



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

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Transportation  
Ray Marquez, Chino Hills

## REMOTE PARTICIPATION ONLY

# LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

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

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

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

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

### **PUBLIC ADVISORY**

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

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

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



## Instructions for Public Comments

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

1. **In Writing:** Submit written comments via email to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov) by **5pm on Friday, February 17, 2023**. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below.

All written comments received after 5pm on Friday, February 17, 2023 will be announced and included as part of the official record of the meeting.

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

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

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

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### OUR MISSION

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

### OUR VISION

Southern California’s Catalyst for a Brighter Future

### OUR CORE VALUES

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



## Instructions for Participating in the Meeting

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

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

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

### To Listen and Provide Verbal Comments by Phone

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

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**LCMC - Legislative/Communications and Membership Committee**  
***Members – February 2023***

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

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## LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

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Southern California Association of Governments  
Remote Participation Only  
**Tuesday, February 21, 2023**  
**8:30 AM**

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

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

*(The Honorable Jose Luis Solache, Chair)*

### **PRESENTATION**

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

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

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

**General information for all public comments:** Members of the public are encouraged, but not required, to submit written comments by sending an email to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov) by 5pm on Friday, February 17, 2023. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Legislative/Communications and Membership Committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to [aguilarm@scag.ca.gov](mailto:aguilarm@scag.ca.gov). Written comments received after 5pm on Friday, February 17, 2023, 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 – January 17, 2023 PPG. 7
2. SCAG Memberships and Sponsorships PPG. 13
3. LCMC 2023 Calendar of Meetings PPG. 16

Receive and File

4. Legislative Tracking Report PPG. 19

**INFORMATION ITEMS**

5. February Legislative Advocacy Update PPG. 47  
*(Francisco Barajas, Senior Legislative Affairs Analyst)*
6. Sacramento Summit and State Legislative Priorities PPG. 62  
*(Kevin Gilhooley, Legislation Manager)*

**GOVERNMENT AND PUBLIC AFFAIRS DIVISION UPDATE**

*(Javiera Cartagena, Chief Government and Public Affairs Officer)*

**FUTURE AGENDA ITEMS**

**ANNOUNCEMENTS**

**ADJOURNMENT**

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Southern California Association of Governments  
Remote Participation Only  
**February 21, 2023**

**LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)**  
**MINUTES OF THE MEETING**  
**TUESDAY, JANUARY 17, 2023**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC). A DIGITAL RECORDING OF THE MEETING IS AVAILABLE AT: <http://scag.ig2.com/Citizens/>.

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

**MEMBERS PRESENT**

<b>Jose Luis Solache (Chair)</b>	<b><i>Lynwood</i></b>	<b>District 26</b>
Cindy Allen	<i>Long Beach</i>	District 30
Margaret Finlay	<i>Duarte</i>	District 35
Curt Hagman		San Bernardino County
Jan Harnik		RCTC
Ray Marquez	<i>Chino Hills</i>	District 10
Deborah Robertson	<i>Rialto</i>	District 8
David J. Shapiro	<i>Calabasas</i>	District 44
Donald P. Wagner		Orange County
Alan Wapner		SBCTA

**MEMBERS NOT PRESENT**

<b>Patricia Lock Dawson (Vice Chair)</b>	<b><i>Riverside</i></b>	<b>District 68</b>
Clint Lorimore	<i>Eastvale</i>	District 4

**CALL TO ORDER**

Chair Jose Luis Solache called the meeting to order at 8:30 a.m. and called upon Hon. Margaret Finlay, Duarte, District 35, to lead the Pledge of Allegiance. Staff confirmed that a quorum was present.

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## **PRESENTATION**

*(Mr. Joe Stephenshaw, Director, California Department of Finance)*

Chair Solache introduced Mr. Joe Stephenshaw, Director of the California Department of Finance, who provided committee members with an update on the 2023-24 State Budget that Governor Newsom released on January 10, 2023. He spoke about the surpluses enjoyed last year and the budget shortfall the State faces this upcoming fiscal year, and provided context behind the choices the Administration made when creating the framework for the Governor's budget.

Chair Solache opened the floor to the committee members for questions or comments, acknowledging all questions asked by the committee members and answering them accordingly. Hon. Jan Harnik, RCTC, thanked Mr. Stephenshaw for his presentation and the valuable information he shared with the Committee.

## **PUBLIC COMMENT PERIOD ON NON-AGENDA ITEMS**

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

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

## **REVIEW AND PRIORITIZE AGENDA ITEM**

There were no prioritized agenda items.

## **CONSENT CALENDAR**

### Approval Item

1. Minutes of the Meeting – December 20, 2022
2. SCAG Memberships and Sponsorships

### Receive and File

3. Legislative Tracking Report
-

#### 4. LCMC 2023 Calendar of Meetings

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

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

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

**AYES:** Allen, Finlay, Hagman, Harnik, Marquez, Shapiro, Solache, Wagner, and Wapner (9)

**NOES:** None (0)

**ABSTAINS:** None (0)

#### **INFORMATION ITEM**

#### 5. 2023-24 State Budget Update

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

Mr. Francisco J. Barajas, Sr. Legislative Affairs Analyst, provided the committee with an update on the Governor's fiscal year 2023-24 budget proposal, reviewing the overall budget and providing insight into proposed adjustments to key areas of impact to SCAG. Mr. Steve Cruz of Cruz Strategies, LLC, provided additional updates, including information on the process and conversations being had in the legislature regarding the proposal.

Chair Solache opened the floor to the committee members for questions or comments. With no questions or comments from the Committee, Chair Solache moved on to item 6.

#### 6. 2023 State Legislative Outlook and Legislative Priorities

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

Mr. Kevin Gilhooley, State & Federal Legislative Affairs Manager, gave the committee members a presentation on the 2023 State Legislative Outlook and Legislative Priorities. Mr. Gilhooley noted his presentation for this item would be divided into two (2) parts. During the first part of his

presentation, he highlighted and provided context on four (4) legislative bills that SCAG staff anticipated would be a priority this legislative year. Mr. Gilhooley concluded the first part of his presentation by asking the committee members to pick their top three (3) or four (4) legislative bills that would be prioritized for the Legislative Advocacy Trip in Sacramento.

Chair Solache opened the floor to the committee members for questions or comments on the four (4) legislative bills that Mr. Gilhooley had presented. Seeing and hearing no questions or comments, Mr. Gilhooley continued to the second half of his presentation, where he mentioned staff had included five (5) draft priorities in the agenda packet to assist the Committee in their discussion. He concluded his presentation by stating that staff is seeking feedback and direction from the Committee on the legislative priorities that could be featured in SCAG's annual Legislative Advocacy Summit in Sacramento.

Supervisor Don Wagner, Orange County, and Hon. Jan Harnik, RCTC, made recommendations to be included under Infrastructure. Mr. Gilhooley acknowledged both requests and noted staff would do its research and bring back information and additional recommendations to the February LCMC meeting for further discussion.

#### **GOVERNMENT AND PUBLIC AFFAIRS DIVISION UPDATE**

Ms. Javiera Cartagena, Chief Government and Public Affairs Officer, began her remarks by sharing that SCAG's Executive Director, Kome Ajise, attended Governor Newsom's Inauguration. She noted Mr. Ajise was able to connect with Assemblymember Phil Ting, Chair of the Assembly Budget Committee, and Buffy Wicks, Chair of the Assembly Housing and Community Development Committee, where Kome learned that Chair Wicks' focus this year would be on funding housing programs. Ms. Cartagena also informed committee members that staff is arranging a meeting with Ms. Lourdes Castro-Ramirez, the Secretary of the Business, Consumer Services and Housing Agency, as a follow-up from the same Inauguration event.

Ms. Cartagena also announced that President Jan Harnik, Mr. Kome Ajise, Executive Director, and herself would attend the annual "Conference of Regions" sponsored by the National Association of Regional Councils and looked forward to reporting back to the Committee on the information learned at the conference.

Ms. Cartagena concluded her report by mentioning an email issued last week by SCAG's Clerk of the Board, Maggie Aguilar, asking for participation on various committees, emphasizing the submission deadline for Thursday, January 19.

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



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**FUTURE AGENDA ITEMS**

There were no future agenda items.

**ANNOUNCEMENTS**

There were no announcements.

**ADJOURNMENT**

There being no further business, Chair Solache adjourned the Legislative/Communications and Membership Committee meeting at 9:34 a.m.

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

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Legislative / Communications and Membership Committee

2022-2023																	Total Mtgs Attended YTD
MEMBERS	CITY	Representing	MAY	JUN	JULY	AUG	SEPT	OCT (Dark)	NOV	DEC	JAN	FEB	MAR	APR	MAY		
Hon. Peggy Huang, Past Chair		TCA	1		1	1	1		1							5	
Hon. Jose Luis Solache, Chair	Lynwood	District 26	1	1	1	1	1		1	1	1					8	
Hon. Cindy Allen	Long Beach	District 30	1	1	1		1		1		1					6	
Hon. Claudia Bill-de la Pena	Thousand Oaks	District 46	1		1				1							3	
Hon. Lorrie Brown	Ventura	District 47														0	
Hon. Margaret Finlay	Duarte	District 35		1	1	1	1			1	1					6	
Hon. Alex Fisch	Culver City	District 41	1	1	1	1	1									5	
Sup. Curt Hagman		San Bernardino County	1				1	1			1					4	
Hon. Jan Harnik		RCTC	1	1	1	1	1		1	1	1					8	
Hon. Patricia Lock Dawson, Vice Chair	Riverside	District 68	1	1	1	1	1		1	1						7	
Hon. Clint Lorimore	Eastvale	District 4	1	1	1	1	1		1	1						7	
Hon. Ray Marquez	Chino Hills	District 10	1	1	1	1	1		1	1	1					8	
Hon. Mike Posey	Huntington Beach	District 64			1	1										2	
Hon. Deborah Roberston	Rialto	District 8		1			1	1	1	1	1					6	
Hon. David J. Shapiro	Calabasas	District 44	1	1	1	1	1		1	1	1					8	
Hon. Cheryl Viegas-Walker	El Centro	District 1	1	1				1	1							4	
Sup. Donald P. Wagner		Orange County		1	1		1	1	1		1					6	
Hon. Alan Wapner		SBCTA	1	1	1	1	1		1	1	1					8	



**AGENDA ITEM 2**  
**REPORT**

Southern California Association of Governments  
Remote Participation Only  
**February 21, 2023**

**To:** Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** SCAG Memberships and Sponsorships

**RECOMMENDED ACTION:**

Approve up to \$32,500 to renew SCAG memberships with 1) the Southern California Leadership Council (SCLC) (\$20,000), 2) California Contract Cities Association (CCCA) (\$5,000), and to sponsor two CivicWell conferences (\$7,500).

**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 1) the Southern California Leadership Council (SCLC) (\$20,000), 2) California Contract Cities Association (CCCA) (\$5,000), and to sponsor two CivicWell conferences (\$7,500).*

**BACKGROUND:**

**Item 1:** Southern California Leadership Council (SCLC)  
**Type:** Membership      **Amount:** \$20,000

Established in 2005, The Southern California Leadership Council is comprised of business and community leaders from throughout the seven counties of Southern California, including three former California Governors. The SCLC is currently partnered with many business organizations in the SCAG region, including the LA County BizFed, Inland Empire Economic Partnership, LA Area Chamber of Commerce, Orange County Business Council, and the Ventura County Economic Development Association, among others. The SCLC's work and strategic partnerships focus on shaping and solving public policy issues such as business vitality, resources (energy, water, and environment), and transportation (goods and people) that are critical to SCAG and the region's economic vitality and quality of life. The SCLC also co-hosted (with SCAG) the 9<sup>th</sup> and 10<sup>th</sup> annual



Southern California Economic Summits. SCAG Executive Director Kome Ajise serves on the SCLC Board, and SCAG Board officers and executive leadership regularly attend and participate in SCLC meetings and other activities.

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**Item 2:** California Contract Cities Association  
**Type:** Membership                    **Amount:** \$5,000

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California Contract Cities Association (CCCA) is a network of member cities united for a common cause. The goal of 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.

