

Meeting Agenda

Joint MTC ABAG Legislation Committee

Jesse Arreguin, Chair Sam Liccardo, Vice Chair
Members

*Eddie Ahn, David Canepa, Damon Connolly,
Carol Dutra-Vernaci, Pat Eklund, Victoria Fleming,
Barbara Halliday, Dave Hudson, Gordon Mar,
Karen Mitchoff, Alfredo Pedroza, David Rabbitt,
Belia Ramos, Libby Schaaf, and Jim Spering*

Non-Voting Members
Dorene M. Giacomini and Vacant

Friday, September 9, 2022

9:45 AM

REMOTE

In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with Assembly Bill 361's (Rivas) provisions allowing remote meetings, this meeting will be accessible via webcast, teleconference, and Zoom for all participants.

A Zoom panelist link for meeting participants will be sent separately to Committee members.

The meeting webcast will be available at <http://mtc.ca.gov/whats-happening/meetings>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Committee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/84375138891>

iPhone One-Tap: US: +13462487799,,84375138891# or +17193594580,,84375138891#

Join by Telephone (for higher quality, dial a number based on your current location) US:
888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 843 7513 8891

International numbers: <https://bayareametro.zoom.us/j/kcyRNkv394>

Detailed instructions on participating via Zoom are available at:
<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

1. Call to Order / Roll Call / Confirm Quorum

Quorum: A quorum of this body shall be a majority of its regular voting members (9).

2. Consent Calendar

- 2a. [22-1248](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the July 8, 2022 Meeting

Action: Committee Approval

Attachments: [2a 2022-07-08_Joint_MTC_ABAG_Legislation_Committee_Meeting_Minutes_I](#)

- 2b. [22-1249](#) Legislative History

Detailed list of bills the ABAG and MTC are tracking in Sacramento, including those ABAG or MTC supports or opposes.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [2b Handout-September 2022 Legislative History.pdf](#)

3. Local / Regional / State Legislation

- 3a. [22-1270](#) MTC/ABAG Priority Bill Update

Status update of 2022 state legislation on which MTC and/or ABAG adopted a position.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [3a MTC-ABAG Priority Bills Update.pdf](#)

- 3b. [22-1271](#) Regional Transportation Measure Update

Summary of next steps in seeking authorization for a regional transportation measure.

Action: Information

Presenter: Georgia Gann Dohrmann and Dave Vautin

Attachments: [3bi Regional Transportation Measure Update.pdf](#)
[3bii PowerPoint Regional Transportation Measure Update.pdf](#)
[3biii Correspondence Received MTC-ABAG-Legislation-Committee Regional](#)

3c. [22-1444](#) Proposition 30: Clean Cars & Clean Air Act

Recommendation for MTC and ABAG to endorse Proposition 30 on the November 8, 2022 ballot.

Action: Support / ABAG Executive Board Approval
Support / MTC Commission Approval

Presenter: Rebecca Long

Attachments: [3c Proposition 30-Clean Cars and Clean Air Act.pdf](#)

4. Federal Legislation**4a.** [22-1272](#) Bay Area Housing Finance Authority Advocacy

Update on potential federal funding opportunity for the Bay Area Housing Finance Authority (BAHFA).

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [4ai Bay Area Housing Finance Authority Advocacy.pdf](#)
[4aii Attachment A BAHFA Provisions Senate THUD August 2022.pdf](#)

4b. [22-1273](#) Inflation Reduction Act Update

Overview of transportation and climate provisions in the health care, climate, and tax reconciliation package.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [4bi Inflation Reduction Act Update.pdf](#)
[4bii Attachment A Senate Democrats Inflation Reduction Act Summary of](#)
[4biii Attachment B White House Fact Sheet Inflation Reduction Act Califo](#)

4c. [22-1250](#) Washington D.C. Legislative Update

Report on key legislative, funding and political developments over the past month from Washington, D.C. prepared by the Summit Strategies team.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [4c Summit Strategies Washington DC Report.pdf](#)

5. Public Comment / Other Business

*Committee Members and members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6.*

6. Adjournment / Next Meeting

The next meeting of the Joint MTC ABAG Legislation Committee will be Friday, October 14, 2022 at 9:45 a.m. Any changes to the schedule will be duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者, 請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知, 以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

Meeting Minutes - Draft

Joint MTC ABAG Legislation Committee

Jesse Arreguin, Chair Sam Liccardo, Vice Chair

Members

*Eddie Ahn, David Canepa, Damon Connolly,
Carol Dutra-Vernaci, Pat Eklund, Victoria Fleming,
Barbara Halliday, Dave Hudson, Gordon Mar,
Karen Mitchoff, Alfredo Pedroza, David Rabbitt,
Belia Ramos, Libby Schaaf, and Jim Spering*

Non-Voting Members

Dorene M. Giacomini and Vacant

Friday, July 8, 2022

9:45 AM

REMOTE

1. Call to Order / Roll Call / Confirm Quorum

Present: 13 - Committee Member Hudson, Chair Arreguin, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Ramos, Committee Member Canepa, Committee Member Dutra-Vernaci, Committee Member Rabbitt, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza and Committee Member Mitchoff

Absent: 4 - Vice Chair Liccardo, Committee Member Mar, Committee Member Schaaf and Committee Member Fleming

Non-Voting Member Present: Commissioner Giacomini

Ex Officio Voting Member Present: Commission Chair Pedroza

Ad Hoc Non-Voting Members Present: Commissioner Miley, Commissioner Papan, Commissioner Rabbitt, and Commissioner Worth.

2. Consent Calendar

Upon the motion by Committee Member Eklund and second by Committee Member Hudson, the Consent Calendar was unanimously approved. The motion carried by the following vote:

Aye: 13 - Committee Member Hudson, Chair Arreguin, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Ramos, Committee Member Canepa, Committee Member Dutra-Vernaci, Committee Member Rabbitt, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza and Committee Member Mitchoff

Absent: 4 - Vice Chair Liccardo, Committee Member Mar, Committee Member Schaaf and Committee Member Fleming

- 2a.** [22-1042](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the June 10, 2022 Meeting

Action: Committee Approval

Attachments: [2a 2022-06-10 Joint MTC ABAG Legislation Committee Meeting Minutes Draft.pdf](#)

- 2b.** [22-1043](#) MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment

Appointment to the 2022-2025 MTC Policy Advisory Council.

Action: Commission Approval

Presenter: Ky-Nam Miller

Attachments: [11e 22-1043 MTC Resolution 3931 Revised Policy Advisory Council Appointment.pdf](#)

- 2c.** [22-1044](#) Legislative History

Detailed list of bills the ABAG and MTC are tracking in Sacramento, including those ABAG or MTC supports or opposes.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [2c Handout July Legislative History.pdf](#)

3. Local / Regional / State Legislation

3a. [22-1162](#) Fiscal Year 2022-23 State Budget Update

Update on the state budget with a focus on transportation, housing, and climate adaptation.

Action: Information

Presenter: Rebecca Long

Attachments: [3a Fiscal Year 2022-23 State Budget Update.pdf](#)
[3ai Handout State Budget Earmarks.pdf](#)
[3ai Revised Handout State Budget Earmarks.pdf](#)

4. Federal Legislation

4a. [22-1164](#) MTC/ABAG'S 2022 Washington, D.C. Advocacy Trip

Report on MTC/ABAG's 2022 Washington, D.C. Advocacy Trip.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [4ai MTC-ABAGs 2022 Washington D.C. Advocacy Trip Summary Sheet and Attachment A.pdf](#)
[4aii Attachment B 2022 Report to Congress digital-Final.pdf](#)
[4aiii Attachment C ABAG MTC Bay Area Housing Fact Sheet.pdf](#)

4b. [22-1045](#) Washington D.C. Legislative Update

Report on key legislative, funding and political developments over the past month from Washington, D.C. prepared by the Summit Strategies team.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [4b MTC July 2022 Report.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Joint MTC ABAG Legislation Committee will be Friday, September 9, 2022 at 9:45 a.m. Any changes to the schedule will be duly noticed to the public.



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<u>AB 117</u> <u>Boerner</u> <u>Horvath</u>	Enrolled 8/29/2022	Assembly Enrollment	Air Quality Improvement Program: electric bicycles. Current law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its current statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the production and use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Current law specifies the types of projects eligible to receive funding under the program. This bill would specify projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the program.		
<u>AB 178</u> <u>Ting</u>	Chaptered 6/30/2022	Assembly Chaptered	Budget Act of 2022. The Budget Act of 2022 made appropriations for the support of state government for the 2022–23 fiscal year. This bill would amend the Budget Act of 2022 by amending, adding, and repealing items of appropriation and making other changes.		
<u>AB 180</u> <u>Ting</u>	Chaptered 6/30/2022	Assembly Chaptered	Budget Act of 2021. The Budget Act of 2021 made appropriations for the support of state government for the 2021–22 fiscal year. This bill would amend the Budget Act of 2021 by amending, adding, and repealing items of appropriation and making other changes.		

AB 267 Valladares	Amended 6/30/2022	Senate Dead	California Environmental Quality Act: exemption: prescribed fire, thinning, and fuel reduction projects. Current law, until January 1, 2023, exempts from the requirements of CEQA prescribed fire, thinning, or fuel reduction projects undertaken on federal lands to reduce the risk of high-severity wildfire that have been reviewed under the federal National Environmental Policy Act of 1969, as provided. Current law requires the Department of Forestry and Fire Protection, beginning December 31, 2019, and annually thereafter until January 1, 2023, to report to the relevant policy committees of the Legislature the number of times the exemption was used. This bill would extend the exemption from CEQA to January 1, 2026. The bill would additionally require that a project's significant impacts identified in an environmental impact statement prepared pursuant to the federal National Environmental Policy Act of 1969 are avoided or mitigated in order for the exemption to apply. The bill would require the lead agency, if it determines that the exemption applies and determines to approve or carry the project, to file a notice of exemption with the Office of Planning and Research and the county clerk of the county in which the project is located. If the lead agency is not the department, the bill would require the lead agency to file a notice with the department containing specified information about the project. If the lead agency is the department, the bill would require the department to maintain records containing that specified information.		
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AB 363 Medina	Amended 7/5/2021	Senate Dead	Carl Moyer Memorial Air Quality Standards Attainment Program. Current law requires the State Air Resources Board to establish or update grant criteria and guidelines for covered vehicle and infrastructure projects as soon as practicable, but not later than July 1, 2017. The state board's program guidelines describe the minimum criteria and requirements for on-road heavy-duty vehicles and the types of projects that can be incentivized to provide surplus emissions reductions from on-road heavy-duty vehicles through contracts or through the On-Road Heavy-Duty Voucher Incentive Program (VIP). The VIP guidelines allow for the early retirement of existing on-road heavy-duty vehicles, allowing these high-polluting vehicles to be replaced with newer, lower emission vehicles. The VIP guidelines further describe the minimum criteria and requirements for eligibility in the VIP, including, but not limited to, limiting the fleet size and vehicle weight class of eligible vehicles, excluding from program eligibility vehicles subject to the solid waste collection vehicle rule and the fleet rule for transit agencies, and prohibiting the leasing of replacement vehicles. This bill would require the state board, upon appropriation by the Legislature, to develop project grant criteria and guidelines for a new On-Road Heavy-Duty Vehicle Incentive Program (VIP2) that shall provide additional incentives for projects eligible for program funding that are deployed in disadvantaged communities, as provided, and in low-income communities, as defined.		
AB 371 Jones-Sawyer	Enrolled 8/30/2022	Assembly Enrollment	Shared mobility devices: insurance and tracking. Would require a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille, as specified, to identify the device for the purpose of reporting illegal or negligent activity.		
AB 411 Irwin	Amended 1/24/2022	Senate Dead	Veterans Housing and Homeless Prevention Bond Act of 2022. Existing law, the Veterans Housing and Homeless Prevention Bond Act of 2014 (the 2014 bond act), authorizes the issuance of bonds in the amount of \$600,000,000, as specified, for expenditure by the California Housing Finance Agency, the Department of Housing and Community Development, and the Department of Veterans Affairs to provide housing to veterans and their families pursuant to the Veterans Housing and Homeless Prevention Act of 2014 (VHHPA). This bill would enact the Veterans Housing and Homeless Prevention Bond Act of 2022 to authorize the issuance of bonds in an amount not to exceed \$600,000,000 to provide additional funding for the VHHPA. The bill would provide for the handling and disposition of the funds in the same manner as the 2014 bond act. This bill contains other related provisions.		

