB 1910 **Author:** Assemblymember Cristina Garcia (D-Bell Gardens)

Title: Conversion of publicly owned golf courses to affordable housing.

Status: Passed Assembly Housing Committee on 03/23/22, 6-2 vote.

This bill would create an optional, incentive program administered by the Department of Housing and Community Development (HCD) to award grant funding to cities or counties that rezone publicly owned golf courses for affordable housing and open space. This bill would establish the policy for the program, but a separate appropriation by the Legislature would still be required. This bill is opposed by many golf clubs and associations and is supported by many pro-housing advocacy organizations.

Bill: AB 1695 **Author:** Assemblymember Miguel Santiago (D-Los Angeles)

Title: Adaptive Reuse

Status: Referred to Assembly Housing & Community Development Committee. Hearing not yet scheduled.

This bill would allow "adaptive reuse" to be an eligible activity for any HCD-administered affordable housing loan or grant program. The bill defines adaptive reuse to mean the repurposing and rehabilitation of an existing building for use as permanent or long-term residences.

Bill: AB 2218 **Author:** Assemblymember Sharon Quirk-Silva (D-Fullerton)

Title: Standing for CEQA challenges at proposed infill housing projects

Status: In Assembly Rules, pending referral.

This bill would limit legal standing for CEQA challenges to projects involving the development of housing at an infill site to persons who reside within 20 miles of the proposed project.

Bill: SB 490 **Author:** Senator Anna Caballero (D-Merced)
Title: Technical assistance program for Housing Acquisition and rehabilitation programs
Status: Passed the Senate Floor 01/24/2022, 36-0 vote. At Assembly Desk, pending referral.

This bill would establish a technical assistance program at HCD to assist local and regional governmental agencies, non-profits, public housing authorities, and other entities to access “acquisition-rehabilitation projects.” These are projects in which a local or regional government, non-profit, public housing authority, or other entity acquires and preserves unsubsidized housing units and attaches long-term affordability restrictions on them. The Senate Appropriations Committee estimates that this program would cost HCD \$690,000 annually to implement. This bill is supported by many pro-housing organizations, including the Southern California Association of Non-Profit Housing. There is no official opposition on record.

Staff recommends OPPOSITION to the following two legislative bills:

Bill: AB 1976 **Author:** Assemblymember Miguel Santiago (D-Los Angeles)
Title: Allowing HCD to rezone jurisdictions
Status: Referred to Assembly Housing & Community Development Committee. Hearing not yet scheduled.

This bill would allow HCD to rezone cities and counties to accommodate 100% of their housing need for the very low- and lower-income categories if those cities and counties have failed to complete their rezoning by their required deadline. This bill also authorizes HCD to assess new, punitive fines on non-compliant cities. This bill is similar to AB 1501, also authored by Assemblymember Santiago, which failed to advance by the two-year bill deadline earlier this year. This bill would apply only to SCAG region cities and counties.

Bill: SB 930 **Author:** Senator Scott Wiener (D-San Francisco)
Title: Implementation of the Housing Accountability Act
Status: Referred to Senate Housing Committee. Hearing not yet scheduled.

This bill would allow HCD to implement the Housing Accountability Act without having to comply with the Administrative Procedure Act requirements. The Housing Accountability Act, among other

things, limits the discretion a city or county has in considering approval of a residential development application. The Administrative Procedure Act sets forth procedural requirements for the adoption, publication, review, and implementation of regulations by state agencies.

Staff recommends the LCMC DISCUSS and prioritize the following 14 bills for legislative engagement:

Bill: AB 682 **Author:** Assemblymember Richard Bloom (D-Santa Monica)
Title: Adds cohousing building as a category within density bonus law
Status: Passed the Assembly Floor 01/27/22, 52-8-16 vote. In Senate Rules, pending referral to a policy committee.

This bill would enable a co-housing building to qualify for the density bonus program. It would also establish that an application for a co-housing building that qualified for the density bonus must automatically receive that benefit from the local government. The bill defines “co-housing building” to mean a residential or mixed-use structure, with five or more co-housing units and one or more common kitchens and dining areas designed for permanent residence of more than 30 days by tenants. This bill is sponsored by CityLab-UCLA and is supported by some housing advocacy organizations, including Abundant Housing LA. There is no official opposition on record.