SCAG staff is recommending that the agency maintain membership at the "Silver" level, which will provide SCAG with the following:

- An opportunity to attend monthly CCCA Board of Directors Meetings (meal cost included for one (1) agency representative);
- Link to SCAG website in Associate Members Directory on CCCA website;
- Priority Selection for Annual Municipal Seminar booth location;
- Sponsor recognition (including signage) at educational seminars;
- Invitation to select CCCA City Managers/Administrators Committee meetings;
- Access to CCCA membership roster and conference registration lists;
- One (1) registration at the Annual Municipal Seminar;
- Participation on the Associate Members Program Steering Committee;
- (2) SCAG social media recognitions per year;

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**Item 3:** CivicWell (formerly known as Local Government Commission)  
**Type:** Sponsorship                    **Amount:** \$7,500

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CivicWell, formerly known as the Local Government Commission, is a non-profit organization dedicated to building livable communities and local leadership by connecting leaders via innovative programs and network opportunities, advancing policies through participation at the local and state level, and implementing solutions as a technical assistance provider and advisor to local jurisdictions. Because CivicWell hosts many events throughout the year, sponsorships to both the CivicWell Policymakers Conference and California Adaptation Forum were bundled under one invoice for approval.

### 2023 CivicWell Policymakers Conference

The 31<sup>st</sup> Annual CivicWell Policymakers Conference will bring together 100+ participants, including California mayors, city council members, county supervisors, city managers, and other high level department heads to discuss the creation of innovative solutions for increasing resiliency and implementing smart-growth strategies in a time of rapid change. The Conference features a timely and inspirational agenda designed to assist California's local elected officials in finding the tools and support needed to implement innovative solutions to address society's most pressing challenges. While this conference is usually hosted at Yosemite National Park, the 2023 Conference will take place March 16-19, 2023 at Pacific Grove, California at the Asilomar Hotel. SCAG staff recommends that the agency sponsor this event at the "Advocate" level (\$5,000), which will provide SCAG with the following benefits:

- 50% off one conference registration for a SCAG representative, which includes hotel and meals.
- Name placement in promotional materials
- Name on the conference website as a sponsor; and
- On-site recognition of our support during the conference.

### 2023 California Adaptation Forum

The biennial California Adaptation Forum serves as the premier gathering for adaptation leaders and practitioners from across the state and nation. For the 2023 Forum, over 800+ participants will attend over three days to learn, connect, and build mutual support for action to address California's adaptation needs. The 2023 Forum will take place July 31-August 2, 2023, in Pomona, CA. SCAG staff recommends that the agency sponsor this event at the "Supporter" level (\$2,500), which will provide SCAG with the following benefits:

- One (1) complimentary Forum registrations;
- Display space; and
- Logo placement on the CAF website, program, and select newsletters.

### **FISCAL IMPACT:**

\$12,500 to retain SCAG membership with CCCA and sponsor CivicWell Conferences is included in the approved FY 22-23 General Fund Budget. \$20,000 to retain membership with the SCLC is included in the approved FY 22-23 Indirect Cost Budget.



**AGENDA ITEM 3**  
**REPORT**

Southern California Association of Governments  
Remote Participation Only  
**February 21, 2023**

**To:** Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** LCMC 2023 Calendar of Meetings

**RECOMMENDED ACTION:**

Approve

**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:**

*Staff prepared a draft schedule of meeting dates for the Legislative/Communications and Membership Committee (LCMC) to coincide with the beginning of 2023. In consultation with Chair Solache, staff proposes that the Committee go dark in October and December 2023. Staff presented this item at the January LCMC for information and feedback and now seeks approval.*

**BACKGROUND:**

As Congress and Sacramento have convened for new legislative sessions after last year’s elections, staff proposes a schedule of meeting dates for the Committee’s consideration. The Committee generally meets on the third Tuesday of the month, though staff recommends the following four deviations from that schedule:

- First, staff is actively planning the agency’s annual **Sacramento Summit for Monday and Tuesday, April 17 and 18, 2023**, which will replace the April LCMC. Staff will share more details about the trip logistics as they are finalized.
- Second, staff proposes that the **May LCMC be held on the 4<sup>th</sup> Tuesday (May 23, 2023)** instead of the usual 3<sup>rd</sup> Tuesday of the month. Appointments to the LCMC are made by the SCAG President, last for approximately one year, and expire at the adjournment of the next regular meeting of the General Assembly. The one-week delay for the month of May would

allow the new SCAG President more time to appoint a new LCMC roster after the General Assembly.

- Third, staff recommends that the LCMC maintain its tradition of going **dark for the month of October**. This is because the State Legislature will have ended the first half of its two-year session on September 14, 2023, ending all formal activity by the State Legislature by that time.
- Fourth, staff recommends that the LCMC go **dark for the month of December** since the State Legislature will still be in recess, and Congress will likely have limited activity during this time.

Lastly, while staff recommends that the Committee adopt a calendar of meetings for organizational and planning purposes, SCAG bylaws provide the flexibility to cancel or call an LCMC meeting at the Chair's discretion. Staff presented this staff report at the January LCMC, but given that new members have been appointed to the Committee since then, staff recommends the LCMC review and confirm the proposed calendar today.

**FISCAL IMPACT:**

Work associated with the Calendar of Meetings Report is contained in the Indirect Cost budget, Legislation 810-0120.10.

**ATTACHMENT(S):**

1. 03a - LCMC - 02212023 - LCMC 2023 Calendar of Meetings



## Southern California Association of Government 2023 Legislative/Communications and Membership Committee Meeting

JANUARY 2023						
Su	M	Tu	W	Th	F	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

FEBRUARY 2023						
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MARCH 2023						
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APRIL 2023						
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30						

MAY 2023						
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28	29	30	31			

JUNE 2023						
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JULY 2023						
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30	31					

AUGUST 2023						
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SEPTEMBER 2023						
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OCTOBER 2023						
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29	30	31				

NOVEMBER 2023						
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DECEMBER 2023						
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24	25	26	27	28	29	30
31						

SCAG Regional Council Meeting

SCAG Holidays

Legislative/Communications and Membership Committee Meeting

Annual Sacramento Advocacy Trip

Attachment: 03a - LCMC - 02212023 - LCMC 2023 Calendar of Meetings (Calendar of Meetings)



**AGENDA ITEM 4**  
**REPORT**

Southern California Association of Governments  
Remote Participation Only  
**February 21, 2023**

**To:** Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** Legislative Tracking Report

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The Legislative Tracking Report is provided to keep the Legislative/Communications and Membership Committee (LCMC) apprised of the bills in Sacramento that have a nexus to the Regional Council’s adopted Legislative Platform. The attached report includes 113 such legislative bills.*

**BACKGROUND:**

SCAG’s Legislative Tracking Report serves as a resource for the Committee to remain informed on bills moving through the legislative process in Sacramento. Currently, the Report tracks 113 measures that have a nexus to the Regional Council’s adopted 2023 State and Federal Legislative Platform.

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



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

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

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. 04a - LCMC - 02212023 - Legislative Tracking Report Bill Report

# SCAG Bill Report 2/15/2023

## [AB 12](#)

### **(Haney D) Tenancy: security deposits.**

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

**Introduced:** 12/5/2022

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

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

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

## [AB 22](#)

### **(Gipson D) Mobilehomes: mobile coaches.**

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

**Introduced:** 12/5/2022

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

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

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

## [AB 42](#)

### **(Ramos D) Tiny homes: fire sprinkler requirements.**

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

**Introduced:** 12/5/2022

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

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

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

## [AB 49](#)

### **(Soria D) Affordable housing.**

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

**Introduced:** 12/5/2022

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

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

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

## [AB 57](#)

### **(Kalra D) California Pocket Forest Initiative.**

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

**Introduced:** 12/6/2022

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

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

**Summary:** Would establish the California Pocket Forest Initiative in the Department of Forestry and Fire Protection and would authorize the department to coordinate implementation of the initiative in conjunction with the act. Upon an appropriation by the Legislature, the bill would authorize the department to provide grants to cities, counties, districts, nonprofit organizations, and public schools to establish pocket forests on public lands, as provided. The bill would require the department to prioritize disadvantaged communities and communities that lack publicly accessible green space for these grants. The bill would require the department to partner with one or more academic institutions to test, and submit a report on or before January 1, 2030, to the Legislature that evaluates, the applicability and effectiveness of the Miyawaki method, as defined, to restore degraded lands and reforest urban areas in multiple regions throughout California. The bill would repeal these provisions on January 1, 2031.

[AB 59](#)

**(Gallagher R) Taxation: renter’s credit.**

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

**Introduced:** 12/6/2022

**Last Amend:** 2/13/2023

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

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

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

[AB 62](#)

**(Mathis R) Statewide water storage: expansion.**

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

**Introduced:** 12/6/2022

**Status:** 1/26/2023-Referred to Com. on W., P., & W.

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

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

[AB 67](#)

**(Muratsuchi D) Homeless Courts Pilot Program.**

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

**Introduced:** 12/7/2022

**Last Amend:** 2/9/2023

**Status:** 2/14/2023-From committee: Do pass and re-refer to Com. on JUD. with recommendation: To Consent Calendar. (Ayes 8. Noes 0.) (February 14). Re-referred to Com. on JUD.

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

**Summary:** Current law governs the jurisdiction of various criminal actions and criminal proceedings. Existing law also provides various diversion programs, including programs for defendants with cognitive disabilities and programs for defendants who were, or currently are, members of the United States military. This bill, upon an appropriation by the Legislature, would create the Homeless Courts Pilot Program, which would remain in effect until January 1, 2029, to be administered by the Judicial Council for the purpose of providing comprehensive community-based services to achieve stabilization for, and address the specific legal needs of, chronically homeless individuals who are involved with the criminal justice system. The bill would require programs seeking grant funds to provide a number of specified services or program components, including, but not limited to, a diversion program enabling participating defendants to have infraction or misdemeanor charges dismissed upon completion of a program, provision of supportive housing, as defined, during the duration of the program, and a dedicated county representative to assist defendants with housing needs. The bill would require an applicant for grant funding under the program to submit a plan for a new homeless court program or expansion of an existing homeless court program, and would require any funding awarded to an applicant to be used in accordance with that plan.

[AB 68](#)

**(Ward D) Housing.**

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

**Introduced:** 12/8/2022

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

**Location:** 12/8/2022-A. PRINT

**Summary:** The Planning and Zoning Law, requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. Current law defines several terms for the purposes of these provisions. This bill would make nonsubstantive changes to those definitions.

**[AB 84](#)**

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

**Current Text:** Introduced: 12/16/2022 [html](#) [pdf](#)

**Introduced:** 12/16/2022

**Status:** 2/2/2023-Re-referred to Coms. on H. & C.D. and REV. & TAX. pursuant to Assembly Rule 96.

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

**Summary:** Current property tax law, in accordance with the California Constitution, provides for a "welfare exemption" for property used exclusively for religious, hospital, scientific, or charitable purposes and that is owned or operated by certain types of nonprofit entities, if certain qualifying criteria are met. Under current property tax law, property that meets these requirements that is used exclusively for rental housing and related facilities is entitled to a partial exemption, equal to that percentage of the value of the property that is equal to the percentage that the number of units serving lower income households represents of the total number of residential units, in any year that any of certain criteria apply, including that the property be subject to a legal restriction that provides that units designated for use by lower income households are continuously available to or occupied by lower income households, at rents not exceeding specified limits. For the 2018–19 fiscal year through the 2027–28 fiscal year, in the case of an eligible owner of property receiving a low-income housing tax credit under specified federal law, existing property tax law requires that a unit continue to be treated as occupied by a lower income household for these purposes if the occupants were lower income households on the lien date in the fiscal year in which their occupancy of the unit commenced and the unit continues to be rent restricted, notwithstanding an increase in the income of the occupants of the unit to 140% of area median income, adjusted for family size. This bill, beginning with the 2024–25 fiscal year, would remove the requirement that an eligible owner of property receive a low-income housing tax credit and would instead require that a unit continue to be treated as occupied by a lower income household, as described above, if the property is subject to a legal restriction that provides that units designated for use by lower income households are continuously available to or occupied by lower income households, at rents not exceeding specified limits.

**[AB 241](#)**

**(Reyes D) Clean Transportation Program.**

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

**Introduced:** 1/13/2023

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

**Location:** 1/13/2023-A. PRINT

**Summary:** The California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 creates the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies. This bill would state the intent of the Legislature to enact future legislation related to the Clean Transportation Program.