AB 455 Wicks	Amended 6/6/2022	Senate Dead	San Francisco-Oakland Bay Bridge: bus speed and reliability performance targets. Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates the Bay Area Toll Authority as a separate entity governed by the same governing board as the commission and makes the authority responsible for the administration of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Current law requires the Department of Transportation to collect tolls, operate, maintain, and provide rehabilitation of all state-owned toll bridges in the San Francisco Bay area, and makes the department responsible for the design and construction of improvements on those bridges in accordance with programming and scheduling requirements adopted by the authority. This bill would require the department, in consultation with the commission, the authority, relevant transit operators, and relevant local transportation agencies, to establish speed and reliability performance targets no later than July 1, 2024, for buses traveling in the eastbound and westbound directions through the San Francisco-Oakland Bay Bridge corridor. The bill would require the department to establish an online reporting process, in consultation with relevant transit operators, to publicly share bus speed and reliability performance results relative to the performance targets on no less than a quarterly basis.		
AB 482 Ward	Amended 6/14/2022	Senate Dead	Housing authorities: City of San Diego, County of San Bernardino, and County of Santa Clara: middle-income housing projects pilot program. The Housing Authorities Law authorizes a housing authority of a city or county to, among other things, prepare, carry out, acquire, lease, and operate housing projects and housing developments for persons of low income, as provided. Previously existing law, until January 1, 2022, authorized a housing authority located in the City of San Diego, the County of San Bernardino, or the County of Santa Clara to implement a pilot program to develop and finance a middle-income housing project, as defined, if the project received gap financing, as defined. Previously existing law required any gap financing to be approved by the housing authority's legislative body, as provided. Previously existing law required the housing authority to provide a report to the Legislature, as specified, on and before January 1, 2020, and on or before January 1, 2022. This bill would reenact the above-described authorization for a housing authority located in the City of San Diego, the County of San Bernardino, or the County of Santa Clara to implement a pilot program to develop and finance a middle-income housing project, as provided.		

AB 500 Ward	Amended 8/31/2021	Senate Dead	Local planning: coastal development: streamlined permitting. The Coastal Act generally requires each local government lying, in whole or in part, within the coastal zone to prepare a local coastal program for that portion of the coastal zone within its jurisdiction. This bill would require a local government lying, in whole or in part, within the coastal zone that has a certified land use plan or a fully certified local coastal program to adopt, by January 1, 2024, an amendment to that plan or program, as applicable, specifying streamlined permitting procedures in nonhazardous zones for the approval of (1) accessory dwelling units or junior accessory dwelling units, consistent with specified requirements relating to the rental of those units (2) projects in which a specified percentage of the units will be affordable to lower income households or designated for supportive housing, as those terms are defined, and (3) Low Barrier Navigation Centers, as defined. The bill would require that the amendment be submitted to, and processed and approved by, the commission consistent with the above-described requirements for the amendment of a local coastal program.		
AB 561 Ting	Amended 6/13/2022	Senate Dead	Help Homeowners Add New Housing Program: accessory dwelling unit financing. Current law establishes the Capital Access Loan Program to assist qualified small businesses in financing the costs of complying with environmental mandates and the remediation of contamination on their properties, which is administered by the California Pollution Control Financing Authority. Under the program, the authority may enter into contracts with participating financial institutions and is required to establish a loss reserve account with each participating financial institution. Under the program, a participating financial institution that experiences a default on a qualified loan enrolled in the Capital Access Loan Program may obtain reimbursement from the authority by submitting a claim for reimbursement for a specified amount of the loss covered by that loan, subject to certain procedures. This bill, upon appropriation by the Legislature, would require the office of the Treasurer to establish and administer the Help Homeowners Add New Housing Program for the purpose of protecting participating financial institutions, as defined, from default on loans provided to a qualified homeowner to construct an accessory dwelling unit.		
AB 585 Rivas, Luz	Amended 7/13/2021	Senate Dead	Climate change: Extreme Heat and Community Resilience Program. Would establish the Extreme Heat and Community Resilience Program for the purpose of coordinating state efforts and supporting local and regional efforts to mitigate the impacts of, and reduce the public health risks of, extreme heat and the urban heat island effect, and would require the Office of Planning and Research to administer the program through the Integrated Climate Adaptation and Resiliency Program.		

AB 660 Cooper	Introduced 2/12/2021	Senate Dead	Department of Motor Vehicles: records: pull-notice system. Current law requires a prospective employer of a driver of specified vehicles, such as a permitted taxicab, to obtain a report from the Department of Motor Vehicles that shows the driver's current public record. Current law requires an employer of a driver who drives a specified vehicle to participate in a pull-notice system, which is a process for the purpose of providing the employer with a report showing the driver's current public record, and any subsequent convictions, failures to appear, accidents, driver's license suspensions, driver's license revocations, or any other actions taken against the driving privilege or certificate, added to the driver's record while the employer's notification request remains valid and has not been canceled. Current law also requires the employer of the driver to obtain a periodic report from the department at least every 12 months. This bill would expand the applicability of these provisions, including the pull-notice system, to include drivers of vehicles operated in the service of a delivery network company, a transportation network company, a charter-party carrier, as defined, or operated for compensation in fulfillment of deliveries, as defined.		
AB 682 Bloom	Enrolled 9/1/2022	Assembly Enrollment	Planning and zoning: density bonuses: shared housing buildings. The Density Bonus Law requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct, among other options, 10% of the total units of a housing development for rental or sale to lower income households, as defined; or 5% of the total units for rental or sale to very low income households, as defined; a senior citizen housing development, as defined, or a mobilehome park that limits residency based on age requirements, as specified; or 100% of all units in the development for lower income households, as defined, subject to certain exceptions, and meets other requirements. This bill would provide that a housing development eligible for a density bonus be provide under these provisions includes a shared housing building, as defined, that will contain 10% of the total units for lower income households; contain or 5% of the total units for very low income households; is a senior housing development; or in which 100% of all the units are for lower income households, as described above. The bill would prohibit the city, county, or city and county from requiring any minimum unit size requirements or minimum bedroom requirements in conflict with the bill's provisions with respect to a shared housing building eligible for a density bonus under these provisions.		

AB 713 Garcia, Cristina	Amended 5/24/2021	Senate Dead	State Air Resources Board: greenhouse gas emissions scoping plan: comprehensive health analysis. The State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. 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 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 This bill would require the state board to conduct a comprehensive health analysis in conjunction with the development of each update of the scoping plan that includes a framework to provide an overview of the breadth of health impacts and health benefits that may accrue from the outcomes in the scoping plan, as specified.		
AB 897 Mullin	Amended 7/14/2021	Senate Dead	Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans. Current law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state's climate adaptation strategy, known as the Safeguarding California Plan. Current law establishes the Office of Planning and Research in state government in the Governor's office. Current law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office, through the program, to encourage the inclusion of eligible entities with land use planning and hazard mitigation planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified.	Support	Support
AB 950 Ward	Amended 7/13/2021	Senate Dead	Department of Transportation: sales of excess real property: affordable housing, emergency shelters, and feeding programs. Would authorize the Department of Transportation to sell its excess real property to the city, county, or city and county where the real property is located if the city, county, or city and county agrees to use the real property for the sole purpose of implementing affordable housing, emergency shelters, or feeding programs, as specified. The bill would exempt these sales from the California Environmental Quality Act, except the department would be required to file a notice of exemption with the Office of Planning and Research and the county clerk of the county in which the real property is located.		

AB 965 Levine	Amended 8/25/2022	Senate Dead	Gambling: licenses: gambling establishments. The Gambling Control Act establishes the California Gambling Control Commission, which is responsible for licensing and regulating various gambling activities and establishments. Current law requires the Department of Justice to investigate any violations of, and to enforce, the act. Current law prohibits, until January 1, 2023, the commission from issuing a gambling license for a gambling establishment that was not licensed to operate on December 31, 1999, except as specified. This bill would extend that prohibition to January 1, 2033.		
AB 983 Kalra	Amended 6/14/2022	Senate Dead	Employee obligations: exclusivity options. Current law, except as specified, prohibits enforcement of a personal service contract beyond 7 years from the commencement of service under the contract. Under current law, an employee who is a party to a contract to render personal services in the production of specified phonorecords is prohibited from invoking this provision without first giving written notice to the employer that the employee, from and after a specified date, will no longer render service under the contract by reason of the above provision. Current law specifies that a party to a contract to render personal services in the production of specified phonorecords may still pursue an action for certain damages. This bill would authorize any music talent who is a party to a contract to render personal services in the production of specified phonorecords to invoke that limitation by giving written notice and paying a third party any contractual advances actually paid by the third party, as specified. The bill would repeal the provisions related to damages.		

AB 984 Wilson	Enrolled 9/2/2022	Assembly Enrollment	Vehicle identification and registration: alternative devices. Current law requires a vehicle to display a license plate, issued by the Department of Motor Vehicles, with tabs that indicate the month and year the vehicle registration expires. Current law authorizes the department to conduct a pilot program, until January 1, 2023, if certain conditions are met, to evaluate the use of alternatives to stickers, tabs, license plates, and registration cards. Under current law, a person who alters, forges, counterfeits, or falsifies, among other things, a device issued pursuant to the pilot program, is guilty of a felony. This bill would require the department to establish a program authorizing an entity to issue alternatives to stickers, tabs, license plates, and registration cards under specified conditions that include, among others, approval of the alternative devices by the Department of the California Highway Patrol. The bill would make this authorization applicable to environmental license plates and specialized license plates displayed on an alternative device, as specified. The bill would allow the failure or malfunction of an alternative device to be deemed a correctable violation, as specified. The bill would require the provider of the device to build into the device a process for frequent notification if the device becomes defective and would require the provider to seek to replace defective devices as soon as possible.		
AB 989 Gabriel	Amended 8/18/2021	Senate Dead	Housing Accountability Act: appeals: Office of Housing Appeals. The Housing Accountability Act prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, specified housing development projects, including projects for very low, low-, or moderate-income households and projects for emergency shelters that comply with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time the application for the project is deemed complete, unless the local agency makes specified written findings based on a preponderance of the evidence in the record. This bill would, until January 1, 2029, establish an Office of Housing Appeals (office) within the department, administered by the director of the department, to review housing development projects that are alleged to have been denied or subject to conditions in violation of the Housing Accountability Act. The bill would establish housing appeals panels, consisting of administrative law judges with specified qualifications, within the office.		

AB 1110 Rivas, Robert	Amended 8/26/2021	Assembly Dead	Zero-emission vehicles: Clean Vehicles Ombudsperson: Climate Catalyst Revolving Loan Fund Program. Would establish the Clean Vehicles Ombudsperson, to be appointed by and report directly to the Director of GO-Biz, and would require the ombudsperson to consult with appropriate entities in identifying available programs and incentives offered by the state that can help to reduce costs and increase participation in a statewide contract or leveraged procurement agreement, as specified. The bill would also require the ombudsperson to convene 2 or more workshops of an advisory committee to aid the ombudsperson in identifying and publishing best practices in adopting zero-emission fleet vehicles for public agencies and identifying appropriate candidate vehicles for bulk purchase, leveraged procurement, or other means of widespread adoption by public entities, as specified. The bill would also require the ombudsperson to develop, and recommend that DGS adopt, criteria for evaluating vehicle purchase options or other means of widespread and streamline adoption options, as provided.		
AB 1288 Quirk-Silva	Enrolled 9/1/2022	Assembly Enrollment	Income tax credits: low-income housing: California Debt Limit Allocation Committee rulemaking. Current federal law prescribes a volume ceiling on the aggregate amount of private activity bonds that may be issued in a state. Current law creates the California Debt Limit Allocation Committee (CDLAC) for the purpose of administering the volume limit for the state on private activity bonds through an allocation system. Current law authorizes CDLAC to adopt, amend, or repeal rules and regulations as emergency regulations in accordance with the rulemaking provisions of the Administrative Procedure Act. This bill, instead, would authorize CDLAC to adopt, amend, or repeal rules and regulations without complying with the procedural requirements of the Administrative Procedures Act, except as specified.		
AB 1322 Rivas, Robert	Enrolled 9/2/2022	Assembly Enrollment	California Global Warming Solutions Act of 2006: aviation greenhouse gas emissions reduction plan. Would require the State Air Resources Board, on or before July 1, 2024, to develop a plan, consistent with federal law, to reduce aviation greenhouse gas emissions and help the state reach its goal of net-zero greenhouse gas emissions by 2045, including a sustainable fuels target for the aviation sector of at least 20% by 2030. Contingent upon an appropriation, the bill would require the state board, on or before July 1, 2024, to commence implementation of the plan to achieve these goals.		