Bill: AB 916 **Author:** Assemblymember Rudy Salas (D-Bakersfield)
Title: Adds cohousing building as a category within density bonus law
Status: Passed the Assembly Floor 01/27/22, 52-8-16 vote. In Senate Rules, pending referral to a policy committee.

This bill would prohibit city and counties from requiring a hearing as a condition for adding space for additional bedrooms within an existing house, condo, apartment, or dwelling. In addition, this bill increases the potential building height of an ADU a local government must approve ministerially from 16 feet to 18 feet. This bill is sponsored by the California Rental Housing Association and has no official opposition on file.

Bill: AB 1445 **Author:** Assemblymember Marc Levine (D-Marin County)
Title: Adds the impacts of climate change to the list of factors used to develop the methodology for regional housing needs.
Status: Passed the Assembly Floor 01/31/22, 57-16-3 vote. In Senate Rules, pending referral to a policy committee.

This bill would require, beginning in 2025, that the methodology used by a council of governments, for allocating regional housing needs must factor in the impacts caused by climate change, including emergency evacuation route capacity, wildfire risk, and sea level rise. This bill is supported by the Sierra Club and has no official opposition on file.

Bill: AB 2053 **Author:** Assemblymember Alex Lee (D-Milpitas)
Title: Creating the California Housing Authority
Status: Referred to Assembly Housing & Community Development Committee. Hearing scheduled for 04/20/2022.

This bill would create the California Housing Authority, as an independent state body, the mission of which would be to produce and acquire publicly owned, social housing developments for the purpose of eliminating the gap between housing production and regional housing needs assessment targets.

Bill: AB 2063 **Author:** Assemblymember Marc Berman (D-Menlo Park)
Title: Creating the California Housing Authority
Passed Assembly Housing & Community Development Committee on 04/05/2022, 7-0-1
Status: vote. Referred to Assembly Local Government Committee. Hearing scheduled for 04/20/2022.

This bill would prohibit a city or county from charging affordable housing impact fees, including inclusionary zoning fees, in-lieu fees, and public benefit fees, on a housing development's density bonus units. This bill is supported by the California Apartment Association, California Realtors Association, California Building Industry Association and is opposed by several Bay Area community organizations.

Bill: AB 2097 **Author:** Assemblymember Laura Friedman (D-Glendale)
Title: Creating the California Housing Authority
Status: Referred to Assembly Local Government Committee and Housing & Community Development Committee. Hearings not yet scheduled.

This bill would prohibit a public agency from establishing minimum automobile parking requirements on residential, commercial, or other development that is within ½-mile of public transit. Public transit is defined as both a high-quality transit corridor and as a major transit stop. The bill would not preclude any requirements imposed on multifamily or non-residential

development to provide electric vehicle charging equipment or provide for spaces for persons with disabilities.

Bill: AB 2166 **Author:** Assemblymember Chad Mayes (NPP-Palm Desert)
Title: Promoting Home Ownership via Community Development Block Grant Program
Status: Referred to Assembly Housing & Community Development Committee. Hearing not yet scheduled.

This bill would require HCD to prioritize 30% of the federal funding provided under the Community Development Block Grant Program (CDBG) and the HOME Investment Partnership Act for purposes of promoting homeownership for persons and families of low or moderate income. The bill would also require the department to prioritize at least 10% of CDBG program funds for down payment assistance for persons and families of low or moderate income.

Bill: AB 2186 **Author:** Assemblymember Timothy Grayson (D-Concord)
Title: Housing Cost Reduction Incentive Program.
Status: Passed Assembly Housing & Community Development Committee on 04/05/2022, 6-0 vote. Referred to Assembly Local Government Committee. Hearing not yet scheduled.