**[AB 251](#)**

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

**Current Text:** Introduced: 1/18/2023 [html](#) [pdf](#)

**Introduced:** 1/18/2023

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

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

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

**[AB 287](#)**

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

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

**Introduced:** 1/24/2023

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

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

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

**[AB 295](#)**

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

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

**Introduced:** 1/25/2023

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

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

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

**[AB 350](#)**

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

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

**Introduced:** 1/31/2023

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

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

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

**[AB 382](#)**

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

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

**Introduced:** 2/2/2023

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

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

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

**[AB 397](#)**

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

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

**Introduced:** 2/2/2023

**Status:** 2/9/2023-Referred to Com. on NAT. RES.

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

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

**[AB 411](#)**

**(Bennett D) Transportation: trails.**

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

**Introduced:** 2/2/2023

**Status:** 2/3/2023-From printer. May be heard in committee March 5.

**Location:** 2/2/2023-A. PRINT

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

**[AB 413](#) (Lee D) Vehicles: stopping, standing, and parking.**

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

**Introduced:** 2/2/2023

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

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

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

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

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

**Introduced:** 2/6/2023

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

**Location:** 2/6/2023-A. PRINT

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

**[AB 430](#) (Bennett D) Affordable housing.**

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

**Introduced:** 2/6/2023

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

**Location:** 2/6/2023-A. PRINT

**Summary:** Current law requires the legislative body of each county and city to adopt a comprehensive long-term general plan for the physical development of the county or city and requires that the plan include a land use element that addresses housing. Current law states legislative findings and declarations regarding the need for affordable housing and the need to encourage development of new housing. This bill would make nonsubstantive changes in those legislative findings and declarations.

**[AB 440](#) (Wicks D) Density bonuses and other incentives.**

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

**Introduced:** 2/6/2023

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

**Location:** 2/6/2023-A. PRINT

**Summary:** The Density Bonus Law requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct certain types of housing. This bill would make nonsubstantive changes to those provisions.

**[AB 463](#) (Hart D) Electricity: prioritization of service: public transit vehicles.**

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

**Introduced:** 2/6/2023

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

**Location:** 2/6/2023-A. PRINT

**Summary:** Current law requires the Public Utilities Commission to establish priorities among the types or categories of customers of every electrical corporation and every gas corporation, and among the uses of electricity or gas by those customers, to determine which of those customers and uses provide the most important public benefits and serve the greatest public need, and to categorize all other customers and uses in order of descending priority based on these standards. Current law requires the commission, in establishing those priorities, to consider, among other things, the economic, social, and other effects of a temporary discontinuance in electrical or gas service to certain customers or for certain uses, as specified. If an electrical or gas corporation experiences a shortage of capacity or capability and is unable to meet all demands by its customers, existing law requires the commission to

order that service be temporarily reduced by an amount that reflects the established priorities for the duration of the shortage. This bill would require the commission, in establishing those priorities, to also consider the economic, social equity, and mobility impacts of a temporary discontinuance in electrical service to the customers that rely on electrical service to operate public transit vehicles.

**[AB 499](#) (Rivas, Luz D) Los Angeles County Metropolitan Transportation Authority: job order contracting: pilot program.**

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

**Introduced:** 2/7/2023

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

**Location:** 2/7/2023-A. PRINT

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

**[AB 516](#) (Ramos D) Mitigation Fee Act: fees for improvements: timeline for expenditure.**

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

**Introduced:** 2/7/2023

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

**Location:** 2/7/2023-A. PRINT

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

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

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

**Introduced:** 2/7/2023

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

**Location:** 2/7/2023-A. PRINT

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

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

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

**Introduced:** 2/8/2023

**Status:** 2/9/2023-From printer. May be heard in committee March 11.

**Location:** 2/8/2023-A. PRINT

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

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

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

**Introduced:** 2/9/2023

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

**Location:** 2/9/2023-A. PRINT

**Summary:** Would, upon the appropriation of moneys by the Legislature, create the Youth Transit Pass Pilot Program, administered by the Department of Transportation, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program, as specified. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program, as provided. The bill would authorize a transit agency with an existing fare free program that enables a person 18 years of age or younger to use a transit agency's bus and rail services without paying any additional fare or charge to submit an application without an educational institution partner, as provided. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2028 on, among other things, the outcomes of the program and the funding conditions associated with offering free youth transit passes, the status of transit pass programs statewide, and whether these provisions led to reductions in the emissions of greenhouse gases and vehicle miles traveled, as provided.

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

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

**Introduced:** 2/9/2023

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

**Location:** 2/9/2023-A. PRINT

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

**AB 645** **(Friedman D) Vehicles: speed safety system pilot program.**

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

**Introduced:** 2/9/2023

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

**Location:** 2/9/2023-A. PRINT

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

**AB 662** **(Boerner Horvath D) Communications: broadband.**

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

**Introduced:** 2/9/2023

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

**Location:** 2/9/2023-A. PRINT

**Summary:** Current law requires the Public Utilities Commission to develop, implement, and administer the California Advanced Services Fund (CASF) program to encourage deployment of high-quality advanced communications services to all Californians that will promote economic growth, job creation, and the substantial social benefits of advanced information and communications technologies. Current law requires the commission to establish specified accounts within the CASF, including, among other accounts, the Broadband Infrastructure Grant Account and the Broadband Adoption Account. This bill would state the intent of the Legislature to enact subsequent legislation related to broadband communications.

**AB 670** **(Wilson D) Housing.**

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

**Introduced:** 2/13/2023

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

**Location:** 2/13/2023-A. PRINT

**Summary:** Current law authorizes the Department of Housing and Community Development to take specified actions related to housing that include, among other things, investigating housing and community development in the state, calling conferences to discuss housing and community development problems, studying the operation and enforcement of housing, building, zoning, and subdivision laws, as related to housing and community development, and promoting the formation of organizations intended to increase the supply of adequate housing and the proper living environment for people. This bill would make a nonsubstantive change in that provision.

[AB 713](#)

**(Alanis R) General plan: housing elements.**

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

**Introduced:** 2/13/2023

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

**Location:** 2/13/2023-A. PRINT

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

[AB 744](#)

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

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

**Introduced:** 2/13/2023

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

**Location:** 2/13/2023-A. PRINT

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

[AB 761](#)

**(Friedman D) Transit Transformation Task Force.**

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

**Introduced:** 2/13/2023

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

**Location:** 2/13/2023-A. PRINT

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

[AB 772](#)

**(Jackson D) Electric vehicle chargers.**

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

**Introduced:** 2/13/2023

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

**Location:** 2/13/2023-A. PRINT

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

[AB 776](#)

**(Holden D) Route 210.**

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

**Introduced:** 2/13/2023

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

**Location:** 2/13/2023-A. PRINT

**Summary:** Current law vests the Department of Transportation with full possession and control of all state highways. Existing law describes the authorized routes in the state highway system, including that for Route 210. This bill would make nonsubstantive changes to the latter provision.

[AB 824](#)

**(Calderon D) Highway greening: statewide strategic plan.**

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

**Introduced:** 2/13/2023

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

**Location:** 2/13/2023-A. PRINT

**Summary:** This bill would enact the Highway Greening Act, which would require the department to complete a statewide strategic plan, as specified, to achieve a 10% increase of green highways, as defined, in urban areas, disadvantaged communities, and low-income communities by 2035. The bill would require the department to submit the plan to the Legislature on or before June 30, 2025.

**AB 911**

**(Schiavo D) Unlawfully restrictive covenants: affordable housing.**

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

**Introduced:** 2/14/2023

**Status:** 2/14/2023-Read first time. To print.

**Location:** 2/14/2023-A. PRINT

**Summary:** Current law permits a person who holds an ownership interest of record in property that the person believes is the subject of an unlawfully restrictive covenant based on, among other things, the number of persons or families who may reside on the property, to record a restrictive covenant modification. Current law entitles the owner of an affordable housing development to establish that an existing restrictive covenant is unenforceable by submitting a restrictive covenant modification document that modifies or removes any existing restrictive covenant language. Before recording the modification document, current law requires the owner to submit to the county recorder a copy of the original restrictive covenant and any documents the owner believes necessary to establish that the property qualifies as an affordable housing development for purposes of these provisions. This bill would require an owner of an affordable housing development to mail copies of the restrictive covenant modification document and other materials described above by certified mail to anyone who the owner knows has an interest in the property. The bill would provide that failure to provide this notice does not invalidate a recorded restrictive covenant modification document, but the county recorder may require reasonable documentation to ensure compliance with this noticing requirement.

**AB 971**

**(Lee D) Vehicles: local ordinances**

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

**Introduced:** 2/14/2023

**Status:** 2/14/2023-Read first time. To print.

**Location:** 2/14/2023-A. PRINT

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

**SB 7**

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

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

**Introduced:** 12/5/2022

**Last Amend:** 2/13/2023

**Status:** 2/13/2023-From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

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

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

**SB 17**

**(Caballero D) Senior housing.**

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

**Introduced:** 12/5/2022

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

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

**Summary:** Would state the intent of the Legislature to enact legislation that would create new opportunities for the development of affordable senior housing.

**[SB 23](#)**

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

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

**Introduced:** 12/5/2022

**Last Amend:** 2/9/2023

**Status:** 2/9/2023-From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

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

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

**[SB 37](#)**

**(Caballero D) Tenancy.**

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

**Introduced:** 12/5/2022

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

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

**Summary:** Would make findings and declarations relating to senior housing and would state the intent of the Legislature to subsequently amend this bill to include provisions that would enact meaningful tenancy reform to ensure that aging adults can remain safely housed.

**[SB 48](#)**

**(Becker D) Building performance standards.**

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

**Introduced:** 12/5/2022

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

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

**Summary:** Would provide that it is the intent of the Legislature to enact subsequent legislation to create building performance standards for improvements in energy efficiency and reductions in the emissions of greenhouse gases in large buildings, including measures to ensure that making the necessary investments to improve these buildings will improve equity and avoid displacement or increased energy burdens, especially in disadvantaged communities.

**[SB 49](#)**

**(Becker D) Tax incentives: solar canopies.**

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

**Introduced:** 12/5/2022

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

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

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

**[SB 84](#)**

**(Gonzalez D) Clean Transportation Program.**

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

**Introduced:** 1/13/2023

**Status:** 1/25/2023-Referred to Com. on RLS.

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

**Summary:** Would state the intent of the Legislature to enact future legislation related to the Clean Transportation Program.

**[SB 239](#)**

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

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

**Introduced:** 1/24/2023

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

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

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

**Summary:** The California Environmental Quality Act (CEQA) requires a court, in an action or proceeding brought challenging any determination, finding, or decision of a public agency on the grounds of noncompliance with CEQA and a finding by the court of such noncompliance, to enter an order that includes one or more of specified mandates, one of which may be a mandate to suspend any or all specific project activity or activities, as provided. CEQA provides that, except as otherwise specified, it

is not intended to limit the equitable powers of the courts. This bill would limit the standing to file and maintain the above action or proceeding to the Attorney General. The bill would authorize the court, upon its own motion or of a party, to conduct a hearing to determine if the Attorney General is bringing and maintaining an action or proceeding for nonenvironmental purposes, as defined. If the court determines that the action is brought or maintained for nonenvironmental purposes, the bill would authorize the court to take necessary actions, including the dismissal of the action or proceeding, award of attorneys' fees, or both dismissal and award.

**[SB 261](#) (Stern D) Greenhouse gases: climate-related financial risk.**

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

**Introduced:** 1/30/2023

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

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

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

**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to make available, and update at least annually, on its internet website the emissions of greenhouse gases, criteria pollutants, and toxic air contaminants for each facility that reports to the state board, as provided. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. This bill would require, on or before December 31, 2024, and annually thereafter, a covered entity, as defined, to prepare a climate-related financial risk report disclosing the entity's climate-related financial risk and measures adopted to reduce and adapt to climate-related financial risk disclosed. The bill would require the covered entity to submit to the state board, and make available to the public on its own internet website, a copy of the report and to submit to the Secretary of State a statement affirming, not under penalty of perjury, that the report discloses climate-related financial risk. The bill would also set forth the duties of the Climate-Related Risk Disclosure Advisory Group, as specified, including the duty to collect and review climate-related financial risk reports received in the prior calendar year and the duty to annually prepare a public report that contains specified information, including a review of the disclosure of climate-related financial risk contained in climate-related financial risk reports and an analysis of the systemic and sectorwide climate-related financial risks facing the state.

**[SB 308](#) (Becker D) Carbon sequestration: state goals.**

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

**Introduced:** 2/2/2023

**Status:** 2/3/2023-From printer. May be acted upon on or after March 5.

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

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

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

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

**Introduced:** 2/9/2023

**Status:** 2/10/2023-From printer. May be acted upon on or after March 12.

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

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

**[SB 417](#) (Blakespear D) Housing.**

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

**Introduced:** 2/9/2023

**Status:** 2/10/2023-From printer. May be acted upon on or after March 12.

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

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

**[SB 434](#) (Min D) Transit operators: street harassment survey.**

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

**Introduced:** 2/13/2023

**Status:** 2/14/2023-From printer. May be acted upon on or after March 16.

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

**Summary:** This bill would require a transit operator, as defined, upon allocation of certain funds by the

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

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

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

**Introduced:** 2/13/2023

**Status:** 2/14/2023-From printer. May be acted upon on or after March 16.

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

**Summary:** The San Francisco Bay Area Regional Housing Finance Act establishes the Bay Area Housing Finance Authority to raise, administer, and allocate funding for affordable housing in the San Francisco Bay area, as defined. This bill would make nonsubstantive changes to the provision establishing the title of the act.