AB 1329 Nazarian	Amended 6/30/2021	Senate Dead	Building codes: earthquakes: functional recovery standard. Would, in addition to making specified findings and declarations, require the Building Standards Commission and the Department of Housing and Community Development to develop, adopt, approve, codify, and publish building standards that would require buildings not already under the authority of a different state agency to be designed and built to a functional recovery standard, as defined, for earthquake loads, as specified. The bill would require the commission and the department to actively consult with interested parties, as specified, in proposing and adopting functional recovery standards.		
AB 1358 Muratsuchi	Amended 7/8/2021	Senate Dead	Demographics: ancestry and ethnic origin. Current law requires specified agencies to use additional separate collection categories and other tabulations for major Asian groups and Native Hawaiian and other Pacific Islander groups. This bill would require those specified agencies to also use additional separate collection categories and other tabulations for specified Hispanic, Latino, or Spanish groups, Caribbean groups, Black or African American groups, Native American groups, and Middle Eastern or North African Groups.		
AB 1384 Gabriel	Enrollment 8/30/2022	Assembly Enrolled	Resiliency Through Adaptation, Economic Vitality, and Equity Act of 2022. Current law requires the Natural Resources Agency to release a draft of the state's climate adaptation strategy, known as the Safeguarding California Plan, by January 1, 2017, and every 3 years thereafter, to update the plan by July 1, 2017, and every 3 years thereafter, and to coordinate with other state agencies to identify vulnerabilities to climate change by sectors and priority actions needed to reduce the risks in those sectors. Current law requires, to address the vulnerabilities identified in the plan, state agencies to maximize specified objectives. This bill would instead require the agency to release the draft plan by January 1, 2024, and every 3 years thereafter, and to update the plan by July 1, 2024, and every 3 years thereafter. The bill would require the agency to also coordinate with the Office of Planning and Research and identify, among other things, vulnerabilities to climate change for vulnerable communities, an operational definition of "climate resilience" for each sector and for vulnerable communities, special protections of vulnerable communities and industries that are disproportionately impacted by climate change, opportunities to improve policy and budget coordination across jurisdictions, and timetables and specific metrics to measure and evaluate the state's progress in implementing the plan.		

AB 1395 Muratsuchi	Amended 9/3/2021	Senate Dead	The California Climate Crisis Act. The California Global Warming Solutions Act of 2006 requires the State Air Resources 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, the California Climate Crisis Act, would declare the policy of the state both to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 90% below the 1990 levels.		
AB 1401 Friedman	Amended 7/5/2021	Senate Dead	Residential and commercial development: remodeling, renovations, and additions: parking requirements. Would prohibit a public agency in a county with a population of 600,000 or more from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within 1/2 mile, as specified, of public transit, as defined. The bill would prohibit a public agency in a city with of 75,000 or more located in a county with a population of less than 600,000 from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the project is located within 1/4 mile, as specified, of public transit, as defined. The bill would create authorizations in this regard for a city or a county to which these prohibitions do not apply.	Support	Support

AB 1445 Levine	Enrolled 9/1/2022	Assembly Enrollment	Planning and zoning: regional housing need allocation: climate change impacts. The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other mandatory elements, a housing element. For the 4th and subsequent revisions of the housing element, existing law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region. Current law requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Current law requires that the final regional housing plan adopted by a council of governments, or a delegate subregion, as applicable, be based on a methodology that includes specified factors, and similarly requires that the department take into consideration specified factors in distributing regional housing need, as provided. Commencing January 1, 2025, this bill would instead require a council of governments or a delegate subregion to consider including specified factors in developing the above-mentioned methodology.		
AB 1551 Santiago	Enrollment 8/30/2022	Assembly Enrolled	Planning and zoning: development bonuses: mixed-use projects. Current law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Previously law, until January 1, 2022, required a city, county, or city and county to grant a commercial developer a development bonus, as specified, when an applicant for approval of a commercial development had entered into an agreement for partnered housing with an affordable housing developer to contribute affordable housing through a joint project or 2 separate projects encompassing affordable housing. This bill would reenact the above-described provisions regarding the granting of development bonuses to certain projects. The bill would require a city or county to annually submit to the Department of Housing and Community Development information describing an approved commercial development bonus. The bill would repeal these provisions on January 1, 2028.		

AB 1602 McCarty	Amended 6/22/2022	Senate Dead	Student, faculty, and staff housing: California Student Housing Revolving Loan Fund Act of 2022. Would establish the California Student Housing Revolving Loan Fund Act of 2022 to provide zero-interest loans to qualifying applicants of the University of California, the California State University, and the California Community Colleges for the purpose of constructing affordable student housing and affordable faculty and staff housing, as specified. The bill would establish the California Student Housing Revolving Fund as a continuously appropriated fund in the State Treasury, thereby making an appropriation. The bill would state the intent of the Legislature to appropriate \$5,000,000,000 for purposes of the housing loans. The bill would require the California School Finance Authority and the California Educational Facilities Authority to submit a report, by March 15, 2024, to the Department of Finance and the budget committees of the Assembly and Senate containing information on the act, as provided. The bill would apply certain provisions of the California Educational Facilities Authority Act to the University of California and the California State University for purposes of housing projects, as defined.		
AB 1626 Nguyen	Introduced 1/10/2022	Assembly Dead	Motor Vehicle Fuel Tax Law: limitation on adjustment. Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.		
AB 1640 Ward	Amended 5/19/2022	Senate Dead	Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans. Current law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the Office of Planning and Research to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office, through the program, to encourage the inclusion of eligible entities with land use planning and hazard mitigation planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified.	Support	Support and Seek Amendments

AB 1644 Flora	Chaptered 8/29/2022	Assembly Chaptered	Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021. Current law, beginning in the 2022–23 fiscal year through the 2028–29 fiscal year, continuously appropriates \$200,000,000 from the fund to the Department of Forestry and Fire Protection for healthy forest and fire prevention programs and projects, and the completion of prescribed fire and other fuel reduction projects. The California Jobs Plan Act of 2021 (the act) requires the State Air Resources Board to work with the Labor and Workforce Development Agency to update, on or before July 1, 2025, Greenhouse Gas Reduction Fund funding guidelines for administering agencies to ensure that all applicants to grant programs funded by the fund meet specified standards, including fair and responsible employer standards and inclusive procurement policies, as provided. Current law exempts from these standards applicants for certain types of projects. This bill would exempt from these standards applicants for projects for healthy forest and fire prevention programs and projects, and the completion of prescribed fire and other fuel reduction projects. The bill would also provide that the act is not intended to weaken preexisting legal protections for workers by excusing compliance with any requirements that would apply in the absence of the act.		
AB 1654 Rivas, Robert	Enrolled 9/1/2022	Assembly Enrollment	Low-income housing: insurance tax: income tax: credits: farmworker housing. Current law requires the Department of Housing and Community Development to develop and publish specified reports, including an annual report containing specified information on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. This bill would additionally require the department to commission a study of farmworker housing conditions, needs, and solutions. The bill would also require the department to develop a comprehensive strategy for meeting the housing needs of the state’s farmworkers based on that study. The bill would require the department to evaluate whether an update and revision of the comprehensive strategy is necessary, and would authorize the department to update and revise the comprehensive strategy at its discretion.		

AB 1680 Lee	Enrollment 8/29/2022	Assembly Enrolled	Transportation: San Francisco Bay Area Rapid Transit District: policing responsibilities. Section 99171 of the Public Utilities Code authorizes specified transit districts, including the San Francisco Bay Area Rapid Transit District (BART), to issue prohibition orders to any person that is cited 3 times within a period of 90 days for specified infractions committed in or on a vehicle, bus stop, or train or light rail station of a transit district, and prohibits a person issued a prohibition order from entering the property, facilities, or vehicles of the transit district, as specified. AB 1337 (Chapter 534 of the Statutes of 2021), effective January 1, 2022, amended Section 99171 of the Public Utilities Code to authorize a prohibition order to also be issued for those infractions committed in or on a property, facility, or vehicle upon which BART owes policing responsibilities, and to also prohibit a person issued a prohibition order from additionally entering the property, facilities, or vehicles upon which BART owes policing responsibilities, as specified. SB 357 (Chapter 86 of the Statutes of 2022), effective January 1, 2023, among other things, amended Section 99171 of the Public Utilities Code to strike a cross-reference to a statute the bill repeals. SB 357 also made the same changes to Section 99171 of the Public Utilities Code made by AB 1337, but only if SB 357 and AB 1337 were enacted and became effective on or before January 1, 2022, and SB 357 was enacted last. SB 357 was not enacted and did not become effective on or before January 1, 2022. Thus, SB 357, in addition to striking the cross-reference, deletes the amendments AB 1337 made to Section 99171 of the Public Utilities Code, as described above. This bill would amend the above-described provision of SB 357 to instead incorporate the changes to Section 99171 of the Public Utilities Code made by AB 1337 if SB 357 and AB 1337 are enacted and become effective on or before January 1, 2023, rather than January 1, 2022, thereby preserving the changes AB 1337 made to Section 99171 of the Public Utilities Code that would otherwise be deleted by SB 357.		
AB 1695 Santiago	Enrolled 9/1/2022	Assembly Enrollment	Affordable housing loan and grant programs: adaptive reuse. Current law establishes various programs and funding sources administered by the Department of Housing and Community Development to enable the development of affordable housing, including, among others, the Building Homes and Jobs Act, the Multifamily Housing Program, and the Housing for a Healthy California Program. This bill would provide that any notice of funding availability issued by the department for an affordable multifamily housing loan program shall state that adaptive reuse of a property for affordable housing purposes is an eligible activity. The bill would define "adaptive reuse" for these purposes to mean the retrofitting and repurposing of an existing building to create new residential units, as specified.		

AB 1713 Boerner Horvath	Amended 3/21/2022	Senate Dead	Vehicles: required stops: bicycles. Would require a person who is 18 years of age or older riding a bicycle upon a two-lane highway when approaching a stop sign at the entrance of an intersection with another roadway with two or fewer lanes, where stop signs are erected upon all approaches, to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and to pedestrians, as specified, and continue to yield the right-of-way to those vehicles and pedestrians until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. The bill would state that these provisions do not affect the liability of a driver of a motor vehicle as a result of the driver's negligent or wrongful act or omission in the operation of a motor vehicle. The bill would impose a warning citation for a first violation by a person who is under 18 years of age and fails to stop when approaching a stop sign at the entrance of an intersection.		
AB 1721 Rodriguez	Amended 5/19/2022	Senate Dead	Seismic retrofitting: soft story multifamily housing. Would establish the Seismic Retrofitting Program for Soft Story Multifamily Housing for the purposes of providing financial assistance to owners of soft story multifamily housing for seismic retrofitting to protect individuals living in multifamily housing that have been determined to be at risk of collapse in earthquakes, as specified. The bill would also establish the Seismic Retrofitting Program for Soft Story Multifamily Housing Fund, and its subsidiary account, the Seismic Retrofitting Account, within the State Treasury. Moneys in the fund would be available, upon appropriation by the Legislature, to the California Earthquake Authority for the purposes of distributing funds pursuant to the program. The bill would require the Controller, upon appropriation, to transfer \$400,000,000 annually to the fund. The bill would require OES and CEA to enter into or use a joint powers agreement to develop and administer the program, as specified. The bill would require OES and CEA to submit a specified report to the Legislature by July 1, 2042, regarding the implementation of the program. The bill would make these provisions inoperative on July 1, 2042, and would repeal them as of January 1, 2043.		

AB 1738 Boerner Horvath	Enrolled 8/29/2022	Assembly Enrollment	Building standards: installation of electric vehicle charging stations: existing buildings. Current law requires the Department of Housing and Community Development to propose to the California Building Standards Commission for consideration mandatory building standards for the installation of future electric vehicle charging infrastructure for parking spaces in multifamily dwellings, as specified. Current law requires the commission to adopt, approve, codify, and publish mandatory building standards for the installation of electric vehicle charging infrastructure for parking spaces in multifamily dwellings and nonresidential development. This bill would, commencing with the next triennial edition of the California Building Standards Code, require the commission and the Department of Housing and Community Development to research and develop, and authorize the commission and department to propose for adoption, mandatory building standards for the installation of electric vehicle charging stations with low power level 2 or higher electric vehicle chargers in existing multifamily dwellings, hotels, motels, and nonresidential development during certain retrofits, additions, and alterations to existing parking facilities, as specified.		
AB 1771 Ward	Amended 3/22/2022	Assembly Dead	The California Housing Speculation Act: income taxes: capital gains: sale or exchange of qualified asset: housing. The Personal Income Tax Law and Corporation Tax Law impose taxes upon income, including income generated from any gain from the sale or exchange of a capital asset. This bill would, for taxable years beginning on or after January 1, 2023, impose an additional 25% tax on that portion of a qualified taxpayer's net capital gain from the sale or exchange of a qualified asset, as defined. The bill would reduce those taxes depending on how many years has passed since the qualified taxpayer's initial purchase of the qualified asset.		
AB 1778 Garcia, Cristina	Amended 6/20/2022	Senate Dead	State transportation funding: freeway projects: poverty and pollution: Department of Transportation. Would require the Department of Transportation to consult the California Healthy Places Index, as defined, as a condition of using state funds or personnel time to fund or permit freeway projects, as provided. The bill would require the department to analyze housing and environmental indicators through the index, as provided, and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in certain areas that fall within the zero to 40th percentile on the housing and environmental indicators analyzed through the index, as provided.		