This bill would establish the Housing Cost Reduction Incentive Program to reimburse cities and counties for development impact fee waivers or reductions provided to certain rental housing developments housing developments or a homeownership development that will be sold to low- or moderate-income households at an affordable housing cost. The program would provide up to 50% of the waived fee. This bill is supported by the California Apartment Association and the Southern California Association of Non-Profit Housing, but is opposed by the AIDS Healthcare Foundation and Opposed Unless Amended by the California Association of Realtors and the State Building & Construction Trades Council of California.

Bill: AB 2295 **Author:** Assemblymember Richard Bloom (D-Santa Monica)
Title: Housing Developments on School Properties
Status: Referred to Assembly Housing & Community Development Committee. Hearing Scheduled for 04/20/2022.

This bill would require that certain housing developments on land owned by a local educational agency be an authorized use if the housing development complies with certain conditions, such as the development consists of at least 10 units, be subject to a recorded deed restriction for at least 55 years requiring that at least 30% of the units have an affordable rent for lower income

households, at least 20% of the units be occupied by teachers and employees of a local educational agency at rents not to exceed 120% of the area median income, and that 100% of the units be rented by teachers and employees of the local educational agency.

Bill: AB 2339 **Author:** Assemblymember Richard Bloom (D-Santa Monica)
Title: Allows for emergency (homeless) shelters in residential or mixed-use areas without a conditional use permit.
Status: Referred to Assembly Housing & Community Development Committee. Hearing scheduled for 04/20/2022.

This bill would allow for emergency homeless shelters to be sited and zoned in residential or mixed-use areas without conditional use permits.

Bill: AB 2357 **Author:** Assemblymember Phil Ting (D-San Francisco)
Title: Surplus Land Act
Status: Referred to Assembly Housing & Community Development Committee and Local Government Committee. Hearings not yet scheduled.

This bill would authorize, in some instances, that a local agency could administratively declare land as “exempt surplus land” if the declaration and findings are published and available for public comment at least 30 days before the declaration takes effect. The bill would also require a local agency to provide a written notification to HCD of its declaration and findings 30 days before disposing of land declared “exempt surplus land.” Exempt surplus land has legally binding restrictions on it rendering housing development impossible.

Bill: SB 1067 **Author:** Senator Anthony Portantino (D-La Cañada Flintridge)
Title: Parking Requirements at Residential Developments
Status: Passed Senate Governance & Finance Committee on 03/31/2022, 4-0 vote. Referred to Senate Housing Committee. Hearing Scheduled for 04/28/2022.

This bill would prohibit a jurisdiction from imposing any minimum automobile parking requirements on a housing development project that is located within ½-mile of public transit and that either (1) dedicates 25% of the total units to very low, low-, and moderate-income households, students, the elderly, or persons with disabilities or (2) the developer demonstrates that the development would not have a negative impact on the city’s or county’s ability to meet specified housing needs and would not have a negative impact on existing residential or commercial parking within ½-mile of the project.

Bill: SB 1094 **Author:** Senator Josh Becker (D-San Mateo County)
Title: Local planning and eligibility for certain state housing programs.
Status: Referred to Senate Housing Committee. Hearing Scheduled for 04/28/2022.

This bill would (1) allow cities and counties to count interim (temporary, targeted for homeless population) housing developments in their adequate sites inventories of their Housing Elements, if certain conditions are met. This bill would authorize HCD to allow cities and counties to substitute up to 25% of their very low or low-income RHNA obligation if the jurisdictions commit to funding a nonprofit home sharing program.

In addition, this bill would (2) remove the Affordable Housing and Sustainable Communities Program from the programs for which HCD may award additional points for a jurisdiction that has achieved a Pro Housing designation. The bill would allow HCD to award additional points for jurisdictions that have achieved Pro Housing designation for the qualifying infill area portion of the Infill Infrastructure Grant program (2007 version). The bill would also require that Housing Element compliance is a criterion for the qualifying infill area portion of the IIG.

Lastly, this bill would (3) allow housing developers to apply for the Affordable Housing Sustainable Communities Program, even if the jurisdiction in which the project is located does not have a compliant Housing Element.