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

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

**Introduced:** 2/13/2023

**Status:** 2/14/2023-From printer. May be acted upon on or after March 16.

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

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

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

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

**Introduced:** 2/13/2023

**Status:** 2/14/2023-From printer. May be acted upon on or after March 16.

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

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

**SB 477** **(Committee on Housing) Accessory dwelling units.**

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

**Introduced:** 2/14/2023

**Status:** 2/14/2023-Introduced. Read first time. To Com. on RLS. for assignment. To print.

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

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

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

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

**Introduced:** 2/14/2023

**Status:** 2/14/2023-Introduced. Read first time. To Com. on RLS. for assignment. To print.

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

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

**SB 517** **(Gonzalez D) Transportation: movement of freight.**

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

**Introduced:** 2/14/2023

**Status:** 2/14/2023-Introduced. Read first time. To Com. on RLS. for assignment. To print.

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

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

**SB 523** **(Laird D) State Transit Assistance Program.**

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

**Introduced:** 2/14/2023

**Status:** 2/14/2023-Introduced. Read first time. To Com. on RLS. for assignment. To print.

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

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

**SB 529** **(Gonzalez D) Electric vehicle sharing services: public housing facilities and affordable multifamily housing properties.**

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

**Introduced:** 2/14/2023

**Status:** 2/14/2023-Introduced. Read first time. To Com. on RLS. for assignment. To print.

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

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

**SB 538** **(Portantino D) Department of Transportation: Bicycle Czar.**

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

**Introduced:** 2/14/2023

**Status:** 2/14/2023-Introduced. Read first time. To Com. on RLS. for assignment. To print.

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

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

**Airport**

**AB 480** **(Ting D) Surplus land.**

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

**Introduced:** 2/7/2023

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

**Location:** 2/7/2023-A. PRINT

**Summary:** Current law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to

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

## Broadband

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

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

**Introduced:** 1/24/2023

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

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

**Summary:** Current law requires the Public Utilities Commission, in collaboration with relevant state agencies and stakeholders, to maintain and update a statewide, publicly accessible, and interactive map showing the accessibility of broadband service in the state. Current law authorizes the commission to collect information from providers of broadband services at the address level and prohibits the commission from disclosing certain protected residential subscriber information. This bill would require that the map identify, for each address in the state, each provider of broadband service that offers service at the address and the maximum speed of broadband services offered by each provider of broadband services at the address.

## Brown Act

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

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

**Introduced:** 2/8/2023

**Status:** 2/9/2023-From printer. May be heard in committee March 11.

**Location:** 2/8/2023-A. PRINT

**Summary:** Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health, as specified. If there is a continuing state of emergency, or if state or local officials have imposed or recommended measures to promote social distancing, existing law requires a legislative body to make specified findings not later than 30 days after the first teleconferenced meeting, and to make those findings every 30 days thereafter, in order to continue to meet under these abbreviated teleconferencing procedures. Current law requires a legislative body that holds a teleconferenced meeting under these abbreviated teleconferencing procedures to give notice of the meeting and post agendas, as described, to allow members of the public to access the meeting and address the legislative body, to give notice of the means by which members of the public may access the meeting and offer public comment, including an opportunity for all persons to attend via a call-in option or an internet-based service option. Current law prohibits a legislative body that holds a teleconferenced meeting under these abbreviated teleconferencing procedures from requiring public comments to be submitted in advance of the meeting and would specify that the legislative body must provide an opportunity for the public to address the legislative body and offer comment in real time. This bill would extend the above-described abbreviated teleconferencing provisions when a declared state of emergency is in effect, or in other situations related to public health, as specified, indefinitely.

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

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

**Introduced:** 2/13/2023

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

**Location:** 2/13/2023-A. PRINT

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

**SB 411 (Portantino D) Open meetings: teleconferences: bodies with appointed membership.**

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

**Introduced:** 2/9/2023

**Status:** 2/10/2023-From printer. May be acted upon on or after March 12.

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

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

**SB 537 (Becker D) Open meetings: local agencies: teleconferences.**

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

**Introduced:** 2/14/2023

**Status:** 2/14/2023-Introduced. Read first time. To Com. on RLS. for assignment. To print.

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

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

**CEQA**

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

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

**Introduced:** 1/30/2023

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

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

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

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

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

**Introduced:** 2/13/2023

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

**Location:** 2/13/2023-A. PRINT

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

**SB 422 (Portantino D) Environmental quality: greenhouse gas emissions: permit streamlining.**

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

**Introduced:** 2/13/2023

**Status:** 2/14/2023-From printer. May be acted upon on or after March 16.

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

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

[SB 423](#)

**(Wiener D) Land use: streamlined housing approvals: multifamily housing developments.**

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

**Introduced:** 2/13/2023

**Status:** 2/14/2023-From printer. May be acted upon on or after March 16.

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

**Summary:** Existing law, the Planning and Zoning Law, authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards, including, among others, that the development proponent has committed to record, prior to the issuance of the first building permit, a land use restriction or covenant providing that any lower or moderate-income housing units required, as specified, remain available at affordable housing costs, as defined, or rent to persons and families of lower or moderate-income for no less than specified periods of time. Existing law repeals these provisions on January 1, 2026. This bill would authorize the Department of General Services to act in the place of a locality or local government, at the discretion of that department, for purposes of the ministerial, streamlined review for development on property owned by or leased to the state. The bill would delete the January 1, 2026, repeal date, thereby making these provisions operative indefinitely. This bill contains other related provisions and other existing laws.

## Environment

[AB 9](#)

**(Muratsuchi D) California Global Warming Solutions Act of 2006: emissions limit.**

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

**Introduced:** 12/5/2022

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

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

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

## General Services

[SB 233](#)

**(Skinner D) Energy: new zero-emission vehicles and electric vehicle supply equipment: bidirectional capability.**

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

**Introduced:** 1/24/2023

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

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

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

## Homelessness

**AB 257 (Hoover R) Encampments: penalties.****Current Text:** Introduced: 1/19/2023 [html](#) [pdf](#)**Introduced:** 1/19/2023**Status:** 2/2/2023-Referred to Com. on PUB. S.**Location:** 2/2/2023-A. PUB. S.**Calendar:** 2/28/2023 9 a.m. - State Capitol, Room 126 ASSEMBLY PUBLIC SAFETY, JONES-SAWYER, REGINALD, Chair**Summary:** Would prohibit a person from sitting, lying, sleeping, or storing, using, maintaining, or placing personal property in any street, sidewalk, or other public property within 500 feet of a school, daycare center, park, or library. The bill would make a violation of the prohibition an infraction or a misdemeanor. The bill would also make willfully resisting, delaying, or obstructing a peace officer, public officer, or public employee in the discharge or attempt to discharge any duty to enforce the prohibition a misdemeanor. By imposing criminal penalties for a violation of these provisions, this bill would impose a state-mandated local program.**AB 550 (Schiavo D) Homelessness: public hearings.****Current Text:** Introduced: 2/8/2023 [html](#) [pdf](#)**Introduced:** 2/8/2023**Status:** 2/9/2023-From printer. May be heard in committee March 11.**Location:** 2/8/2023-A. PRINT**Summary:** Under current law, various agencies administer programs for the support of homeless persons. This bill would state the intent of the Legislature to enact subsequent legislation that require all cities and counties in the State of California to hold public hearings to develop plans to reduce homelessness.**AB 589 (Boerner Horvath D) Homeless youth: transitional housing.****Current Text:** Introduced: 2/9/2023 [html](#) [pdf](#)**Introduced:** 2/9/2023**Status:** 2/10/2023-From printer. May be heard in committee March 12.**Location:** 2/9/2023-A. PRINT**Summary:** Under current law, the State Department of Social Services licenses and regulates youth homelessness prevention centers as group homes, and transitional housing placement providers for purposes of operating transitional housing placement programs for minor foster children or nonminor dependents, as defined. Under current law, transitional housing units include a host family, a staffed site, or a remote site for independent living, as specified. This bill would state the intent of the Legislature to enact legislation that would create a transitional housing program for homeless youth.**AB 799 (Rivas, Luz D) Homeless Housing, Assistance, and Prevention program: Homelessness Accountability Act.****Current Text:** Introduced: 2/13/2023 [html](#) [pdf](#)**Introduced:** 2/13/2023**Status:** 2/14/2023-From printer. May be heard in committee March 16.**Location:** 2/13/2023-A. PRINT**Summary:** Current law establishes the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges informed by a best-practices framework focused on moving homeless individuals and families into permanent housing and supporting the efforts of those individuals and families to maintain their permanent housing. Current law provides for the allocation of funding under the program among continuums of care, cities, and counties in 4 rounds, the first of which is administered by the Business, Consumer Services, and Housing Agency, and the others are administered by the Homeless Coordinating and Financing Council. This bill, the Homelessness Accountability Act, would instead specify that the purpose of the Homeless Housing, Assistance, and Prevention program is to provide ongoing grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges informed by best-practices and to solve homelessness using evidence-based or, where no evidence exists, a data-informed and promising framework, as provided.**Housing****AB 11 (Jackson D) Affordable California Commission.****Current Text:** Introduced: 12/5/2022 [html](#) [pdf](#)**Introduced:** 12/5/2022**Status:** 1/26/2023-Referred to Com. on A. & A.R.

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

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

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

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

**Introduced:** 1/24/2023

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

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

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

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

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

**Introduced:** 2/6/2023

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

**Location:** 2/6/2023-A. PRINT

**Summary:** The Planning and Zoning Law, for housing development projects that submit a preliminary application prior to January 1, 2030, prohibits a city or county from conducting more than 5 hearings, as defined, held pursuant to these provisions, or any other law, ordinance, or regulation requiring a public hearing, if the proposed housing development project complies with the applicable, objective general plan and zoning standards in effect at the time an application is deemed complete, as defined. Current law requires the Department of Housing and Community Development to notify a city, county, or city and county, and authorizes the department to notify the Attorney General, that a city, county, or city and county is in violation of state law if the department finds that the housing element or an amendment to that element, or any specified action or failure to act, does not substantially comply with the law as it pertains to housing elements or that any local government has taken an action in violation of certain housing laws. This bill would additionally authorize the department to notify a city, county, city and county, or the Attorney General when the planning agency of a city, county, or city and county fails to comply with the above-described provision that prohibits holding more than 5 hearings for specified variances.

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

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

**Introduced:** 2/7/2023

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

**Location:** 2/7/2023-A. PRINT

**Summary:** The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Current law requires that the housing element include an inventory of land suitable and available for residential development. If the inventory of sites does not identify adequate sites to accommodate the need for groups of all household income levels, as provided, existing law requires that the local government rezone sites within specified time periods. Current law prescribes requirements for the disposal of surplus land, as defined, by a local agency. Current law requires land to be declared surplus land or exempt surplus land, as supported by written findings, before a local agency takes any action to dispose of it consistent with the agency's policies or procedures. This bill would require each city and county to establish a local land trust, as defined, for the purposes of holding and developing real property within the jurisdiction. The bill would require the local land trust to be governed by the city council or board of supervisors of the local government.

**[AB 529](#)**

**(Gabriel D) Adaptive reuse projects.**

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

**Introduced:** 2/8/2023

**Status:** 2/9/2023-From printer. May be heard in committee March 11.

**Location:** 2/8/2023-A. PRINT

**Summary:** The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. That law requires the Department of Housing and Community Development to determine whether the housing element is in substantial compliance with specified provisions of that law. Existing law, for award cycle commenced after July 1, 2021, awards a city, county, or city and county, that has adopted a housing element determined by the department to be in substantial compliance with specified provisions of the Planning and Zoning Law and that has been designated by the department as prohousing based upon their adoption of prohousing local policies, as specified, additional points in the scoring of program applications for housing and infrastructure programs pursuant to guidelines adopted by the department, as provided. This bill would add the expansion of adaptive reuse projects to the list of specified prohousing local policies.