AB 1850 Ward	Amended 6/23/2022	Senate Dead	Public housing: unrestricted multifamily housing. Would prohibit a city, county, city and county, joint powers authority, or any other political subdivision of a state or local government from acquiring unrestricted multifamily housing, as defined, unless the development meets specified criteria, including, among other things, that units are subject to a long-term recorded regulatory agreement with a public entity that requires the unit to be affordable to, and occupied by, low- or moderate-income persons and families for a term of 55 years, and the public entity agrees to make certain reports and data public on its internet website. The bill would specify that those provisions do not apply to a development that is or will be subject to a regulatory agreement with the California Tax Credit Allocation Committee, the Department of Housing and Community Development, or a public entity that restricts use of the development to serve specified lower income individuals, or when a public entity purchases unrestricted multifamily housing that within one year will be removed from the housing market.		
AB 1873 Boerner Horvath	Introduced 2/8/2022	Assembly Dead	Personal Income Tax Law: Corporation Tax Law: credits: electric vehicle charging stations. The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 2025, and before January 1, 2030, in an amount equal to 40% of the amount paid or incurred in qualified costs by a qualified taxpayer during the taxable year for the installation of specified electric vehicle supply equipment in a covered multifamily dwelling, subject to certain maximum credit amounts. The bill would define various terms for these purposes. The bill would repeal these provisions as of December 1, 2030.		
AB 1909 Friedman	Enrollment 8/30/2022	Assembly Enrolled	Vehicles: bicycle omnibus bill. Current law prohibits the operation of a motorized bicycle or a class 3 electric bicycle on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail, as specified. Current law authorizes a local authority to additionally prohibit the operation of class 1 and class 2 electric bicycles on these facilities. This bill would remove the prohibition of class 3 electric bicycles on these facilities and would instead authorize a local authority to prohibit the operation of any electric bicycle or any class of electric bicycle on an equestrian trail, or hiking or recreational trail. The bill would also authorize the Department of Parks and Recreation to prohibit the operation of an electric bicycle or any class of electric bicycle on any bicycle path or trail within the department's jurisdiction.		

AB 1911 Gabriel	Amended 4/19/2022	Assembly Dead	Income taxes: credits: low-income housing. The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill, for taxable years beginning on or after January 1, 2023, and before January 1, 2028, would allow a credit against those taxes to a taxpayer that is transferred, and allocated, credits pursuant to the sale of a specified multifamily rental housing development to a qualified developer, that has received a credit reservation from the California Tax Credit Allocation Committee, in specified amounts. The bill would define a qualified developer for purposes of this bill, in part, as a specified entity that commits, at application to the committee and under penalty of perjury, to employing a tax credit reservation allowed by the bill in the acquisition of a qualified development. By expanding the crime of perjury, this bill would impose a state-mandated local program.		
AB 1919 Holden	Enrolled 8/26/2022	Assembly Enrollment	Youth Transit Pass Pilot Program: free youth transit passes. Current law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Current law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by the department, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program, as specified. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program, as provided. 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.		

AB 1935 Grayson	Amended 4/19/2022	Senate Dead	California Environmental Quality Act: redevelopment: Concord Naval Weapons Station. The California Environmental Quality Act (CEQA) establishes administrative procedures for the review and certification of the EIR for a project .This bill would require the lead agency to prepare and certify the EIR for the Concord Base Reuse Project, which the bill would define as any activity related to the approval and adoption of a specific plan for the former Concord Naval Weapons Station in the City of Concord, in a specified manner that includes the concurrent preparation of the record of proceedings. By increasing the duties of the lead agency, this bill would impose a state-mandated local program.		
AB 1938 Friedman	Enrolled 9/2/2022	Assembly Enrollment	Traffic safety: speed limits. Current law establishes various default speed limits for vehicles upon highways, as specified. Current law requires the Department of Transportation (Caltrans), by regulation, to require Caltrans or a local authority to round speed limits up or down to the nearest 5 miles per hour of the 85th percentile of free-flowing traffic. This bill would, if the speed limit needs to be rounded down to the nearest 5 miles per hour increment of the 85th-percentile speed, authorize Caltrans or a local authority to lower the speed limit by 5 miles per hour from the nearest 5 miles per hour of the 85th percentile, as specified. The bill would prohibit the total reduction in the speed limit from exceeding 12.4 miles per hour from the 85th-percentile speed and would authorize a local authority to retain the currently adopted speed limit without further reduction or restore the immediately prior adopted speed limit without further reduction.		
AB 1944 Lee	Amended 5/25/2022	Senate Dead	Local government: open and public meetings. The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely.		

AB 1951 Grayson	Enrolled 8/29/2022	Assembly Enrollment	Sales and use tax: exemptions: manufacturing. The Sales and Use Tax Law provides various exemptions from those taxes, including a partial exemption from those taxes, on and after July 1, 2014, and before July 1, 2030, for the gross receipts from the sale of, and the storage, use, or other consumption of, qualified tangible personal property purchased by a qualified person for purchases not exceeding \$200,000,000, for use primarily in manufacturing, processing, refining, fabricating, or recycling of tangible personal property, as specified; qualified tangible personal property purchased for use by a qualified person to be used primarily in research and development, as provided; qualified tangible personal property purchased for use by a qualified person to be used primarily to maintain, repair, measure, or test any qualified tangible personal property, as provided; and qualified tangible personal property purchased by a contractor purchasing that property for use in the performance of a construction contract for the qualified person, that will use that property as an integral part of specified processes. Current law, on and after January 1, 2018, and before July 1, 2030, additionally exempts from those taxes the sale of, and the storage, use, or other consumption of, qualified tangible personal property purchased for use by a qualified person to be used primarily in the generation or production, as defined, or storage and distribution, as defined, of electric power. This bill would, on and after January 1, 2023, and before January 1, 2028, make this a full exemption for purchases not exceeding \$200,000,000.		
AB 1961 Gabriel	Amended 6/14/2022	Senate Dead	Affordable housing: Department of Housing and Community Development. Current law establishes the Department of Housing and Community Development in the Business, Consumer Services, and Housing Agency and makes the department responsible for administering various housing programs throughout the state, including, among others, the Multifamily Housing Program, the Housing for a Healthy California Program, and the California Emergency Solutions Grants Program. This bill would require the department to create an online database of affordable housing listings, information, and applications, as provided. The bill would authorize the department to contract with one or more vendors to carry out this requirement.		

AB 2011 Wicks	Enrolled 8/30/2022	Assembly Enrollment	Affordable Housing and High Road Jobs Act of 2022. Would create the Affordable Housing and High Road Jobs Act of 2022, which would authorize a development proponent to submit an application for a housing development that meets specified objective standards and affordability and site criteria, including being located within a zone where office, retail, or parking are a principally permitted use, and would make the development a use by right and subject to one of 2 streamlined, ministerial review processes. The bill would require a development proponent for a housing development project approved pursuant to the streamlined, ministerial review process to require, in contracts with construction contractors, that certain wage and labor standards will be met, including a requirement that all construction workers be paid at least the general prevailing rate of wages, as specified. The bill would require a development proponent to certify to the local government that those standards will be met in project construction. By expanding the crime of perjury, the bill would impose a state-mandated local program.	Support if Amended	Support If Amended
AB 2053 Lee	Amended 6/23/2022	Senate Dead	The Social Housing Act. Would enact the Social Housing Act and would create the California Housing Authority, as an independent state body, the mission of which would be to produce and acquire social housing developments for the purpose of eliminating the gap between housing production and regional housing needs assessment targets, as specified. The bill would prescribe a definition of social housing that would describe, in addition to housing owned by the authority, housing owned by other entities, as specified, provided that all social housing developed by the authority would be owned by the authority. The bill would prescribe the composition of the California Housing Authority Board, which would govern the authority, and would be composed of appointed members and members who are elected by residents of social housing developments, as specified. The bill would prescribe the powers and duties of the authority and the board. The bill would provide that the authority seeks to achieve revenue neutrality, as defined, and would require the authority to seek to recover the cost of development and operations over the life of its properties through the mechanism of rent cross-subsidization, as defined. The bill would require the authority to prioritize the development of specified property, including vacant parcels and parcels near transit, and would prescribe a process for the annual determination of required social housing units. Under the bill, social housing would accommodate a mix of household income ranges and would provide specified protections for residents, who would participate in the operation and management of the units in which they reside.		

AB 2061 Ting	Enrolled 9/1/2022	Assembly Enrollment	Transportation electrification: electric vehicle charging infrastructure. Would require the Energy Commission, in consultation with the PUC, to develop uptime recordkeeping and reporting standards for electric vehicle chargers and charging stations by January 1, 2024. The bill would require that the uptime recordkeeping and reporting standards only apply to electric vehicle chargers and charging stations that received an incentive from a state agency or through a charge on ratepayers, apply for a minimum of 6 years, and apply to electric vehicle chargers and charging stations installed on or after January 1, 2024. The bill would authorize the Energy Commission to consider additional reliability metrics, as specified, and require the Energy Commission, in consultation with the PUC, to hold a public workshop to discuss and identify industry best practices and charger technology capabilities that are demonstrated to increase reliability.		
AB 2075 Ting	Enrollment 8/23/2022	Assembly Enrolled	Energy: electric vehicle charging standards. The California Building Standards Law provides for the adoption of building standards by state agencies by requiring all state agencies that adopt or propose adoption of any building standard to submit the building standard to the California Building Standards Commission for approval and adoption. Current law requires the California Building Standards Commission to adopt, approve, codify, and publish mandatory building standards for the installation of future electric vehicle charging infrastructure for parking spaces in multifamily dwellings and nonresidential development, as specified. Current law requires the California Building Standards Commission and the Department of Housing and Community Development, in proposing and adopting those mandatory building standards, to consult interested parties. This bill would specify the State Energy Resources Conservation and Development Commission (Energy Commission) is an interested party that the California Building Standards Commission and the Department of Housing and Community Development are required to consult with in proposing and adopting those standards.		

AB 2094 Rivas, Robert	Enrolled 9/1/2022	Assembly Enrollment	General plan: annual report: extremely low-income housing. The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Current law requires the planning agency of a city or county to provide an annual report to certain specified entities by April 1 of each year that includes, among other information, the city or county's progress in meeting its share of regional housing needs and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing, as specified. This bill would additionally require a city or county's annual report to include the locality's progress in meeting the housing needs of extremely low income households, as specified.		Support
AB 2097 Friedman	Enrolled 9/1/2022	Assembly Enrollment	Residential, commercial, or other development types: parking requirements. The bill, notwithstanding the above-described prohibition, would authorize a city, county, or city and county to impose or enforce minimum automobile parking requirements on a housing development project if the public agency makes written findings, within 30 days of the receipt of a completed application, that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact, supported by a preponderance of the evidence in the record, on the public agency's ability to meet its share of specified housing needs or existing residential or commercial parking within 1/2 mile of the housing development.		

AB 2181 Berman	Amended 5/2/2022	Senate Dead	Santa Clara Valley Transportation Authority: board of directors. Current law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Current law vests the government of the VTA in a 12-member board of directors, which consists of 2 representatives of the County of Santa Clara who are members of, and appointed by, the county's board of supervisors, 5 representatives of the City of San Jose who are city council members or the mayor and appointed by the city council, and 5 representatives of the other cities in the county who are city council members or mayors of those cities as provided by agreements among those cities, whose terms of office are 2 years, as specified. This bill, on and after July 1, 2023, would revise the membership of the board of directors to instead consist of 2 representatives of the county who are community members and appointed by the president of the board of supervisors with board of supervisors approval, 5 representatives of the City of San Jose, including at least 2 city council members or the mayor and 2 community members, appointed by the mayor with city council approval, and 5 representatives of the other cities in the county, including at least 2 community members and 2 city council members or mayors of those cities, elected through a ranked choice voting process by the city councils of those cities, as specified.		
AB 2186 Grayson	Amended 8/1/2022	Senate Dead	Housing Cost Reduction Incentive Program. Would establish the Housing Cost Reduction Incentive Program, to be administered by the department, for the purpose of reimbursing cities, counties, and cities and counties for development impact fee reductions provided to qualified housing developments, as defined, and for the reasonable interest costs associated with impact fee deferrals. Upon appropriation, the bill would require the department to provide grants to applicants in an amount equal to 50% of the amount of development impact fee reduced for a qualified housing development and grants to applicants in an amount equal to the accrued interest on a deferred development impact fee, as provided.		
AB 2197 Mullin	Introduced 2/15/2022	Assembly Dead	Caltrain electrification project: funding. Would appropriate \$260,000,000 from the General Fund to the Transportation Agency for allocation to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project.		