Bill: SB 1457 **Author:** Senator Robert Hertzberg (D-Van Nuys)
Title: California Family Home Construction and Homeownership Bond Act of 2022
Passed Senate Housing Committee on 03/24/2022, 6-1-2 vote. Passed Senate Governance
Status: & Finance Committee on 04/07/2022, 5-0. Referred to Senate Appropriations Committee.
Hearing not yet scheduled.

This bill would authorize, subject to a vote of the people, a \$25 billion bond for homeownership and construction related programs. The bill would also expand SB 35's (2017) expedited ministerial approval process and would provide a CEQA exemption for certain projects eligible for the bond's construction loan program. There is no official support for SB 1457 on record, but Southern California Association of Nonprofit Housing and the Western Center on Law & Poverty are on record opposing it.

FISCAL IMPACT:

Work associated with the staff report on the Housing Bills of Interest is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 7
REPORT

Southern California Association of Governments
Remote Participation Only
April 19, 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, support letters provided for SCAG-region applications for federal “earmarks” that may be incorporated into the Fiscal Year 2023 appropriations bills and the Rebuilding American Infrastructure with Sustainability and Equity grant program, and a summary of state bills that the Legislation Department is tracking, including AB 2237 (Friedman), AB 2438 (Friedman), and SB 1217 (Allen and Cortese).

BACKGROUND:

Infill Infrastructure Grant Program

SCAG continues to advocate for the Regional Council’s legislative priority to pursue an expansion and augmentation of the existing Infill Infrastructure Grant (IIG) program. Over the last month, the agency’s efforts have been focused on growing the coalition of supporters and preparing for in-person and virtual advocacy meetings in support of the request.

SCAG staff has coordinated with the Sacramento Area Council of Governments and the California Association of Councils of Government on a proposed joint letter in support of an IIG program expansion. Efforts are also underway to coordinate a coalition letter with members of SCAG’s Global Land Use and Economic (GLUE) Council in support of the IIG.

To further support the RC’s IIG program legislative priority, President Lorimore and the board officers will meet with members of the Assembly and Budget Committees. These meetings will highlight the IIG program, as well as the region’s various transportation infrastructure-related budget priorities. RC Members represented by the Legislator with whom the group is meeting, will be invited to participate in the meeting as well. A copy of the slide deck is attached to this report for reference.

Second Round of Federal Earmarks

For a second year in a row, Congress will accept proposals for “earmarks,” now referred to as “Community Project Funding,” to be considered in the Fiscal Year (FY) 2023 appropriations bills. Congress brought back earmarks in FY 2022 after being banned by the House Republican Majority in 2011. Eligibility is limited to governmental agencies and not-for-profit organizations.

Each Member of Congress has an individual application process and deadline for Community Project Funding proposals. The majority of applications were due in the first two weeks of April 2022. SCAG provided 21 letters of support for the following earmark applications:

SCAG FY 22-23 Community Project Funding Support Letters	
Requester	Project
City of Brea	Tracks at Brea Western Extension Project
City of Imperial	SR 86 Improvement Project
City of Menifee	Scott Road/Bundy Canyon Road Widening
City of Ontario	I-10 Grove & 4th St Interchange
City of Palmdale	Avenue M Grade Separation
City of Palmdale	Ave. M Corridor and US Air Force Plant 42 Access Improvement Project
City of Palmdale	Transportation Project Package - Ave M & Bike Lanes
City of Palmdale	Ave M Enviro Clearance and Design
City of Rancho Cucamonga	EV Charging and Alternative Fuel Station
City of Rancho Cucamonga	Advanced Traffic Management System (ATMS)
City of Riverside	Northside Agriculture Innovation Center
City of Santa Clarita	Safe Routes to School Safety Project and Fuel Cell Technology Project
City of Santa Paula	Harvard Boulevard Project
Metrolink	Priority Improvement Projects
Omnitrans	Hydrogen Buses and Mobile Fueling Station
RTA	Solar Panels - RTA Riverside