**[AB 637](#)**

**(Low D) Density Bonus Law.**

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

**Introduced:** 2/9/2023

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

**Location:** 2/9/2023-A. PRINT

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

**[SB 4](#)**

**(Wiener D) Planning and zoning: housing development: higher education institutions and religious institutions.**

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

**Introduced:** 12/5/2022

**Status:** 2/1/2023-Referred to Coms. on HOUSING and GOV. & F.

**Location:** 2/1/2023-S. HOUSING

**Summary:** Would require that a housing development project be a use by right upon the request of an applicant who submits an application for streamlined approval, on any land owned by an independent institution of higher education or religious institution on or before January 1, 2024, if the development satisfies specified criteria, including that the development is not adjoined to any site where more than one-third of the square footage on the site is dedicated to industrial use. The bill would define various terms for these purposes. Among other things, the bill would require that 100% of the units, exclusive of manager units, in a housing development project eligible for approval as a use by right under these provisions be affordable to lower income households, except that 20% of the units may be for moderate-income households, provided that all of the units are provided at affordable rent, as set in an amount consistent with the rent limits established by the California Tax Credit Allocation Committee or affordable housing cost, as specified. The bill would authorize the development to include ancillary uses on the ground floor of the development, as specified.

**[SB 20](#)**

**(Rubio D) Joint powers agreements: regional housing trusts.**

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

**Introduced:** 12/5/2022

**Status:** 1/18/2023-Referred to Coms. on GOV. & F. and HOUSING.

**Location:** 1/18/2023-S. GOV. & F.

**Summary:** Would authorize 2 or more cities, by entering into a joint powers agreement pursuant to the Joint Exercise of Powers Act, to create a regional housing trust for the purposes of funding housing to assist the homeless population and persons and families of extremely low, very low, and low income within their jurisdictions. The bill would require a regional housing trust created pursuant to these provisions to be governed by a board of directors consisting of a minimum of 9 directors, as specified. The bill would authorize a regional housing trust to fund the planning and construction of housing, receive public and private financing and funds, and authorize and issue bonds, as specified. The bill would require the joint powers agreement establishing the regional housing trust to incorporate specified annual financial reporting and auditing requirements.

**SB 294 (Wiener D) Housing development projects: floor area ratios.**

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

**Introduced:** 2/2/2023

**Status:** 2/3/2023-From printer. May be acted upon on or after March 5.

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

**Summary:** The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Current law prohibits a local agency, as defined, from imposing a floor area ratio standard that is less than 1.0 on a housing development project that consists of 3 to 7 units, or less than 1.25 on a housing development project that consists of 8 to 10 units. Current law prohibits a local agency from imposing a lot coverage requirement that would physically preclude a housing development project of not more than 10 units from achieving the floor area ratios described above. This bill would delete the 10-unit maximum for eligible projects, and would prohibit a local agency from imposing a floor area ratio standard that is less than 2.5 on a housing development project that consists of 11 to 20 units. The bill would prohibit a local agency from imposing a floor area ratio standard that is less than 1.25 for every ten housing units, rounded to the nearest ten units, on a housing development project that consists of more than 20 units.

**SB 341 (Becker D) Housing development.**

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

**Introduced:** 2/7/2023

**Status:** 2/8/2023-From printer. May be acted upon on or after March 10.

**Location:** 2/7/2023-S. RLS.

**Summary:** Current law awards jurisdictions that are in substantial compliance with specified provision and that are prohousing additional points or preference in the scoring of applications for specified state programs, including, among others, the Affordable Housing and Sustainable Communities Program and the Infill Incentive Grant Program of 2007. Current law authorizes additional bonus point to be awarded to other state programs when already allowable under state law. Current law establishes the Infill Infrastructure Grant Program of 2019, which requires the department, upon appropriation of funds by the Legislature, to establish and administer a grant program to allocate those funds to eligible applicants, as defined, to fund capital improvement projects that are an integral part of, or necessary to facilitate the development of, a qualifying infill project, qualifying infill area, or catalytic qualifying infill area, as those terms are defined, pursuant to specified requirements. Current law requires the department, in its review and ranking of applications for the award of capital improvement project grants, to rank affected qualifying infill projects and qualifying infill areas based on specified priorities. This bill would remove the Affordable Housing and Sustainable Communities program from the list of specified state programs for which additional points or preference is awarded. This bill, with respect to the Infill Infrastructure Grant Program of 2019, would specify that only the qualifying infill area portion of that program must be awarded additional points or preference. This bill would add the qualifying infill area and catalytic qualifying infill area portions of the Infill Infrastructure Grant Program of 2019 as one of the specified state programs for which additional points or preference is awarded.

**SB 356 (Archuleta D) Housing: Code Enforcement Incentive Program: Community Code Enforcement Pilot Program.**

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

**Introduced:** 2/8/2023

**Status:** 2/9/2023-From printer. May be acted upon on or after March 11.

**Location:** 2/8/2023-S. RLS.

**Summary:** Current law establishes the Code Enforcement Incentive Program pursuant to which the Department of Housing and Community Development, upon appropriation by the Legislature, makes funds available as matching grants to cities, counties, and cities and counties that operate local building enforcement programs for more than 3 years, as provided. Current law requires the recipient city, county, or city and county to provide a cash or in-kind local match of least 25% in the first year, 50% in the 2nd year, and 75% in the 3rd year, and limits the maximum grant to a single recipient under the program to \$1,000,000. Current law requires the department to award grants under the program on a competitive basis, based on criteria weighted for specified applicants, including local government applicants that propose to identify and prosecute owners with habitual, repeated, multiple code violations that have remained unabated beyond the period required for abatement. The bill would revise the cash or in-kind local match requirement, described above, to instead require a recipient city, county, or city and county to match at least 35% of the funds awarded over 3 years. The bill would increase the maximum grant to a single recipient under the program from \$1,000,000 to \$2,000,000, and require the department to adjust that amount for inflation at least once every 5 years.

**SB 393 (Glazer D) California Environmental Quality Act: judicial challenge: identification of contributors housing projects.**

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

**Introduced:** 2/9/2023

**Status:** 2/10/2023-From printer. May be acted upon on or after March 12.

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

**Summary:** The California Environmental Quality Act requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. This bill would require a plaintiff or petitioner, in an action brought pursuant to the act, to disclose the identity of a person or entity that contributes in excess of \$1,000, as specified, toward the plaintiff's or petitioner's costs of the action. The bill also would require the plaintiff or petitioner to identify any pecuniary or business interest related to the project of any person or entity that contributes in excess of \$1,000 to the costs of the action, as specified. The bill would provide that a failure to comply with these requirements may be grounds for dismissal of the action by the court.

## Local Government

### [AB 764](#) **(Bryan D) Elections: city and county redistricting.**

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

**Introduced:** 2/13/2023

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

**Location:** 2/13/2023-A. PRINT

**Summary:** Current law, the Fair And Inclusive Redistricting for Municipalities And Political Subdivisions (FAIR MAPS) Act, establishes criteria and procedures by which cities and counties adjust or adopt council and supervisorial district area boundaries, as applicable, for the purpose of electing members of the governing body of each of those local jurisdictions. This bill would state the intent of the Legislature to enact legislation to amend the FAIR MAPS Act to ensure the integrity, fairness, transparency, and accessibility of the local redistricting process, and to promote fair and effective representation for all people, as specified.

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

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

**Introduced:** 12/5/2022

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

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

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

## Planning/Zoning

### [AB 323](#) **(Holden D) Planning and land use: parcels: changes in use.**

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

**Introduced:** 1/30/2023

**Status:** 2/9/2023-Referred to Coms. on H. & C.D. and L. GOV.

**Location:** 2/9/2023-A. H. & C.D.

**Summary:** Would revise the Planning and Zoning Law to prohibit a developer from submitting a petition for public hearing to a city, county, or city and county, for a change in use of a parcel intended for owner occupancy pursuant to a local inclusionary zoning ordinance or density bonus project, as defined, unless the developer can prove that none of the applicants for owner occupancy can qualify for the unit as an owner occupant pursuant to the income limitation recorded on the deed or other instrument defining the terms of conveyance eligibility.

### [AB 821](#) **(Grayson D) Planning and zoning: development project application.**

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

**Introduced:** 2/13/2023

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

**Location:** 2/13/2023-A. PRINT

**Summary:** The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and of certain land outside its boundaries. Current law requires that county or city zoning ordinances be consistent with the general plan of the county or city by January 1, 1974. Current law requires a zoning ordinance to be amended within a reasonable time so that it is consistent with the general plan in the event that the ordinance becomes inconsistent with the plan by reason of amendment to the plan. This bill, among other things, would provide that, in the event that a city or county fails to amend an inconsistent zoning ordinance within 90 days after receiving written notice of the inconsistency, a proposed development project shall not be deemed inconsistent with that zoning ordinance and related zoning standard or criteria and shall not be required to be rezoned, if there is substantial evidence that would allow a reasonable person to conclude that the proposed development project is consistent with objective general plan standards and criteria but the zoning for the project site is inconsistent with the general plan.

**AB 894** (Friedman D) Parking requirements: shared parking.

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

**Introduced:** 2/14/2023

**Status:** 2/14/2023-Read first time. To print.

**Location:** 2/14/2023-A. PRINT

**Summary:** The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. Current law also authorizes the legislative body of a city or a county to adopt ordinances establishing requirements for parking. This bill would require a public agency, as defined, to allow existing land uses with underutilized parking, as defined, to share the underutilized parking with the public, a private entity, a public agency, or other users. The bill would require a public agency to allow shared parking to be counted toward meeting automobile parking requirements for a new or existing development or use, including underutilized parking spaces, when the parking spaces meet specified conditions regarding the distance of the spaces from the applicable site. The bill would require a public agency to accept a parking analysis using peer-reviewed methodologies developed by a professional planning association, as specified, when determining the number of shared parking spaces that can be reasonably shared between different uses.

**AB 932** (Ting D) Planning and zoning: junior accessory dwelling units: application approval time period.

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

**Introduced:** 2/14/2023

**Status:** 2/14/2023-Read first time. To print.

**Location:** 2/14/2023-A. PRINT

**Summary:** Current law provides for the creation of junior accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. Current law requires a permitting agency to either approve or deny an application for a permit pursuant to these provisions within 60 days from the date the local agency receives a completed application if there is an existing single-family dwelling on the lot. If the applicant requests a delay, existing law requires this time period to be tolled for the period of the delay. This bill would change that time period to 45 days.

**AB 976** (Ting D) Accessory dwelling units: owner-occupancy requirements.

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

**Introduced:** 2/14/2023

**Status:** 2/14/2023-Read first time. To print.

**Location:** 2/14/2023-A. PRINT

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

**SB 91** (Umberg D) California Environmental Quality Act: exemption: supportive and transitional housing: motel conversion.

**Current Text:** Introduced: 1/17/2023 [html](#) [pdf](#)

**Introduced:** 1/17/2023

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

**Location:** 1/25/2023-S. E.Q.

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

**Summary:** Current law, until January 1, 2025, exempts from the California Environmental Quality Act (CEQA) projects related to the conversion of a structure with a certificate of occupancy as a motel, hotel, residential hotel, or hostel to supportive or transitional housing, as defined, that meet certain conditions. This bill would extend indefinitely the above exemption.

**SB 396**

**(Wahab D) Local government: excavations: notice.**

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

**Introduced:** 2/9/2023

**Status:** 2/10/2023-From printer. May be acted upon on or after March 12.

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

**Summary:** Current law imposes various duties on local agencies relating to construction and property within its jurisdiction, including by requiring local agencies with jurisdiction to approve excavations to allow microtrenching, as defined, for the installation of underground fiber if the installation in the microtrench is limited to fiber, except as provided. Current law requires, during the project planning phase of certain department-led construction projects, the Department of Transportation to notify companies and organizations working on broadband deployment of the project on its internet website to encourage collaborative broadband installations. This bill would require, prior to commencing any local agency-led excavation projects, as defined, a city, county, or city and county to notify interested parties of the project on its internet website to encourage collaborative installations of important utilities and infrastructure, including, but not limited to, fiber optic cable, undergrounding utilities, or other important services.