AB 2206 Lee	Enrolled 9/1/2022	Assembly Enrollment	Nonattainment basins: employee parking: parking cash-out program. Current law requires, in any air basin designated as nonattainment for certain air quality standards, an employer, defined as an employer of 50 persons or more that provides a parking subsidy to employees, to also offer a parking cash-out program. Current law defines “parking cash-out program” as an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. Current law defines a “parking subsidy” as the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space. This bill would revise the definitions of “employer,” “parking cash-out program,” and “parking subsidy.” The bill would require an employer to maintain a record of communication with each employee who receives a parking subsidy that those employees have been informed of their right to receive the cash equivalent of the parking subsidy.		
AB 2218 Quirk-Silva	Amended 3/9/2022	Assembly Dead	California Environmental Quality Act: standing: proposed infill housing projects. The California Environmental Quality Act (CEQA) establishes procedures applicable to an action or proceeding brought to challenge a public agency’s action on the grounds of noncompliance with CEQA. This bill would provide that a person does not have standing to bring an action or proceeding to attack, review, set aside, void, or annul acts or decisions of a public agency undertaken to implement a project involving the development of housing at an infill site, unless the person resides within 20 miles of the project.		
AB 2221 Quirk-Silva	Enrolled 9/1/2022	Assembly Enrollment	Accessory dwelling units. The Planning and Zoning Law, among other things, provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. Current law requires a local ordinance to require an accessory dwelling unit to be either attached to, or located within, the proposed or existing primary dwelling, as specified, or detached from the proposed or existing primary dwelling and located on the same lot as the proposed or existing primary dwelling. This bill would specify that an accessory dwelling unit that is detached from the proposed or existing primary dwelling may include a detached garage.		

AB 2233 Quirk-Silva	Enrolled 9/1/2022	Assembly Enrollment	Excess state land: development of affordable housing. Would require the Department of General Services (DGS) to develop, in consultation with the HCD, no later than September 1, 2023, a set of criteria to consistently evaluate state-owned parcels for suitability as affordable housing sites. The bill would also require, on or before July 1, 2024, and every 4 years thereafter, the DGS to, among other things, conduct a review of all state-owned property and identify state-owned parcels that are potentially viable for affordable housing based on those criteria. The bill would require the DGS to update the digitized inventory created pursuant to E.O. N-06-19 of all excess state land, as defined, suitable for affordable housing identified by its review. The bill would require the DGS and the HCD to evaluate and update the 2 screening tools created pursuant to E.O. N-06-19.		
AB 2237 Friedman	Amended 6/13/2022	Senate Dead	Transportation planning: regional transportation improvement plan: sustainable communities strategies: alternative planning strategy: state transportation funding. Current law requires each regional transportation planning agency or county transportation commission to biennially adopt and submit to the California Transportation Commission and the Department of Transportation a 5-year regional transportation improvement program that includes, among other things, regional transportation improvement projects and programs proposed to be funded, in whole or in part, in the state transportation improvement program. This bill would require that those projects and programs included in each regional transportation improvement program also be consistent with the most recently prepared sustainable communities strategy of the regional transportation planning agency or county transportation commission, or, if applicable, the alternative planning strategy, and state and federal air quality standards. The bill would prohibit funds collected from any local transportation tax measure passed on or after January 1, 2023, from being spent until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy of the applicable regional transportation planning agency or county transportation commission or, if applicable, the alternative planning strategy.	Oppose Unless Amended	

AB 2244 Wicks	Chaptered 7/19/2022	Assembly Chaptered	Religious institution affiliated housing: place of worship. Current law prohibits a local agency from requiring the replacement of religious-use parking spaces, as defined, that a developer of a religious institution affiliated housing development project proposes to eliminate as part of that housing development project. Current law prohibits the number of religious-use parking spaces requested to be eliminated from exceeding 50% of the number that are available at the time the request is made. This bill would clarify that the definition of “religious-use parking spaces” applies to both existing parking spaces and those parking spaces required of a proposed development for a new place of worship. The bill would recast the provisions relating to the elimination of parking spaces to prohibit the number of spaces proposed to be eliminated in the case of a proposal for a newly constructed place of worship from exceeding 50% of the spaces that would otherwise be required.		
AB 2264 Bloom	Enrolled 8/26/2022	Assembly Enrollment	Pedestrian crossing signals. Would require a traffic-actuated signal to be installed and maintained to have a leading pedestrian interval, and to include the installation, activation, and maintenance of an accessible pedestrian signal and detector, upon the first placement or replacement of a state-owned or operated traffic-actuated signal. The bill would also require an existing state-owned or operated traffic-actuated signal capable of being implemented with remote installation or in-person programming to be programmed with a leading pedestrian interval when maintenance work is done on the intersection in which the traffic-actuated signal is located, if the signal is in a residential, business, or business activity district, a safety corridor, a school zone, or an area with a high concentration of pedestrians and cyclists, as specified. These requirements would not apply when prohibited by the California Manual on Uniform Traffic Control Devices. The bill would, for these purposes, define a “leading pedestrian interval” as an official traffic control signal that advances the “WALK” signal for 3 to 7 seconds while the red signal halting traffic continues to be displayed on parallel through or turning traffic, and define “accessible pedestrian signal and detector” as an integrated device that communicates information about the “WALK” and “DON’T WALK” intervals at signalized intersections in nonvisual formats, including audible tones, speech messages, and vibrotactile surfaces, to pedestrians who are blind or have low vision. T		

AB 2270 Seyarto	Enrollment 8/23/2022	Assembly Enrolled	Authorized emergency vehicles. Current law provides for the exemption of authorized emergency vehicles, as defined, from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven under specified conditions, including that the vehicle displays public agency identification and is being driven while responding to, or returning from, an urgent or emergency call. Under current law, an authorized emergency vehicle returning from being driven under those specified conditions is not exempt from a requirement to pay a toll or other charge imposed while traveling on a HOT lane. Current law does not prohibit the owner or operator of a toll facility and a local emergency service provider from entering into an agreement for the use of the toll facility. This bill would require the owner or operator of a toll facility, upon the request of the local emergency service provider, to enter into an agreement for the use of a toll facility.		
AB 2295 Bloom	Enrolled 9/1/2022	Assembly Enrollment	Local educational agencies: housing development projects. Would deem a housing development project an allowable use on any real property owned by a local educational agency, as defined, if the housing development satisfies certain conditions, including other local objective zoning standards, objective subdivision standards, and objective design review standards, as described. The bill would deem a housing development that meets these requirements consistent, compliant, and in conformity with local development standards, zoning codes or maps, and the general plan. The bill, among other things, would authorize the land used for the development of the housing development to be jointly used or jointly occupied by the local educational agency and any other party, subject to specified requirements. The bill would exempt a housing development project subject to these provisions from various requirements regarding the disposal of surplus land. The bill would make these provisions effective on January 1, 2024, except that the bill would require the Department of Housing and Community Development to provide a specified notice to the planning agency of each county and city on or before January 31, 2023. The bill would repeal its provisions on January 1, 2033.		

AB 2305 Grayson	Amended 5/19/2022	Senate Dead	Housing Finance: Coordinated Housing Finance Committee. Current law requires HCD to administer various programs intended to promote the development of housing, including the Multifamily Housing Program, pursuant to which HCD provides financial assistance in the form of deferred payment loans to pay for the eligible costs of development for specified activities. Current law also establishes the California Housing Finance Agency (CalHFA) within HCD with the primary purpose of meeting the housing needs of persons and families of low or moderate income. Current law also establishes the California Tax Credit Allocation Committee (CTCAC), composed of specified members, and requires that CTCAC, among other things, allocate specified federal low-income housing tax credits, as provided. This bill would establish the Coordinated Affordable Housing Finance Committee and would require that the committee be comprised of representatives from HCD, CalHFA, CTCAC, the Treasurer, and the Controller. This bill would require the committee to allocate state-controlled resources for the finance of affordable rental housing, as defined, through a single process and competition. This bill would require the committee to develop an application, threshold requirements, a rating and ranking system, as specified, for applicants seeking these resources.		
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AB 2319 Bonta, Mia	Enrolled 9/1/2022	Assembly Enrollment	Surplus land: former military base land. This bill would add to the definition of “exempt surplus land,” land that is a former military base conveyed by the federal government to a local agency, is subject to certain provisions governing the Alameda Naval Air Station and the Fleet Industrial Supply Center, and meets other specified conditions. These conditions would include, among others, that the former military base has an aggregate area greater than 5 acres, is expected to include a mix of residential and nonresidential uses, is expected to include no fewer than 1,400 residential units upon completion of development or redevelopment of the former military base, the affordability requirements for residential units are required to be governed by a settlement agreement entered into prior to September 1, 2020, and that prior to the disposition of the surplus land, the recipient has negotiated a project labor agreement, as specified. The bill would impose a penalty of 30% of the final sale price of the land upon a local agency that disposes of land in violation of these provisions after receiving notification thereof from the Department of Housing and Community Development, and a 50% penalty for subsequent violations, subject to an opportunity to cure or correct an alleged violation. The bill would require a penalty assessed pursuant to these provisions to be deposited into a local housing trust fund or, in certain circumstances, the Building Homes and Jobs Trust Fund or the Housing Rehabilitation Loan Fund, as provided. The bill would make the expenditure of penalty moneys deposited into the Building Homes and Jobs Trust Fund or the Housing Rehabilitation Loan Fund pursuant to these provisions subject to appropriation by the Legislature. This bill contains other related provisions.		
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AB 2334 Wicks	Enrolled 9/1/2022	Assembly Enrollment	Density Bonus Law: affordability: incentives or concessions in very low vehicle travel areas: parking standards: definitions. Existing law, for developments where 100% of all units are for lower income households, except as provided, requires that rent for 20% of the units be set at an affordable rent and that rent for the remaining units be at an amount consistent with the maximum rent levels for a housing development that receives an allocation of state or federal low-income housing tax credits from the California Tax Credit Allocation Committee (CTCAC). Existing law, with respect to a for-sale unit that qualified the applicant for a density bonus, also requires that the local government enforce an equity sharing agreement, as provided, unless it is in conflict with the requirements of another public funding source or law. This bill, with respect to the affordability requirements applicable to 100% lower income developments, would instead require the rent for the remaining units in the development be set at an amount consistent with the maximum rent levels for lower income households, as those rents and incomes are determined by CTCAC. The bill, with regard to the enforcement of equity sharing agreements for for-sale units, would also permit the local government to defer to the recapture provisions of the public funding source. The bill would also make a technical change to the Density Bonus Law by deleting duplicative provisions relating to for-sale units subject to the above-described provisions. This bill contains other related provisions and other existing laws.		
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AB 2339 Bloom	Enrolled 9/1/2022	Assembly Enrollment	Housing element: emergency shelters: regional housing need. (1)The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city that includes a housing element. Existing law requires that the housing element identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, and make adequate provision for the existing and projected needs of all economic segments of a community. Existing law also requires that the housing element include an analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels. This bill would revise the requirements of the housing element, as described above, in connection with zoning designations that allow residential use, including mixed use, where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit. The bill would delete language regarding emergency shelter standards structured in relation to residential and commercial developments and instead require that emergency shelters only be subject to specified written, objective standards. The bill would specify that emergency shelters for purposes of these provisions include other interim intervention, including, but not limited to, navigation centers, bridge housing, and respite or recuperative care. This bill contains other related provisions and other existing laws.		
AB 2357 Ting	Amended 4/5/2022	Senate Dead	Surplus land. Current law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under current law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. This bill would also require the department to maintain on its internet website a listing of all entities, including housing sponsors, that have notified the department of their interest in surplus land for the purpose of developing low- and moderate-income housing.		