RTA	Solar Panels - RTA Hemet
San Gabriel Valley Regional Housing Trust (SGVRHT)	Housing Projects
SBCTA	North First Avenue Bridges Replacement Project
SGVCOG	Workforce Development
SunLine Transit Agency	Various Low- or Zero-Emission Infrastructure Projects

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program

Earlier this year, the U.S. Department of Transportation announced the availability of \$1.5 billion in RAISE discretionary grant funding through the bipartisan infrastructure law, Infrastructure Investment and Jobs Act (IIJA). The RAISE program, formerly known as TIGER or BUILD, offers flexible funding that can be used for repair and modernization projects such as dedicated bus lanes, highway and bridge repairs, dock replacements, trail projects, and more. To date, the RAISE program has awarded over \$9.9 billion for more than 700 projects nationwide. This year, the program will ensure that at least \$15 million is awarded to projects located in Areas of Persistent Poverty or Historically Disadvantaged Communities. The deadline for applications was on April 14, 2022, and selections will be announced no later than August 12, 2022.

SCAG provided 13 letters of support for the following RAISE grant applications:

SCAG FY 22 RAISE Grant Support Letters	
<u>Requestor</u>	<u>Project</u>
City of Fontana	Roadway and Active Transportation Improvements
City of Imperial	SR 86 Multimodal Improvement Project
City of Indio	Monroe Street Interchange Project
City of Menifee	Scott Road/Bundy Canyon Road Widening
City of Santa Ana	Santa Ana Grade Separation Project
City of Santa Monica's Big Blue Bus	EV Bus Infrastructure
Imperial County	Anza Road Bridge project
LA Metro	I-105 ExpressLanes
LA Metro	NextGen Bus Improvements
Long Beach Transit	Charging Electrification Project
Palmdale	Avenue M Grade Separation Project
Port of Los Angeles	NMFN Improvement Program
SBCTA	ONT Loop

State Bills of Concern

Assemblymember Laura Friedman (D-Glendale), Chair of the Assembly Committee on Transportation, has introduced AB 2237 and AB 2438. AB 2237 would require that projects and programs included in the federal Transportation Improvement Program (FTIP) be consistent with the most recently prepared Sustainable Communities Strategy (SCS) and the State's climate goals. SCAG produces the FTIP and SCS on behalf of the region. Additionally, AB 2237 would require the California Air Resources Board (CARB), in consultation with the Governor's Office of Planning and Research (OPR), to reallocate monies from inconsistent projects or programs and prohibit a county transportation commission from funding inconsistent projects or programs. SCAG staff has met with the Assemblymember's staff to express informal concerns.

AB 2237 was referred to the Assembly Natural Resources Committee and Transportation Committee where it was heard on March 28, 2022. The bill was passed by a vote of 8 to 4, with 3 members abstaining. A hearing date was set in the Natural Resources Committee but was cancelled at the request of the author. It has not been rescheduled.

AB 2438 would require the guidelines for several of the State's transportation infrastructure funding programs to align with the State's aspirational transportation plans and the State's climate goals. SCAG staff have yet to engage with the Assemblymember's staff on this bill.

AB 2438 was referred to the Assembly Transportation Committee where it was heard on March 28, 2022. The bill was passed by a vote of 8 to 4, with 3 members abstaining. It has now been referred to the Appropriations Committee. It is anticipated that the bill will be heard by May 19, 2022.

Lastly, SCAG staff was also made aware of SB 1217, which was introduced by Senator Ben Allen (D-Redondo Beach), Chair of the Senate Environmental Quality Committee, and Dave Cortese (D-San Jose), Chair of the Senate Labor, Public Employment and Retirement Committee. SB 1217 would create the State-Regional Collaborative for Climate, Equity, and Resilience, with the purpose of making recommendations to CARB on how to update the SCS guidelines in order to improve the SCS plan approval process, transparency in local and regional government decision making, and alignment with other state climate and equity goals.

SB 1217 was referred to the Environmental Quality Committee, Transportation Committee, and Housing Committee. It was heard on March 28, 2022 in the Environmental Quality Committee and passed by a vote of 5 to 1, with 1 member abstaining. It will now be heard in the Transportation Committee on April 26, 2022. The bill was rescinded by the Housing Committee because of limitations due to the on-going COVID-19 pandemic.