**SB 405**

**(Cortese D) Planning and zoning: housing element: inventory of sites: regional housing need.**

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

**Introduced:** 2/9/2023

**Status:** 2/10/2023-From printer. May be acted upon on or after March 12.

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

**Summary:** Current law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified. Current law requires the appropriate council of governments, or for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Current law requires a city or county to determine whether each site in its inventory of land can accommodate the development of some portion of its share of the regional housing need, as provided. This bill, for a housing element or amendment adopted as part of the seventh planning period, would require the planning agency to provide notice to the owner of a site included in the above-described inventory that the site is included in that inventory, if the owner's identity and contact information is known, as specified. If the site owner notifies the planning agency or the department that the owner does not intend to develop at least 80% of the number of units for the site, determined as described above, during the current planning period, the bill would provide that the site would not be considered a site that can be developed to meet the jurisdiction's share of the regional housing need, except as specified. The bill would require the planning agency to make a reasonable effort to identify an owner and the owner's contact information and to determine the intent of the owner to develop the site. The bill would require that the information be an important factor for the department in determining whether the housing element identifies sufficient sites to meet the jurisdiction share of regional housing. The bill would require the department to amend specified standards, forms, and definitions to implement these provisions.

**Special Session**

**ABX1 1**

**(Ting D) Oil refineries: maintenance.**

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

**Introduced:** 12/5/2022

**Status:** 12/5/2022-Read first time. To print.

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

**Summary:** The California Refinery and Chemical Plant Worker Safety Act of 1990 requires, among other things, every petroleum refinery employer to submit to the Division of Occupational Safety and Health full schedule of planned turnarounds, meaning a planned, periodic shutdown of a refinery process unit or plant to perform maintenance, overhaul, and repair operations and to inspect, test, and replace process materials and equipment, as provided. This bill would express the intent of the Legislature to enact subsequent legislation to ensure that only one oil refinery in the state is undergoing scheduled maintenance at a time.

**ABX1 2**

**(Fong, Vince R) Motor Vehicle Fuel Tax Law: suspension of tax.**

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

**Introduced:** 12/5/2022

**Status:** 12/5/2022-Read first time. To print.

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

**Summary:** Would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.

**SBX1 1**

**(Jones R) Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.**

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

**Introduced:** 12/5/2022

**Status:** 12/5/2022-Introduced. Read first time. Referred to Com. on RLS.

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

**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emission the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year.

**SBX1 2**

**(Skinner D) Energy: transportation fuels: supply and pricing: maximum gross gasoline refining margin.**

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

**Introduced:** 12/5/2022

**Status:** 12/5/2022-Introduced. Read first time. Referred to Com. on RLS.

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

**Summary:** Current law requires operators of refineries in the state that produce gasoline meeting California specifications, within 30 days of the end of each calendar month, to submit a report to the State Energy Resources Conservation and Development Commission containing certain information regarding its refining activities related to the production of gasoline in that month. Current law requires the commission to notify a refiner that has failed to timely provide the required information and imposes a civil penalty on the refiner that fails to submit the required information within 5 days of being notified of the failure. This bill would establish a maximum gross gasoline refining margin at an unspecified amount per gallon and would authorize the commission to annually adjust the maximum gross gasoline refining margin, as provided. The bill would authorize the commission to petition the court to enjoin a refiner from exceeding the maximum gross gasoline refining margin. The bill would also authorize the commission to assess an administrative civil penalty on a refiner for exceeding the maximum gross gasoline refining margin, as provided. The bill would authorize the commission to grant a refiner's request for an exemption from the maximum gross gasoline refining margin upon a showing by the refiner of reasonable cause, and to subject the refiner to alternative maximum margins or other conditions set by the commission. The bill would require a refiner seeking an exemption to file a statement under the penalty of perjury setting forth the basis of the request for exemption.

**Tax**

**SB 532**

**(Wiener D) Ballot measures: local taxes.**

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

**Introduced:** 2/14/2023

**Status:** 2/14/2023-Introduced. Read first time. To Com. on RLS. for assignment. To print.

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

**Summary:** Current law requires that the ballots used when voting upon a measure proposed by a local governing body or submitted to the voters as an initiative or referendum measure, including a measure authorizing the issuance of bonds or the incurrence of debt, have printed on them a true and impartial statement describing the purpose of the measure. If the proposed measure imposes a tax or raises the rate of a tax, current law requires the ballot to include in the statement of the measure the amount of money to be raised annually and the rate and duration of the tax to be levied. This bill would exempt from this requirement a measure that imposes or increases a tax with more than one

## Transportation

### [AB 6](#)

#### **(Friedman D) Transportation planning.**

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

**Introduced:** 12/5/2022

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

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

**Summary:** Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would state the intent of the Legislature to enact subsequent legislation that would require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region's sustainable communities strategy and the state's climate goals.

### [AB 7](#)

#### **(Friedman D) Transportation: funding: capacity projects.**

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

**Introduced:** 12/5/2022

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

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

**Summary:** Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would state the intent of the Legislature to enact subsequent legislation that would eliminate single occupancy vehicle freeway capacity projects, and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.

### [AB 16](#)

#### **(Dixon R) Motor Vehicle Fuel Tax Law: adjustment suspension.**

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

**Introduced:** 12/5/2022

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

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

**Summary:** The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2024, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended.

### [AB 53](#)

#### **(Fong, Vince R) Motor Vehicle Fuel Tax Law: suspension of tax.**

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

**Introduced:** 12/5/2022

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

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

**Summary:** Would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.

**[AB 69](#)**

**(Waldron R) Transportation: traffic signal synchronization: roadway improvement projects.**

**Current Text:** Introduced: 12/9/2022 [html](#) [pdf](#)

**Introduced:** 12/9/2022

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

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

**Summary:** The State Air Resources Board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law authorizes moneys in the fund to be allocated, as specified, for an investment in a traffic signal synchronization component that is part of a sustainable infrastructure project if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project's effect. This bill would additionally authorize moneys in the fund to be allocated for an investment in a traffic signal synchronization component that is part of a roadway improvement project requiring multiple signals, including, but not limited to, multimodal redevelopment projects, rail trail projects, urban renewal projects, or a project near transit facilities, if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project's effect.

**[AB 825](#)**

**(Bryan D) Vehicles: bicycles on sidewalks.**

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

**Introduced:** 2/13/2023

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

**Location:** 2/13/2023-A. PRINT

**Summary:** Would prohibit a local authority from prohibiting the operation of a bicycle on a sidewalk adjacent to a highway or corridor that does not include a Class I, Class II, or Class IV bikeway, as defined. The bill would require a person riding a bicycle upon a sidewalk to yield the right-of-way to pedestrians and to adhere to a 10-miles-per-hour speed limit. By creating a new crime, this bill would impose a state-mandated local program.

**[AB 930](#)**

**(Friedman D) Local government: Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts.**

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

**Introduced:** 2/14/2023

**Status:** 2/14/2023-Read first time. To print.

**Location:** 2/14/2023-A. PRINT

**Summary:** Would authorize the legislative bodies of 2 or more local governments, defined to include a city, county, special district, or transit agency, to jointly form a Reinvestment in Infrastructure for a Sustainable and Equitable California district (RISE district) in accordance with specified procedures. The bill would require the Office of Planning and Research (OPR) to develop standards for the formation of RISE districts no later than November 30, 2025. The bill would provide for the establishment of a governing board of a RISE district with representatives of each participating local government.

**[SB 5](#)**

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

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

**Introduced:** 12/5/2022

**Status:** 1/18/2023-Referred to Com. on GOV. & F.

**Location:** 1/18/2023-S. GOV. & F.

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

**Total Measures: 113**  
**Total Tracking Forms: 113**



**AGENDA ITEM 5**  
**REPORT**

Southern California Association of Governments  
Remote Participation Only  
**February 21, 2023**

**To:** Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Francisco Barajas, Senior Legislative Affairs Analyst  
(213) 630-1400, barajasf@scag.ca.gov

**Subject:** February 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 efforts, including participation in conferences and advocacy trips with member organizations, legislative advocacy meetings with members of our state and federal delegation, and distribution of project support letters for grant applications.*

**BACKGROUND:**

National Association of Regional Councils (NARC) National Conference of Regions

The National Association of Regional Councils (NARC) advocates for regional cooperation as the most effective way to address a variety of community planning and development opportunities and issues. NARC members include regional councils, councils of governments (COGs), regional planning and development agencies, Metropolitan Planning Organizations (MPOs), and other regional organizations. They provide their members information and research on key national policy issues, as well as conduct training sessions, conferences, workshops, and webinars.

NARC held its annual National Conference of Regions in Washington, D.C. from Sunday, January 22, through Wednesday, January 25, 2023. President Jan Harnik attended on behalf of SCAG, accompanied by SCAG Executive Director Kome Ajise, Director of Government and Public Affairs Javiera Cartagena, and Legislative Affairs Manager Kevin Gilhooley. The annual conference focused

on key policy issues and established the legislative agenda for the year ahead on topics of importance to regional councils throughout the country.

While in D.C., SCAG was able to have productive discussions outlining our key federal legislative priorities for the upcoming year with staff from Senator Padilla's office and four of our delegation's congressional members, including Congressmembers Young Kim (R-Fullerton), Robert Garcia (D-Long Beach), Ken Calvert (R-Corona), and Mike Garcia (R-Santa Clarita).

A copy of the SCAG leave behind flyer, outlining the federal legislative priorities shared during these meetings, is attached to this report.

#### Mobility 21 Sacramento Delegation Trip

Mobility 21 is a nonprofit coalition of public, business, and community stakeholders to pursue regional solutions to the transportation challenges facing Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura counties. It offers a unified voice for the region's transportation priorities and seeks to improve mobility in the region for all. As part of the organization's efforts to advocate for legislative and policy priorities determined by the Board of Directors, the group organizes an annual delegation trip to Sacramento.

This year's trip took place from Monday, January 30, through Wednesday, February 1, 2023. SCAG actively participated in the development of the trip, including providing input on Mobility21's state legislative priorities and securing advocacy meetings with members of the Southern California delegation. Representing SCAG during the trip were Executive Director Kome Ajise and Chief Operating Officer Darin Chidsey, who attended several meetings, including:

- **Assemblymember Steve Bennett** (D-Ventura), Chair, Assembly Budget Subcommittee on Transportation
- **Assemblymember Tri Ta** (R-Fountain Valley)
- **Senator Josh Newman** (D-Fullerton), Member, Senate Budget Subcommittee 5 on Corrections, Public Safety, Judiciary, Labor and Transportation
- **Senator Tom Unger** (D-Santa Ana), Member, Senate Transportation Committee
- **Ms. Ronda Paschal**, Deputy Legislative Secretary, Office of the Governor
- **Assemblymember Diane Dixon** (R-Newport Beach)
- **Assemblymember Vince Fong** (R-Kern), Vice Chair, Assembly Transportation Committee

A copy of the cut sheet outlining Mobility 21's state legislative priorities for the year is attached to this report.

Legislative Outreach Meetings

In the fall and winter, after the adjournment of the 2022 legislative year, SCAG leadership held a series of virtual legislative outreach meetings with members of the Southern California delegation. The purpose of these meetings was to maintain positive working relationships and continue to advocate for region’s legislative priorities. To complete this outreach series, SCAG was pleased to meet with Senators Kelly Seyarto (R-Murrieta) and Scott Wilk (R-Santa Clarita) earlier this month, in meetings that had been rescheduled from December.

Top priorities shared with the Senators included the need for continued investment in the Infill Infrastructure Grant program, support for the Active Transportation Program, an update on the region’s progress toward meeting our RHNA goals, and an update on the Regional Early Action Planning (REAP) grant program.

Several Regional Council Members joined the Board Officers in these meetings, based on their proximity to the legislator’s district. President Jan Harnik, First Vice President Art Brown, and Immediate Past President Clint Lorimore were joined by LCMC Vice Chair Patricia Lock Dawson, and RC Members Keith Eich, Mike Judge, Steve Manos, Ray Marquez, Marcia McLean, and Marty Simonoff.

A copy of the slide deck used for these meetings is attached to this report.

Transit and Intercity Rail Capital Program (TIRCP) Support Letters

SCAG continues to author letters of support for projects throughout the SCAG region competing for State and Federal grant opportunities that support the implementation of the strategies contained in the Regional Transportation Plan/ Sustainable Communities Strategy. The Transit and Intercity Rail Capital Program (TIRCP) was created to provide grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems, and bus and ferry systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.