AB 2367 Ward	Chaptered 7/19/2022	Assembly Chaptered	Regional transportation plans: implementation authority: San Diego Association of Governments. Current law provides for the consolidation of certain regional transportation planning, programming, and related functions in the County of San Diego from various agencies. Current law provides for the consolidated agency, commonly known as the San Diego Association of Governments (SANDAG), to be governed by a 21-member board of directors, each of whom is selected by the governing body of a city in the county or the San Diego County Board of Supervisors, as specified. Current law authorizes SANDAG to exercise specified rights and powers including, among other things, adopting a regional transportation plan and issuing bonds, as provided. This bill would explicitly authorize SANDAG to implement every component of the regional transportation plan and to seek resources and funding for projects identified in the sustainable communities strategy, as provided. The bill would also authorize SANDAG to exercise its bonding authority to implement the regional transportation plan, as provided.		
AB 2387 Garcia, Eduardo	Amended 3/21/2022	Assembly Dead	Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022. Would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$7,430,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, and workforce development programs.		

AB 2419 Bryan	Amended 6/9/2022	Senate Dead	Environmental justice: federal Infrastructure Investment and Jobs Act: Justice40 Advisory Committee. The federal Infrastructure Investment and Jobs Act (IIJA) provides additional federal funds to rebuild the nation's infrastructures. Executive orders issued by President Biden established the federal Justice40 Initiative with the goal that 40% of the overall federal benefits flow to disadvantaged communities and stating that the implementation of the IIJA should prioritize investing public dollars equitably, including through the Justice40 Initiative. This bill would require a minimum of 40% of funds received by the state under the IIJA and certain other federal funds to be allocated to projects that provide direct benefits to disadvantaged communities and disadvantaged unincorporated communities and, except as specified, a minimum of an additional 10% be allocated for projects that provide direct benefits to low-income households and low-income communities, as provided. The bill would require state agencies administering those federal funds to perform specified tasks related to the expenditure of those federal funds.		
AB 2438 Friedman	Enrolled 9/1/2022	Assembly Enrollment	Transportation funding: guidelines and plans. Current law provides for the funding of projects on the state highway system and other transportation improvements, including under the interregional transportation improvement program, the state highway operation and protection program, the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the program within the Road Maintenance and Rehabilitation Program commonly known as the Local Partnership Program. This bill would require, no later than January 1, 2024, the guidelines or plans applicable to those programs to include the strategies established in the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, as provided.		
AB 2441 Kalra	Enrolled 8/29/2022	Assembly Enrollment	Public employment: local public transit agencies: autonomous transit vehicle technology. Would require a public transit employer to provide written notice to the exclusive employee representative of the workforce affected by autonomous transit vehicle technology of its determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of the workforce to which the autonomous transit vehicle technology applies not less than 12 months before commencing the process, plan, or deployment. The bill would require a public transit employer, upon a written request of the exclusive employee representative, to provide specified information to the exclusive employee representative, including the potential gaps in skills that may result from the new service.		

AB 2449 Rubio, Blanca	Enrolled 8/29/2022	Assembly Enrollment	Open meetings: local agencies: teleconferences. Current law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act generally requires posting an agenda at least 72 hours before a regular meeting that contains a brief general description of each item of business to be transacted or discussed at the meeting, and prohibits any action or discussion from being undertaken on any item not appearing on the posted agenda. This bill would revise and recast those teleconferencing provisions and, until January 1, 2026, would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements that each teleconference location be identified in the notice and agenda and that each teleconference location be accessible to the public if at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction.		
AB 2514 Dahle, Megan	Enrollment 8/30/2022	Assembly Enrolled	State Highway System Management Plan: underserved rural communities. Would require the State Highway System Management Plan prepared by the Department of Transportation to also include a comprehensive evaluation of the current state of transportation in underserved rural communities and a transportation needs assessment of the cost to operate, maintain, and provide for the transportation system in underserved rural communities, as specified. The bill would require the department to prepare the evaluation and assessment in consultation with the commission, the Controller, and rural counties.		

AB 2517 Bonta, Mia	Enrolled 9/1/2022	Assembly Enrollment	California Coordinated Neighborhood and Community Services Grant Program. This bill, the It Takes a Village Act of 2022, subject upon an appropriation in the annual Budget Act or another statute for these purposes, would establish the California Coordinated Neighborhood and Community Services Grant Program to be administered by the State Department of Social Services or another department within the California Health and Human Services Agency. The bill would require the department to grant awards on a competitive basis to eligible entities that are Promise Neighborhoods, other community-based networks, or multineighborhood regional cradle-to-career networks, as those terms are defined, to either implement a comprehensive, integrated continuum of cradle-to-career solutions at the neighborhood level or support the civic infrastructure and backbone of cradle-to-career networks that support their network partners to accomplish systems change. The bill would define “cradle-to-career” to mean a system of integrated services that begins before birth and leads to appropriate postsecondary success, including academic, occupational, and independent living, that benefits the individual and community as a whole.		
AB 2592 McCarty	Enrollment 8/30/2022	Assembly Enrolled	Housing: underutilized state buildings. Would require, by January 1, 2024, the Department of General Services to prepare and report to the Legislature a streamlined plan to transition underutilized multistory state buildings into housing for the purpose of expanding affordable housing development and adaptive reuse opportunities.		
AB 2594 Ting	Enrolled 9/1/2022	Assembly Enrollment	Vehicle registration and toll charges. Current law requires the application for an original driver’s license or renewal of a driver’s license to contain specified information, including the applicant’s name, age, gender category, mailing address, and residence address. This bill, with respect to a toll bridge, would require an issuing agency that permits pay-by-plate toll payment or that permits payment by a transponder or other electronic toll payment device to send an invoice by mail for any unpaid toll to the registered vehicle owner. The bill would require the invoice to include a notice to the registered owner that, unless the registered owner pays the toll by the due date shown on the invoice, a toll evasion penalty will be assessed. The bill would require that if the toll charge is not paid within a specified amount of time, the nonpayment would be deemed an evasion of tolls and would require the issuing agency or processing agency to mail a notice of toll evasion violation to the registered owner, as specified. These provisions would become operative on July 1, 2024.	Support	

AB 2647 Levine	Enrollment 8/29/2022	Assembly Enrolled	Local government: open meetings. Current law, the California Public Records Act, requires state agencies and local agencies to make public records available for inspection, subject to specified criteria, and with specified exceptions. Current law, the Ralph M. Brown Act, requires the meetings of the legislative body of a local agency to be conducted openly and publicly, with specified exceptions. Current law makes agendas of public meetings and other writings distributed to the members of the governing board disclosable public records, with certain exceptions. This bill would instead require a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including the local agency immediately posts the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.		
AB 2705 Quirk-Silva	Amended 5/23/2022	Senate Dead	Housing: fire safety standards. Current law requires the State Fire Marshal to prepare, adopt, and submit building standards and other fire and life safety regulations to the California Building Standards Commission for approval establishing minimum requirements for the storage, handling, and use of hazardous materials. Current law requires the State Fire Marshal to seek the advice of the Secretary for Environmental Protection in establishing those requirements. This bill would prohibit the legislative body of a city or county from approving a discretionary entitlement, as defined, that would result in a new residential development project, as defined, being located within a very high fire hazard severity zone, unless the city or county finds that the residential development project will meet specified standards intended to address wildfire risks, as specified, and would provide that these provisions do not limit or prohibit a legislative body of a city or county from adopting more stringent standards.		

AB 2805 Bauer-Kahan	Enrollment 8/29/2022	Assembly Enrolled	Department of Fish and Wildlife: advance mitigation and regional conservation investment strategies. Existing law authorizes the Department of Fish and Wildlife, or any other public agency, to propose a regional conservation investment strategy, to be developed in consultation with applicable local agencies that have land use authority, for the purpose of informing science-based nonbinding and voluntary conservation actions and habitat enhancement actions that would advance the conservation of focal species and provide voluntary nonbinding guidance for various activities. This bill would additionally authorize a federally recognized tribe to propose a regional conservation investment strategy, as provided. The bill would eliminate a restriction on the department that authorizes the department to approve a regional conservation investment strategy only if one or more state agencies request approval through a letter sent to the Director of Fish and Wildlife and a requirement that a regional conservation investment strategy include an explanation of the extent that the strategy is consistent with any previously approved or amended strategy. This bill contains other related provisions and other existing laws.	Support	
AB 2807 Bonta, Mia	Amended 6/21/2022	Senate Dead	Transportation funding programs: eligibility: commercial harbor craft: public transportation ferries. Current law establishes the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, which is administered by the State Air Resources Board, in conjunction with the State Energy Resources Conservation and Development Commission, to fund development, demonstration, precommercial pilot, and early commercial deployment of zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies. This bill would expand the purposes of the program to include the funding of the development, demonstration, precommercial pilot, and early commercial deployment of zero- and near-zero-emission commercial harbor craft technologies.		

AB 2817 Reyes	Enrolled 8/26/2022	Assembly Enrollment	House California Challenge Program. Would, upon appropriation of funds by the Legislature, establish the House California Challenge Program, to be administered by the Department of Housing and Community Development, in partnership with the California Health and Human Services Agency, for the purpose of providing direct rental assistance to help persons who are experiencing homelessness obtain housing. The bill would require the department, upon appropriation of those funds by the Legislature, to allocate \$1,000,000,000 for purposes of the program each fiscal year for 5 years, beginning with the 2022–23 fiscal year. The bill would require 10% of the funds to be awarded as grants to recipients, as defined, for the purpose of helping participants locate and obtain permanent housing and would require 80% of the funds to be allocated by the department for specified uses, including long-term rental assistance, master leasing of units, and short-term funds for prevention, self-resolution, and diversion services, as specified. The bill would authorize up to 10% of the funds to be used for administrative costs. Under the bill, and to the extent allowable under federal law, any assistance, services, or supports received pursuant to the program would not be considered income or a resource of the participant for purposes of determining eligibility for, or benefits pursuant to, any public assistance program.		
AB 2949 Lee	Enrolled 8/29/2022	Assembly Enrollment	Vehicles: toll exemptions. Under current law, a person who enters a vehicular crossing becomes liable for any tolls imposed. Current law prescribes the means by which a toll may be collected or paid, including by the use of an electronic transponder or by means of capturing a license plate number and billing the registered owner. Current law prohibits a person from evading, or attempting to evade, the payment of tolls on any vehicular crossing or toll highway. A violation of this prohibition is subject to civil penalties, but it is not a crime. This bill would exempt a vehicle that is registered to a veteran, displaying a specialized veteran license plate, as specified, and registered to a transponder or other electronic toll payment device from payment of a toll or related fines on a toll road, toll bridge, toll highway, vehicular crossing, or any other toll facility, except a high-occupancy toll lane.		

<u>ACA 1</u> <u>Aguiar-Curry</u>	Introduced 12/7/2020	Assembly Dead	Local government financing: affordable housing and public infrastructure: voter approval. 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.		
<u>ACA 7</u> <u>Muratsuchi</u>	Introduced 3/16/2021	Assembly Dead	Local government: police power: municipal affairs: land use and zoning. Would provide that a county or city ordinance or regulation enacted under the police power that regulates the zoning or use of land within the boundaries of the county or city would prevail over conflicting general laws, with specified exceptions. The measure, in the event of the conflict with a state statute, would also specify that a city charter provision, or an ordinance or regulation adopted pursuant to a city charter, that regulates the zoning or use of land within the boundaries of the city is deemed to address a municipal affair and prevails over a conflicting state statute, except that the measure would provide that a court may determine that a city charter provision, ordinance, or regulation addresses either a matter of statewide concern or a municipal affair if it conflicts with specified state statutes. The measure would make findings in this regard and provide that its provisions are severable.		

ACA 14 Wicks	Amended 5/12/2022	Assembly Dead	Homelessness and affordable housing. The California Constitution authorizes the development, construction, or acquisition of developments composed of urban or rural dwellings, apartments, or other living accommodations for persons of low income financed in whole or in part by the federal government or a state public body, or to which the federal government or a state public body extends assistance, if a majority of the qualified electors of the city, town, or county in which the housing is proposed to be located approves the project by voting in favor thereof, as specified. This measure, the Housing Opportunities for Everyone (HOPE) Act, would create an account in the General Fund into which, beginning in the 2024–25 fiscal year, and each fiscal year thereafter until September 30, 2033, a sum would be transferred from the General Fund equal to or greater than 5% of the estimated amount of General Fund revenues for that fiscal year, as specified. The measure would require the moneys in the account to be appropriated by the Legislature to the Business, Consumer Services, and Housing Agency, and would authorize that agency to expend the moneys to fund prescribed matters related to homelessness and affordable housing, including housing and services to prevent and end homelessness.	Support	Support
SB 6 Caballero	Enrolled 9/1/2022	Senate Enrollment	Local planning: housing: commercial zones. The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. Current law requires that the housing element include, among other things, an inventory of land suitable and available for residential development. If the inventory of sites does not identify adequate sites to accommodate the need for groups of all households pursuant to specified law, existing law requires the local government to rezone sites within specified time periods and that this rezoning accommodate 100% of the need for housing for very low and low-income households on sites that will be zoned to permit owner-occupied and rental multifamily residential use by right for specified developments. This bill, the Middle Class Housing Act of 2022, would deem a housing development project, as defined, an allowable use on a parcel that is within a zone where office, retail, or parking are a principally permitted use, if specified conditions are met, including requirements relating to density, public notice, comment, hearing, or other procedures, site location and size, consistency with sustainable community strategy or alternative plans, prevailing wage, and a skilled and trained workforce.		