FISCAL IMPACT:

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

ATTACHMENT(S):

1. State Budget Presentation (2022)

Southern California Budget Priorities

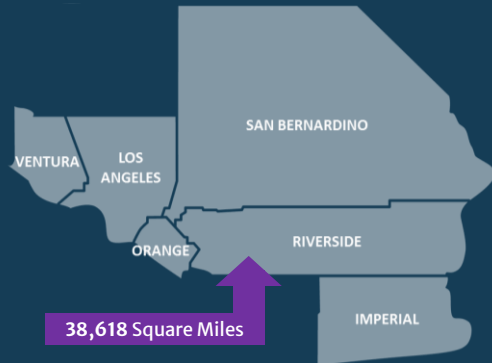
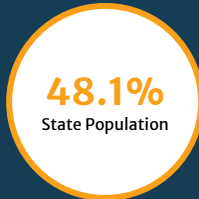
SCAG Legislative Advocacy
April 2022

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SCAG Facts



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Attachment: State Budget Presentation (2022) (Legislative Advocacy Update)

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

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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

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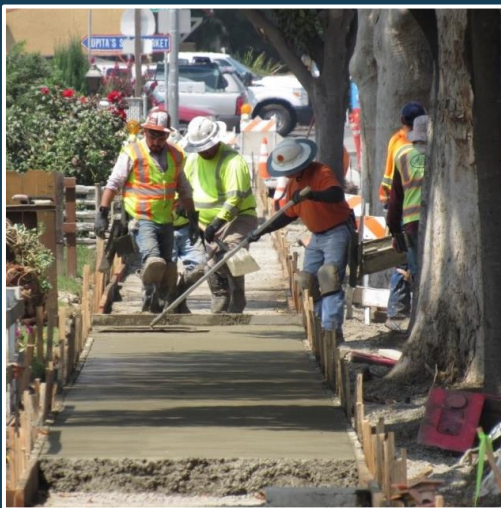
Attachment: State Budget Presentation (2022) (Legislative Advocacy Update)

Budget Priorities: Investments in Housing and Transportation



- \$5 billion – Infill Infrastructure Grant Program
- \$19 billion – Transportation Infrastructure

Ask 1: Infill Infrastructure Grant Program Budget Increase



- Augment the Infill Infrastructure Grant (IIG) Program to \$5 billion. Establish a Technical Assistance program to assist small and medium-sized jurisdictions to compete.
- IIG funds infrastructure improvements to streets, water and sewer pipes, internet lines, transit shelters, sidewalks, and lighting that supports infill housing development.
- Governor Newsom proposes \$500 million split over two years.

Ask 2: SB 1 Program Funding Augmentation



- Expand SB 1 programs to reduce project backlog:
 - \$2 billion – Trade Corridor Enhancement Program (TCEP)
 - \$1 billion – Solutions for Congested Corridors Program
 - \$1 billion – Local Partnerships Program
- TCEP funds projects on corridors that have a high volume of freight movement. Increased funding is needed considering the unprecedented levels of congestion at the San Pedro Bay Port Complex.

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Ask 3: Funding for 2028 Summer Olympics Transit Projects



- Provide \$2.5 billion for transportation projects that support the 2028 Summer Olympic and Paralympic Games.
- The Southern California region will host the Summer Olympic Games between July and September 2028.
- To prepare for this international multi-sport event, critical funding is needed to improve and expand the transportation system to enhance speed, reliability, and connectivity.

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Attachment: State Budget Presentation (2022) (Legislative Advocacy Update)

Ask 4: Active Transportation Funding Augmentation



- Support a \$1 billion augmentation to the Active Transportation Program (ATP).
- During the last ATP cycle, SCAG received 147 applications, totaling \$853 million in requests for just \$93 million in available funding.
- ATP projects enable more Californians to walk and bike to their destinations safely, yielding further climate, equity, and public health co-benefits.

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Thank You!

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



Attachment: State Budget Presentation (2022) (Legislative Advocacy Update)

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