Applications for Cycle 6 of this important program were due on February 10, 2023. SCAG was pleased to provide support letters for the following projects in our region:

PROJECT	APPLICANT
Funding Zero Emission Buses for Fixed Routes, Dial-A-Ride senior transportation, fueling station and charging ports, bus stop improvements, and transit corridor enhancements, including pedestrian enhancements along Lake Avenue	City of Pasadena
Orange County Central Mobility Loop	Orange County Transportation Authority



Application	
Metrolink Double Track Project	Riverside County Transportation Commission
Big Blue Bus Electric Charging	Santa Monica Department of Transportation
Thousand Palms, California to provide energy to SunLine’s hydrogen electrolyzer	SunLine Transit Agency
Santa Ana Grade Separation Project (Santa Ana Boulevard)	City of Santa Ana
Coastal Rail Corridor Relocation Study	Orange County Transportation Authority
Los Angeles Metro Light Rail CORE Capacity & System Integration Project	LA Metro
Metro L (Gold) Line Eastside Transit Corridor Phase 2 Project	LA Metro
High Desert Connector	Victor Valley Transit Authority/Antelope Valley Transit Authority
Zero-Emission Transit Buses	Foothill Transit
Construction of a transit center hub and purchase of zero-emission buses	City of Simi Valley
Metrolink Locomotive Fuel Efficiency and Maintenance Modernization Study, Pilot, and Implementation Project	Southern California Regional Rail Authority (SCRRA)
High-Speed Rail Project	High Desert Corridor Joint Powers Agency

Grant awardees are expected to be announced in early April of 2023.

Separate from the above Cycle 6 awards, Governor Newsom announced more than \$1.3 billion in supplementary TIRCP awards for transit projects in Southern California. The funding was specifically targeted to existing projects that previously received TIRCP grants and demonstrated that a supplemental state grant would leverage or maintain significant local or federal investment. The rewards were designed to protect existing projects by returning them to full funding status and avoiding putting other committed funds at risk.

The following were recipients within the SCAG region:

PROJECT	APPLICANT
Inglewood Transit Connector	City of Inglewood
East San Fernando Valley Transit Corridor	LA Metro
OC Streetcar	Orange County Transportation Authority
Diesel Multiple Unit Vehicles to Zero-Emission Vehicle Conversion	San Bernardino County Transportation Authority
West Valley Connector Bus Rapid Transit	Metrolink
Southern California Optimized Rail Expansion Project	

### Southern California Legislative Roundtable (SCLR)

The Southern California Legislative Roundtable (SCLR) is an informal working group comprised of legislative staff from the region's six transportation commissions, SANDAG, ports, Metrolink, AQMD and a variety of other transportation stakeholders that meets monthly to identify opportunities for collaboration on state and federal issues, including ways to identify joint collaborative efforts to move our advocacy agendas forward.

SCAG is pleased to announce that Francisco Barajas, Senior Legislative Affairs Analyst, will serve as Chair of the group this year, with Riverside County Transportation Commission's (RCTC) Tyler Madary as Vice Chair. As the state grapples with an estimated \$22.5 billion shortfall, the group expects numerous opportunities to collaborate on ways to protect promised transportation funding for the SCAG region.

### **FISCAL IMPACT:**

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

### **ATTACHMENT(S):**

1. 2023 SCAG Federal Priorities
2. Mobility 21 2023 State Cut Sheet
3. Legislative Check-in Meetings Slide Deck



# 2023

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# FEDERAL LEGISLATIVE PRIORITIES

# SCAG'S FEDERAL LEGISLATIVE PRIORITIES

SCAG maintains a Federal and State Legislative Platform, which consists of the Regional Council's positions on policies and legislative initiatives related to SCAG's core planning and policy areas – transportation, air quality, freight/goods movement, housing, environmental impact, sustainability, and economic recovery and job creation – that need the leadership and support of Congress and the California State Legislature to resolve challenges facing the SCAG region.

The following are our four top priorities for the 118th Congress:

## 1 Provide funding for the Active Transportation Infrastructure Investment Program and Healthy Streets Program in the FY24 appropriations package.

The Active Transportation Infrastructure Investment Program provides funding for pedestrian and bicycle facilities that strategically connect active transportation networks to the essentials of everyday life. The Healthy Streets Program provides funding for cool and porous pavements and to expand tree canopies to address urban heat islands, improve air quality and reduce stormwater runoff.

Both programs were authorized under the bipartisan Infrastructure Investment and Jobs Act (IIJA) and will serve a critical role in reducing greenhouse gas emissions, increasing public health, and making a community a more enjoyable place to live, work and play.

Implementing active transportation infrastructure and healthy streets strategies also helps local communities make

their streets safer. 81% of the SCAG region's High Injury Network, which are stretches of roadways where the highest concentrations of collisions occur, are in equity areas, such as state designated disadvantaged communities, federally designated environmental justice areas and communities of concern. This relationship underscores the ability for these programs to provide resources in areas with the greatest need.

While authorized, the Active Transportation Infrastructure Investment Program has received funding only one time in the FY23 Appropriations bill, and the Healthy Streets Program has yet to receive any funding.



## 2 Ensure that the FAA reauthorization bill authorizes funding for MPOs to conduct airport surface transportation passenger and cargo studies, as well as planning activities.

The SCAG region is home to eight commercial airports, seven governmental and military airfields, and more than 30 reliever and general aviation airports. On a daily basis, the region's airports provide service to hundreds of thousands of air passengers and thousands of tons of cargo. Moreover, the airports in the SCAG region employ approximately 60,000 people onsite. At any given moment, thousands of passengers, employees and goods are traveling on Southern California's roads, highways and transit systems to and from our many airports.

As a metropolitan planning organization (MPO), SCAG focuses on the impact that air cargo and passenger activity has on our surface transportation system. Ensuring the region's ground transportation network can accommodate the trips generated by our airports will result in better outcomes for all users. Currently, however, the FAA does not provide any funding programs to assist MPOs in conducting this important planning work.



## 3 Include robust funding for the following housing programs: Community Development Block Grant (CDBG) program, Emergency Solutions Grants (ESG) and the HOME Investment Partnerships Program (HOME) in the FY24 appropriations package, and create new tools to confront the housing crisis. In addition, the Low-Income Housing Tax Credit should be expanded.

Southern California has a serious housing shortage, impacting both the number of homes available and affordability levels. As a result, the SCAG region has some of the highest purchase and rental housing prices in the nation. This problem will only be exacerbated by projected population growth and will impact other regions as Californians seek less expensive housing opportunities.

SCAG's housing planning efforts provide a sustainable vision for housing in Southern California that plans for an existing need of 836,857 new units to address overcrowded and unsafe housing conditions in the region's most accessible and high-resource locations. In addition, Southern California is planning for 504,970 new units to accommodate anticipated population growth. Further, in alignment with SCAG's 2021 adopted Racial Equity Action Plan, SCAG seeks to support housing that serves a variety of household types, sizes and

income levels, including ensuring that housing meets the needs of the lowest income and most vulnerable populations.

While the region plans for a total of 1.3 million new housing units, it is imperative to have public-private partnerships to construct and deliver them, and the variety and flexibility of funding sources to make partnerships work.

SCAG urges Congress to provide robust investments in the Community Development Block Grant program, Emergency Solutions Grants and HOME Investment Partnerships Program, and expend the Low-Income Housing Tax Credit, as they are among the best opportunities to address our region's housing crisis.



## 4 Ensure that Southern California receives its fair share of federal resources to address the water crisis. Additionally, provide flexibility in the use of metropolitan planning resources so that MPOs can provide increased support for integrated planning and technical assistance.

The SCAG region is expected to grow by 1.7 million residents by 2050. Although many Southern Californians and the region's water suppliers have made significant progress in reducing water usage and improving efficiency, water usage is outpacing water replenishment and reducing water supply at unsustainable rates. This reality has obvious impacts on the region's ability to manage and support our projected population growth.

SCAG brings Southern California's diverse residents and local partners together with unifying regional plans, policies and programs that result in healthy, livable, sustainable and economically resilient communities. Through our planning efforts, SCAG aims to support investments in water infrastructure and conservation practices that bolster the region's economic, housing and population growth.

Currently, federal metropolitan planning organizations' (MPOs) planning funds are limited to transportation planning and air quality considerations. This inhibits MPOs from holistically planning for anticipated growth in the context of water needs and systems, including groundwater resources and associated infrastructure, resulting in a missed opportunity to integrate the program funding more effectively to respond to the unique challenges of regions.



## OUR REGION AT-A-GLANCE



**18.7M**  
RESIDENTS



**15TH**  
LARGEST  
ECONOMY  
WORLDWIDE



**\$1.6T**  
REGIONAL  
GDP



**40%**  
NATION'S  
CONTAINER  
IMPORTS



**38,618**  
SQUARE MILES

**6**  
COUNTIES



**191**  
CITIES

**47.6%**  
STATE  
POPULATION



**5.7%**  
U.S.  
POPULATION

## CONTACT

### **Kevin Gilhooley**

Legislative Affairs Manager

Tel: (213) 236-1878 | Cell: (714) 317-2934

[gilhooley@scag.ca.gov](mailto:gilhooley@scag.ca.gov)

### **Francisco Barajas**

Senior Legislative Affairs Analyst

Tel: (213) 630-1400

[barajasf@scag.ca.gov](mailto:barajasf@scag.ca.gov)

## ABOUT SCAG

Founded in 1965, the Southern California Association of Governments (SCAG) is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues.

The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. The agency develops long-range regional transportation plans, including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Quality management plans.

SCAG is governed by an 86-member board of directors known as the Regional Council whose membership includes local and county elected officials. Additionally, SCAG Bylaws provide for representation of Native American tribes, Air Quality Districts, and the Transportation Corridor Agencies on the Regional Council and policy committees.

In addition to the six counties and 191 cities that make up the SCAG region, SCAG works in partnership with six County Transportation Commissions that hold the primary responsibility for programming and implementing transportation projects, programs and services in their respective counties.



INNOVATING FOR A BETTER TOMORROW

Southern California Association of Governments  
900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017

(213) 236-1800 | [www.scag.ca.gov](http://www.scag.ca.gov)



### 1 State Transportation Policy and Budget Discussions

As the State pursues its climate action goals, work with legislators to ensure the equitable distribution of transportation funding that promotes mobility choice and ensures the safe and efficient movement of people and goods in Southern California.

- a. Preserve current and out-year funding levels as enacted in the FY 2022-23 Budget for programs that promote climate goals, including the Active Transportation Program, Transit and Intercity Rail Capital Program, and zero-emissions vehicle infrastructure without diverting funds from future year or current year transportation accounts.
- b. Protect the intent of SB 1 and promises made to California's voters and ensure funds are not diverted from critical transportation infrastructure projects.
- c. Ensure efforts to align the State's climate goals with policies and funding do so in a manner that promotes mobility choice and provides flexibility to support a diverse and rapidly growing population.
- d. Protect the independent authority of Self-Help Counties and their ability to deliver on voter-approved and future local transportation sales tax measures.

### 2 State and Local Collaboration

Ensure state transportation policy implementation includes the input and consideration of regional transportation planning agencies so that no community or region is left behind.

- a. Maximize the distribution of federal formula funds for local projects, consistent with the intent of the Infrastructure Investment and Jobs Act, and leverage investments made through voter-approved expenditure plans in Self-Help Counties. Protect State Highway Account programs that can leverage federal investment—such as the State Transportation Improvement Program and State Highway Operation and Protection Program—from being redirected to backfill budget cuts.
- b. Develop flexible transportation policies and funding programs that equitably support the varying mobility challenges that regions face, including infrastructure resiliency to climate impacts.
- c. Recognize high-growth regions for their significant impact on the local and state economy and environment.
- d. Maintain existing authorities and parameters for the implementation and administration of toll facilities.

### 3 Dedicated Funding for Transit Operations

Protect existing transit funds while securing new funding sources to support transit and passenger rail operations to successfully meet state goals.

- a. Identify new funds for long-term transit operations through a formulaic approach to encourage increased ridership.
- b. Appropriate Transit and Intercity Rail Capital Program formula funds as outlined in the FY 2022-23 budget.
- c. Invest in near-term projects to support Metrolink and LOSSAN network and operations. Support investment to address coastal erosion impacting the rail system.
- d. Support local transit operators in implementing the Innovative Clean Transit regulation from the California Air Resources Board and related initiatives, including innovative clean technologies for transit and passenger rail programs.

### 4 Regional Approach to National Goods Movement Impacts

Recognize and support long-term investments to the supply chain through dedicated and continual funding for port and goods movement related transportation projects throughout Southern California.

- a. Prevent loss of SCAG region's competitive edge in goods and freight movement to the east coast by increasing and expediting investments to our ports, goods movement system, and freight corridors.
- b. Support expedited project delivery and funding for multimodal transportation projects that improve mobility, including for disadvantaged communities competing with goods and freight traffic on our highways.
- c. Continued support and funding for decarbonization and deployment of zero-emissions trucks, equipment and charging/fueling infrastructure which aligns with the Governor's Zero-Emission Executive Order, N-79-20.