SB 12 McGuire	Amended 6/6/2022	Assembly Dead	Local government: planning and zoning: wildfires. The Planning and Zoning Law requires the legislative body of a city or county to adopt a comprehensive, long-term general plan that includes various elements, including, among others, a housing element and a safety element for the protection of the community from unreasonable risks associated with the effects of various geologic and seismic hazards, flooding, and wildland and urban fires. Current law requires the housing element to be revised according to a specific schedule. Current law requires the planning agency to review and, if necessary, revise the safety element upon each revision of the housing element or local hazard mitigation plan, but not less than once every 8 years to identify new information relating to flood and fire hazards and climate adaptation and resiliency strategies applicable to the city or county that was not available during the previous revision of the safety element. Current law requires that the Office of Planning and Research, among other things, coordinate with appropriate entities, including state, regional, or local agencies, to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities, as provided. This bill would require the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after July 1, 2024, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit strategy to reduce the risk of property loss and damage during wildfires, as specified, and would require the planning agency to submit the adopted strategy to the Office of Planning and Research for inclusion into the above-described clearinghouse		
SB 99 Dodd	Amended 7/5/2021	Assembly Dead	Community Energy Resilience Act of 2021. Current law establishes within the Natural Resources Agency the State Energy Resources Conservation and Development Commission. Current law assigns the commission various duties, including applying for and accepting grants, contributions, and appropriations, and awarding grants consistent with the goals and objectives of a program or activity the commission is authorized to implement or administer. This bill, the Community Energy Resilience Act of 2021, would require the commission to develop and implement a grant program for local governments to develop community energy resilience plans and expedite permit review of distributed energy resources by local governments.		

SB 222 Dodd	Enrolled 9/1/2022	Senate Enrollment	Water Rate Assistance Program. Current law, the California Safe Drinking Water Act, requires the State Water Resources Control Board to administer provisions relating to the regulation of drinking water to protect public health. Existing law declares it to be the established policy of the state that every human being has the right to safe, clean, affordable, and accessible water adequate for human consumption, cooking, and sanitary purposes. This bill would establish the Water Rate Assistance Fund in the State Treasury to help provide water affordability assistance, for both drinking water and wastewater services, to low-income residential ratepayers. The bill would make moneys in the fund available upon appropriation by the Legislature to the state board to provide, in consultation with relevant agencies, direct water bill assistance to low-income residential ratepayers served by eligible systems, as defined, and would require 80% of total expenditures from the fund to be directly applied to residential ratepayer accounts.		
SB 234 Wiener	Amended 5/19/2022	Assembly Dead	Transition Aged Youth Housing Program. Would establish the Transition Aged Youth Housing Program for the purpose of creating housing for transition aged youth under 26 years of age, who have been removed from their homes, are experiencing homelessness unaccompanied by a parent or legal guardian, or are under the jurisdiction of a court, as specified, and would require the council to develop, implement, and administer the program.		
SB 344 Hertzberg	Amended 5/25/2021	Assembly Dead	Homeless shelters grants: pets and veterinary services. Would require the Department of Housing and Community Development subject to an appropriation in the annual Budget Act, to develop and administer a program to award grants to qualified homeless shelters, as described, for the provision of shelter, food, and basic veterinary services for pets owned by people experiencing homelessness. The bill would authorize the department to use up to 5% of the funds appropriated in the annual Budget Act for those purposes for its costs in administering the program.		

SB 466 Wieckowski	Amended 6/14/2021	Assembly Dead	Community development. Current law authorizes a city, county, or city and county, with the approval of its legislative body by resolution after a public hearing, to acquire, sell, or lease property in furtherance of the creation of an economic opportunity, as defined. Current law requires notice of the hearing to be published in a specified manner and requires the city, county, or city and county to make available a report containing a copy of the proposed acquisition, sale, or lease and a summary that includes, among other things, an explanation of why the acquisition, sale, or lease will assist in the creation of economic opportunity. Current law provides that these provisions are an alternative to any other authority granted by law to cities to dispose of city-owned property. This bill would authorize the City of Santa Clara to sell or lease property located at 500 Benton Street under the provisions specified above. This bill would provide that these provisions are an alternative to any other authority granted by law to cities, counties, or cities and counties to dispose of property.		
SB 490 Caballero	Enrollment 8/31/2022	Senate Enrollment	The Buy American Food Act: public institutions: purchase of nondomestic agricultural food products. This bill would enact the Buy American Food Act to require public institutions, as defined, that receive federal meal reimbursement funding to provide prepared meals and that solicit bids for the purchase of agricultural food products, as defined, to include in their solicitation for bids and contracts that only the purchase of agricultural food products grown, packed, or processed domestically is authorized, unless the bid or price of the nondomestic agricultural food product is more than 25% lower than the bid or price of the domestic agricultural food product, the quality of the domestic agricultural food product is inferior to the quality of the agricultural food product grown, packed, or produced nondomestically, or the agricultural food product is not produced or manufactured domestically in sufficient and reasonably available quantities of a satisfactory quality to meet the needs of the public institution. This bill contains other related laws and provisions.		
SB 513 Hertzberg	Amended 6/6/2022	Assembly Dead	Homeless and domestic violence shelters grants: pets and veterinary services. Would require the Department of Housing and Community Development, subject to an appropriation in the annual Budget Act, to develop and administer a program to award grants to qualified homeless shelters and qualified domestic violence shelters, as described, for the provision of shelter, food, and basic veterinary services for pets owned by people experiencing homelessness or escaping domestic violence. The bill would authorize the department to use up to 5% of the funds appropriated in the annual Budget Act for those purposes for its costs in administering the program.		

SB 561 Dodd	Enrollment 8/31/2022	Senate Enrollment	State surplus property: digital inventory: affordable housing. Would require the Department of General Services to, by September 1, 2023, develop criteria to evaluate the suitability of state-owned parcels to be used for affordable housing, in consultation with the Department of Housing and Community Development. The bill would require the Department of General Services to conduct a comprehensive survey of all state-owned parcels using that criteria by July 1, 2024, and every 4 years thereafter. The bill would require the department to update its digitized inventory of all state-owned parcels that are in excess of the state's foreseeable needs and suitable for affordable housing development, as specified.		
SB 581 Atkins	Introduced 2/18/2021	Assembly Dead	General plan. The Planning and Zoning Law, requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the planning agency of a city or county to provide by April 1 of each year an annual report to, among other entities, the Department of Housing and Community Development. The law requires that the annual report include, among other specified information, the number of housing development applications received and the number of units approved and disapproved in the prior year. This bill would additionally require the planning agency include in the annual report whether the city or county is a party to a court action related to a violation of state housing law, and the disposition of that action.		

SB 625 Caballero	Amended 6/28/2022	Assembly Dead	California Pollution Control Financing Authority: community development financial institutions: grant program. Would authorize the California Pollution Control Financing Authority to establish the California Investment and Innovation Program for the purpose of providing grants to enhance the capacity of specified community development financial institutions to provide technical assistance and capital access to economically disadvantaged communities in the state. The bill would establish the California Investment and Innovation Fund and, upon appropriation and the authority's establishment of the program, require the authority to award grants to eligible applicants, defined as community development financial institutions that meet specified criteria under the program, as provided. The bill would require eligible applicants, prior to receiving any grant funds, to enter into a grant agreement with the authority containing specified requirements. The bill would specify authorized uses of grant funds, including increasing working capital for the purpose of funding services and operations that contribute to the overall community development mission of the eligible applicant. The bill would require the authority to adopt, amend, or repeal guidelines for the operation of the program, as specified. The bill would make the authority's duties under these provisions contingent on the authority establishing the program. The bill would also, beginning on January 1, 2024, change the name of the authority to the California Community Development Financing Authority, as specified.		
SB 649 Cortese	Enrolled 9/1/2022	Senate Enrollment	Local governments: affordable housing: local tenant preference. Would provide that, to the extent feasible and consistent with other laws, the low-income housing tax credit program and tax-exempt bonds for qualified residential rental property used for affordable housing may be used to support access to housing that would allow households facing or at risk of displacement to remain in the community. The bill would specify that a local tenant preference adopted pursuant to the bill's provisions is subject to the duty of public agencies to affirmatively further fair housing, as specified. The bill would require any local government adopting a local tenant preference policy to create a webpage on its internet website containing the ordinance and its supporting materials, and to annually submit a link to its tenant preference webpage to the Department of Housing and Community Development. The bill would require the department to post on its internet website a list of jurisdictions that have tenant preference policies. The bill would repeal these provisions on January 1, 2033.		

SB 674 Durazo	Enrollment 8/31/2022	Senate Enrollment	Public Contracts: workforce development: covered public contracts. Existing law, the State Contract Act, governs contracting between state agencies and private contractors, and sets forth requirements for the bidding, awarding, and overseeing of contracts for projects. This bill would establish the High Road Jobs in Transportation-Related Public Contracts and Grants Pilot Program to support the creation of equitable high-quality transportation and related manufacturing and infrastructure jobs. The bill would require a covered public contract, defined as a public contract awarded by the Department of General Services or the Department of Transportation for the acquisition of zero-emission transit vehicles or electric vehicle supply equipment valued at \$10,000,000 or more, except as specified, to incorporate high road job standards, as specified. This bill contains other related provisions.		
SB 726 Gonzalez	Amended 8/30/2021	Assembly Dead	Alternative fuel and vehicle technologies: sustainable transportation. Current law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. Current law requires the commission to give preference to those projects that maximize the goals of the program based on specified criteria and to fund specified eligible projects, including, among others, alternative and renewable fuel projects to develop and improve alternative and renewable low-carbon fuels. Current law creates the Alternative and Renewable Fuel and Vehicle Technology Fund, to be administered by the commission, and requires the moneys in the fund, upon appropriation by the Legislature, to be expended by the commission to implement the program. This bill would revise and recast the program to expand the purpose of the program to include developing and deploying innovative technologies that transform California's fuel and vehicle types to help reduce criteria air pollutants and air toxics.		
SB 771 Becker	Amended 6/8/2022	Assembly Dead	Prenatal screening program. Would prohibit the State Department of Public Health, by way of rule, regulation, contract, or any other manner, from preventing a laboratory with both a CLIA certificate of accreditation and a current state clinical or public health laboratory license from offering noninvasive prenatal tests to pregnant persons who have an order from a prenatal care provider, as defined, and have opted out of the California Prenatal Screening Program or have chosen to have testing done in addition to the genetic tests offered as part of the California Prenatal Screening Program. The bill would also prohibit the department from limiting the number of noninvasive prenatal tests that the laboratory may provide.		

SB 778 Becker	Amended 5/24/2022	Assembly Dead	Buy Clean California Act: Environmental Product Declarations: concrete. Would require, as part of the Buy Clean California Act, beginning July 1, 2023, an awarding authority to require a successful bidder for a contract for an eligible project, as defined, to submit a report, within 90 days of the completion of the project, that includes the amount used and an Environmental Product Declaration, as defined, that is current at the time of installation for each concrete product used in the project. The bill would require a concrete supplier that is providing concrete products to a successful bidder to provide the successful bidder with an Environmental Product Declaration for each concrete product provided by the supplier to the project. The bill would require the Department of General Services, in consultation with the State Air Resources Board, on or before January 1, 2025, to establish and publish in the State Contracting Manual, in a department management memorandum, or on the department's internet website, global warming potential (GWP) benchmarks for each performance class of concrete at the regional industry average global warming potential for concrete within each project region, as provided. The bill would require the department, in consultation with the state board, to update, at least once every 3 years, the GWP benchmarks for each performance class of concrete within each project region, as provided.		
SB 843 Glazer	Amended 8/15/2022	Assembly Dead	Taxation: renters' credit. 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. This bill would require the Franchise Tax Board to prepare a written report by April 1, 2023, on the number of taxpayers claiming the credit, and the average credit amount on returns claiming the credit.		