Mobility 21 is a nonprofit coalition that brings together the public and private sectors to pursue transportation solutions for Southern California.

**BOARD MEMBERS**



**ADVISORY BOARD MEMBERS**



**2023 Mobility 21 BOARD OF DIRECTORS**

**CHAIR**



**Stephanie N. Wiggins**  
CEO  
Los Angeles County Metropolitan Transportation Authority



**Martin Erickson**  
Executive Director  
Ventura County Transportation Commission

**VICE CHAIR**



**Paul Granillo**  
President & CEO  
Inland Empire Economic Partnership



**Steve Finnegan**  
Manager, Public Affairs and Public Policy  
Automobile Club of Southern California

**TREASURER**



**Anne Mayer**  
Executive Director  
Riverside County Transportation Commission



**Darrell E. Johnson**  
CEO  
Orange County Transportation Authority

**IMMEDIATE PAST CHAIR**



**Maria S. Salinas**  
President & CEO  
Los Angeles Area Chamber of Commerce



**Darren Kettle**  
CEO  
Metrolink



**Jon Switalski**  
Executive Director  
Rebuild SoCal Partnership

**DIRECTORS AT LARGE**



**Kome Ajise**  
Executive Director  
Southern California Association of Governments



**Dr. Raymond Wolfe**  
Executive Director  
San Bernardino County Transportation Authority



**Jeff Ball**  
President & CEO  
Orange County Business Council



**Danielle Borja**  
President/CEO, Greater Conejo Valley Chamber of Commerce representing Chambers of Commerce Alliance of Ventura & Santa Barbara Counties

**CONTACT US**

One Park Plaza  
Suite 600, PMB 183  
Irvine, CA 92614  
949.288.6884  
[www.mobility21.com](http://www.mobility21.com)

Jenny Galaviz, Executive Director  
[jgalaviz@mobility21.com](mailto:jgalaviz@mobility21.com)





# SCAG Legislative Update – Check-In Meetings

February 8, 2023

Senator Scott Wilk

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

1

## 2022-2023 Leadership



**Jan Harnik**

**PRESIDENT**  
Riverside County  
Transportation Commission



**Art Brown**

**FIRST VICE PRESIDENT**  
City of Buena Park



**Curt Hagman**

**SECOND VICE PRESIDENT**  
County of San Bernardino



**Clint Lorimore**

**IMMEDIATE PAST  
PRESIDENT**  
City of Eastvale



**Jose Solache**

**LEGISLATIVE COMMITTEE  
CHAIR**  
City of Lynwood

Attachment: Legislative Check-in Meetings Slide Deck (February Legislative Advocacy Update)

2

# The SCAG Region

191  
CITIES

6  
COUNTIES

19.1M  
RESIDENTS



36,618  
SQUARE MILES

\$1.2T  
REGIONAL GDP

15TH  
LARGEST  
ECONOMY  
WORLDWIDE

48.1%  
OF STATE  
POPULATION

3

# Primary Roles & Responsibilities

- 1 REGIONAL TRANSPORTATION PLAN (RTP)
- 2 SUSTAINABLE COMMUNITIES STRATEGY (SCS)
- 3 REGIONAL HOUSING NEEDS ASSESSMENT (RHNA)
- 4 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)
- 5 REGIONAL DATA & INFORMATION CENTER
- 6 FORUM FOR ISSUES OF REGIONAL SIGNIFICANCE



4

Attachment: Legislative Check-in Meetings Slide Deck (February Legislative Advocacy Update)

## SCAG LEGISLATIVE UPDATES

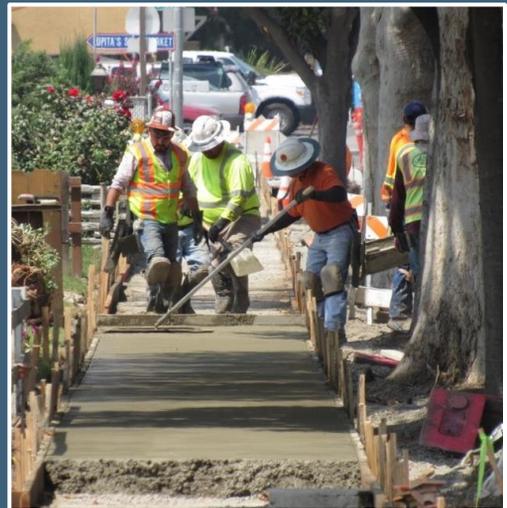


- 1 INFILL INFRASTRUCTURE GRANT PROGRAM
- 2 ACTIVE TRANSPORTATION PROGRAM
- 3 REGIONAL HOUSING NEEDS ASSESSMENT
- 4 REGIONAL EARLY ACTION PLANNING GRANT

5

### Infill Infrastructure Grant Program

- SCAG advocated for a major expansion of the **Infill Infrastructure Grant (IIG)** Program that funds infrastructure improvements that support infill housing.
- The FY 2022-23 State Budget provides a total of **\$575 million** to the IIG.
- **Take Away:** Please continue to prioritize the IIG in future state budgets.



6

Attachment: Legislative Check-in Meetings Slide Deck (February Legislative Advocacy Update)

## Active Transportation Program (ATP)

- Last year, SCAG partnered with Chair Friedman and the Big-4 MPOs to advocate for a major investment in the **Active Transportation Program**.
- The FY 2022-23 State Budget provided a total of **\$1.05 billion** for the ATP.
- The Governor's FY 2023-24 January Budget proposes to **claw back \$200 million** of last year's investment.
- **Take Away:** Please protect these funds which cities and counties need to expand their bike and pedestrian networks!



7

## RHNA Compliance Update

- SB 197 (Housing Trailer Bill) extended the Housing Element compliance deadline by one year to October 15, 2022.
- Currently, **87 of the region's 197 jurisdictions have compliant Housing Elements**.
- Jurisdictions that did not meet the October 2022 deadline must now complete all rezonings before achieving compliance, potentially delaying or getting disqualified for many housing related grants.
- **Take Away:** Additional flexibility is needed for local jurisdictions to continue to access state housing program funds and meet their RHNA goals.



8

## REAP Grant Programs



- The State created the Regional Early Action Planning (REAP) program in 2019 and REAP 2.0 in 2021.
- REAP represents the first time the State has allocated resources for RHNA and regional housing planning.
- REAP 2.0 allows SCAG to link existing transportation planning efforts with housing planning, to support climate goals.
- **Take Away:** REAP allows SCAG to support housing production through programs tailored to local opportunities and consistent with state climate goals.

9



## THANK YOU!

For more information, please visit:

[SCAG.CA.GOV/LEGISLATION](https://www.scag.ca.gov/legislation)

10

Attachment: Legislative Check-in Meetings Slide Deck (February Legislative Advocacy Update)



**AGENDA ITEM 6**  
**REPORT**

Southern California Association of Governments  
Remote Participation Only  
**February 21, 2023**

**To:** Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** Sacramento Summit and Legislative Priorities

**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:**

*SCAG’s annual Sacramento Summit, on hiatus since February of 2020, will be conducted on Monday and Tuesday, April 17 and 18, 2023, in Sacramento. The SCAG delegation, generally composed of members of the Executive-Administration Committee (EAC) and Legislative/Communications and Membership Committee (LCMC), meet with state legislators and their staff to communicate the region’s legislative priorities. Typically, meeting requests are submitted to legislative leadership, members of the policy committees most relevant to SCAG’s core planning work, and newly elected legislators from the SCAG region.*

*To ensure an exciting and relevant Sacramento Summit, staff recommends the content focus on four priority themes as follows: (1) Protecting Transportation Budget Priorities; (2) Communicating Housing Progress in the Southern California region; (3) Recognizing the Important Role Regions Play in Achieving the State’s Climate Goals; and (4) Establishing a state Task Force to evaluate comprehensive CEQA Modernization.*

*For today’s meeting, staff welcomes any additional feedback, ideas, or direction relating to the annual Sacramento Summit and the recommended Legislative Priorities.*

**BACKGROUND:**

SCAG’s annual Sacramento Summit, on hiatus since February of 2020, will be conducted on Monday and Tuesday, April 17 and 18, 2023, at the Hyatt Centric Downtown Sacramento and at the State

Capitol. Timing of the Sacramento Summit comes amid an especially exciting and busy period of the legislative calendar. The event falls one week after the Legislature returns from its Spring Recess and one week before the Legislature's deadline for policy committees to hear and report any legislative bills with a fiscal impact to the appropriations committees.

The SCAG delegation, generally composed of members of the Executive-Administration Committee (EAC) and Legislative/ Communications and Membership Committee (LCMC), meet with state legislators and their staff to communicate the region's legislative priorities. Typically, meeting requests are submitted to legislative leadership, newly elected legislators from the SCAG region, and members of the following committees most relevant to SCAG's core planning activities:

- Senate Budget & Fiscal Review Committee
- Assembly Budget Committee
- Senate Transportation Committee
- Assembly Transportation Committee
- Senate Housing Committee
- Assembly Housing & Community Development Committee

To ensure an exciting and relevant Sacramento Summit, staff recommends the content focus on four priority themes, as follows: (1) Protecting Transportation Budget Priorities; (2) Communicating Housing Progress in the Southern California region; (3) Recognizing the Important Role Regions Play in Achieving the State's Climate Goals; and (4) Establishing a state Task Force to evaluate comprehensive CEQA Modernization.

**1. Protect Transportation Budget Priorities –**

WHAT: Oppose cuts to the Active Transportation Program (ATP), Transit and Intercity Rail Capital Program (TIRCP), and other transportation-related programs, as proposed by Governor Newsom in his January Budget.

WHY: The Governor's January Budget proposes to claw back significant investments made in the State's transportation system, including \$200 million for the ATP and \$2 billion for the TIRCP, due to an estimated \$22.5 billion budgetary shortfall in Fiscal Year 2023-24, among other proposed transportation-related reductions. These investments were part of a larger transportation deal struck last year and would target programs that are particularly effective at implementing the greenhouse gas reduction strategies contained in SCAG's Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS).

## 2. Communicate Housing Progress in the SCAG region –

WHAT: Counter the narrative that local governments are not doing their part to address the state’s housing crisis by communicating the efforts made by SCAG-region cities and counties to accommodate and expedite housing developments.

WHY: 89 of the SCAG region’s cities and counties have fully compliant Housing Elements, which includes identified locations for more than 900,000 new housing units. Over the past three years, SCAG has used its REAP 1 grant funding to provide technical assistance to local jurisdictions, create development streamlining initiatives, and develop a housing leadership academy, all to stimulate housing development in the region.

## 3. Recognize the Important Role Regions Play in Achieving State Climate Goals –

WHAT: Emphasize the importance of achieving Greenhouse Gas (GHG) emissions reductions from a regional approach, consistent with the original intent of SB 375 (Chapter 728, Statutes of 2008).

WHY: SB 375 requires Metropolitan Planning Organizations (MPOs) to create a Sustainable Communities Strategies (SCS) in conjunction with their Regional Transportation Plan (RTP) as a blueprint to achieving reductions in GHG emissions from the transportation sector. SCAG’s RTP/SCS contains over 3,000 projects, such as railroad grade separations, street safety improvements, active transportation projects, or managed lanes. Those 3,000 projects are evaluated as an entire system – how they work together – and not a project-by-project basis. While some infrastructure projects may render significant climate benefits, other projects may represent responsible community improvements that advance an affordable housing, economic development, equity, or safety goal. Recent state legislation has attempted to chip away at the regional approach to achieving GHG reductions.

## 4. CEQA Modernization –

WHAT: Establish a state Task Force to evaluate and make recommendations to the Legislature for comprehensive modernization to the California Environmental Quality Act (CEQA). The proposed Task Force should specify stakeholder participation, including representation from business, climate and environmental advocates, equity communities, the home building industry, organized labor, metropolitan planning organizations, and public utilities, among others. The legislation should additionally specify public hearings be held virtually and at in-person locations throughout the state. A final report with recommendations could be due to the Legislature by the end of 2024.

WHY: Over the past few years, the Legislature has made modest changes to CEQA for priority infill, housing, and zero-emission transportation projects that help California achieve its ambitious climate and housing goals, but comprehensive modernization has been left wanting. While many of these one-off changes are welcome, CEQA litigation continues to target, delay, and even stop responsible public improvement projects, such as transit expansion, renewable energy, and infill housing.



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For today's meeting, staff welcomes any additional feedback, ideas, or direction relating to the annual Sacramento Summit.

**FISCAL IMPACT:**

Work associated with the 2023 Sacramento Summit and Legislative Priorities is contained in the Indirect Cost budget, Legislation 810-0120.10.