SB 844 Min	Enrollment 8/31/2022	Senate Enrollment	California Cybersecurity Integration Center: cybersecurity improvement: reports. Existing law establishes the California Cybersecurity Integration Center within the Office of Emergency Services, the primary mission of which is to reduce the likelihood and severity of cyber incidents that could damage California's economy, its critical infrastructure, or computer networks in the state. Current law requires the center to serve as the central organizing hub of state government's cybersecurity activities and to coordinate information sharing with local, state, and federal agencies, tribal governments, utilities and other service providers, academic institutions, and nongovernmental organizations. This bill would require the center to create four reports, to be delivered to the Legislature, as specified, for the 2021–22, 2022–23, 2023–24, and 2024–25 fiscal years that describe all expenditures made by the state within a single fiscal year pursuant to the federal State and Local Cybersecurity Improvement Act.		
SB 847 Hurtado	Amended 6/16/2022	Assembly Dead	COVID-19 relief: tenancy: grant program. The COVID-19 Tenant Relief Act, until October 1, 2025, establishes procedural requirements and limitations on evictions for nonpayment of rent due to COVID-19 rental debt, as defined. Current law, among other things, prohibits a tenant that delivers to a landlord or files with the court a declaration, under penalty of perjury, of COVID-19-related financial distress, as defined, from being deemed in default with regard to the COVID-19 rental debt, as prescribed. This bill would, until January 1, 2025, create a grant program under the administration of the Department of Housing and Community Development and would require the department to, among other things, award a program grant, as defined, to a qualified applicant who submits a complete application, as defined, on a first-come, first-served basis, except that the bill would require the department to provide grants to all tier one applicants, as defined, before processing the applications of other applicants, as specified. The bill would define "qualified applicant" to mean a landlord who has applied for rental assistance funds pursuant to the State Rental Assistance Program and satisfies certain criteria, including that the landlord has received a negative final decision, as specified.		

SB 852 Dodd	Enrollment 8/23/2022	Senate Enrolled	Climate resilience districts: formation: funding mechanisms. Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, including projects that enable communities to adapt to the impacts of climate change. Current law also requires the legislative body to establish a public financing authority, defined as the governing board of the enhanced infrastructure financing district, prior to the adoption of a resolution to form an enhanced infrastructure district and adopt an infrastructure financing plan. This bill would authorize a city, county, city and county, special district, or a combination of any of those entities to form a climate resilience district, as defined, for the purposes of raising and allocating funding for eligible projects and the operating expenses of eligible projects. The bill would deem each district to be an enhanced infrastructure financing district and would require each district to comply with existing law concerning enhanced infrastructure financing districts, except as specified. The bill would require a district to finance only specified projects that meet the definition of an eligible project. The bill would define "eligible project" to mean projects that address sea level rise, extreme heat, extreme cold, the risk of wildfire, drought, and the risk of flooding, as specified.		
SB 867 Laird	Enrolled 9/1/2022	Senate Enrollment	Sea level rise: planning and adaptation. Current law creates within the Ocean Protection Council the California Sea Level Rise State and Regional Support Collaborative to provide state and regional information to the public and support to local, regional, and other state agencies for the identification, assessment, planning, and, where feasible, the mitigation of the adverse environmental, social, and economic effects of sea level rise within the coastal zone, as provided. This bill would require a local government, as defined, lying, in whole or in part, within the coastal zone, as defined, or within the jurisdiction of the San Francisco Bay Conservation and Development Commission, as defined, to implement sea level rise planning and adaptation through either submitting, and receiving approval for, a local coastal program, as defined, to the California Coastal Commission or submitting, and receiving approval for, a subregional San Francisco Bay shoreline resiliency plan to the San Francisco Bay Conservation and Development Commission, as applicable, on or before January 1, 2033. By imposing additional requirements on local governments, the bill would impose a state-mandated local program.		

SB 878 Skinner	Amended 8/15/2022	Assembly Dead	Drivers of unaccompanied minors: workgroup. Would require the State Department of Education to convene a workgroup comprising specified representatives to develop recommendations pertaining to safety standards for drivers of unaccompanied minors to school, as provided. The bill would, on or before April 1, 2023, require the department to submit the workgroup's recommendations to the appropriate budget and policy committees of the Legislature.		
SB 886 Wiener	Enrollment 8/30/2022	Senate Enrolled	California Environmental Quality Act: exemption: public universities: university housing development projects. Would, until January 1, 2030, exempt from CEQA a university housing development project, as defined, carried out by a public university, as defined, on real property owned by the public university if the project meets certain requirements, including that each building within the project is certified as Leadership in Energy and Environmental Design (LEED) platinum or better by the United States Green Building Council, that the project's construction impacts are fully mitigated, and that the project is not located, in whole or in part, on certain types of sites, including a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway as determined by the Federal Emergency Management Agency, as provided. The bill, with respect to a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway, would prohibit a local government from denying an application on the basis that a public university did not comply with any additional permit requirement, standard, or action adopted by that local government applicable to the site if the public university is able to satisfy all applicable federal qualifying criteria in order to demonstrate that the site meets these criteria and is otherwise eligible to be exempt from CEQA pursuant to the above requirements. By imposing additional duties on local governments, this bill would impose a state-mandated local program.		

SB 896 Dodd	Chaptered 8/29/2022	Senate Chaptered	Wildfires: defensible space: grant programs: local governments. Current law requires the Director of Forestry and Fire Protection to establish a statewide program to allow qualified entities, including counties and other political subdivisions of the state, to support and augment the Department of Forestry and Fire Protection in its defensible space and home hardening assessment and education efforts. Current law requires the director to establish a common reporting platform that allows defensible space and home hardening assessment data, collected by the qualified entities, to be reported to the department. This bill would require any local governmental entity that is qualified to conduct these defensible space assessments in very high and high fire hazard severity zones, as specified, and that reports that information to the department, to report that information using the common reporting platform. The bill would require the department, on December 31, 2023, and annually thereafter, to report to the Legislature all defensible space data collected through the common reporting platform, as provided.		
SB 897 Wieckowski	Enrollment 8/31/2022	Senate Enrollment	Accessory dwelling units: junior accessory dwelling units. Current law authorizes a local agency to impose standards on accessory dwelling units that include, but are not limited to, parking, height, setback, landscape, architectural review, and maximum size of a unit. This bill would require that the standards imposed on accessory dwelling units be objective. For purposes of this requirement, the bill would define "objective standard" as a standard that involves no personal or subjective judgment by a public official and is uniformly verifiable, as specified. The bill would also prohibit a local agency from denying an application for a permit to create an accessory dwelling unit due to the correction of nonconforming zoning conditions, building code violations, or unpermitted structures that do not present a threat to public health and safety and are not affected by the construction of the accessory dwelling unit.		

SB 917 Becker	Amended 6/20/2022	Assembly Dead	Seamless Transit Transformation Act. Current law creates the Metropolitan Transportation Commission, as a local area planning agency and not as a part of the executive branch of the state government, to provide comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma. This bill would require the commission to develop and adopt a Connected Network Plan, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified. The bill would require the region's transit agencies, as defined, to comply with those established regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards, as provided.	Support	
SB 922 Wiener	Enrollment 8/23/2022	Senate Enrolled	California Environmental Quality Act: exemptions: transportation-related projects. The California Environmental Quality Act (CEQA), until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would delete the requirement that the bicycle transportation plan is for an urbanized area. The bill would extend the exemption to an active transportation plan or pedestrian plan. The bill would define "active transportation plan" and "pedestrian plan." The bill would specify that individual projects that are a part of an active transportation plan or pedestrian plan remain subject to the requirements of CEQA unless those projects are exempt by another provision of law.	Support	

SB 930 Wiener	Amended 8/18/2022	Assembly Dead	Alcoholic beverages: hours of sale. Would, beginning January 1, 2025, and before January 2, 2028, require the Department of Alcoholic Beverage Control to conduct a pilot program that would authorize the department to issue an additional hours license to an on-sale licensee located in a qualified city that would authorize, with or without conditions, the selling, giving, or purchasing of alcoholic beverages at the licensed premises between the hours of 2 a.m. and 4 a.m. on weekends and specified holidays, and between the hours of 2 a.m. and 3 a.m. on all other days upon completion of specified requirements by the qualified city in which the licensee is located. The bill would impose specified fees related to the license to be deposited in the Alcohol Beverage Control Fund. The bill would require the applicant to notify specified persons of the application for an additional hours license and would provide a procedure for protest and hearing regarding the application. The bill would require the Department of the California Highway Patrol and each qualified city that has elected to participate in the program to submit reports to the Legislature and specified committees regarding the regional impact of the additional hours licenses, as specified. The bill would provide that any person under 21 years of age who enters and remains in the licensed public premises during the additional serving hour without lawful business therein is guilty of a misdemeanor, as provided. The pilot program would apply to the Cities of Palm Springs and West Hollywood and the City and County of San Francisco.		
SB 932 Portantino	Enrolled 9/1/2022	Senate Enrollment	General plans: circulation element: bicycle and pedestrian plans and traffic calming plans. Current law states the Legislature's intention that a county or city general plan and the elements and parts of that general plan comprise an integrated, internally consistent and compatible statement of policies for the adopting agency. This bill would emphasize the intent of the Legislature to support and encourage communities in reaching environmental and climate change objectives with these provisions.		

SB 942 Newman	Enrollment 8/30/2022	Senate Enrolled	Low Carbon Transit Operations Program: free or reduced fare transit program. Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce the emissions of greenhouse gases and improve mobility. Current law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys, as specified. Current law authorizes a transit agency that has used program moneys for certain authorized operational assistance purposes in a previous fiscal year to use those moneys to continue the same service or program in any subsequent fiscal year if the transit agency can demonstrate that reductions in the emissions of greenhouse gases can be realized. This bill would exempt a transit agency using program moneys for the continuation of a free or reduced fare transit program from the above-described requirement to demonstrate that reductions in the emissions of greenhouse gases can be realized through the continuation of its transit program, and authorize the transit agency to continue to use those moneys for that purpose without any restriction to length of time.	Support	
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SB 948 Becker	Enrollment 8/30/2022	Senate Enrolled	Housing finance programs: development reserves. Current law establishes various programs and funding sources administered by the Department of Housing and Community Development to enable the development of affordable housing, including the Building Homes and Jobs Act, the Multifamily Housing Program, the Housing for a Healthy California Program, and the Veterans Housing and Homeless Prevention Act of 2014. Under current law governing the State Community Development Block Grant Program, the department is required to distribute funds made available under the program in order to provide decent housing, a suitable living environment, and expand economic opportunities, consistent with federal requirements. Current federal law also establishes the HOME Investment Partnership Program to, among other things, expand the supply of affordable housing. Current law designates the department as the state agency responsible for administering the HOME Investment Partnership Act. This bill would prohibit the department from requiring a project-specific transition reserve, as defined, for any unit subject to a qualified project rental or operating subsidy. This bill would create the Pooled Transition Reserve Fund and would continuously appropriate moneys in that fund to the department for the purpose of establishing and maintaining a pooled transition reserve, as defined. This bill would prescribe the sources from which the fund may receive moneys, and would make a transfer of \$5,000,000 to the Pooled Transition Reserve Fund from the Housing Rehabilitation Loan Fund.		
SB 1010 Skinner	Enrolled 9/1/2022	Senate Enrollment	Air pollution: state vehicle fleet. Current law sets forth requirements for the acquisition of goods and services by state agencies and sets forth the various responsibilities of the Department of General Services and other state agencies in overseeing and implementing state contracting procedures and policies. This bill would require the department, on and after January 1, 2024, to develop criteria to evaluate bidders, at least in part, based on the number of zero-emission vehicles or plug-in hybrid electric vehicles in their rental car fleet when seeking to award a contract for commercial rental car services.		

SB 1049 Dodd	Amended 5/19/2022	Assembly Dead	Transportation Resilience Program. Would establish the Transportation Resilience Program in the Department of Transportation, to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the commission to prioritize projects that meet certain criteria.	Support (Sponsor)	
SB 1050 Dodd	Amended 6/29/2022	Assembly Dead	Metropolitan Transportation Commission: State Route 37 Toll Bridge Act. Current law creates the Metropolitan Transportation Commission (MTC) as a local area planning agency to provide comprehensive regional transportation planning for the region comprising the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma. This bill would authorize MTC to apply to CTC for high-occupancy toll lanes or other toll facilities to be developed and operated on State Route 37, as provided. If CTC approves the application submitted by MTC, the bill would create the SR-37 Toll Authority as a public instrumentality governed by the same board as that governing the Bay Area Infrastructure Financing Authority. The bill would require the authority to operate and maintain tolling infrastructure, including by installing toll facilities, and to collect tolls for the use of the Sonoma Creek Bridge, and would authorize the authority to design and construct improvements on the bridge and a specified corridor of State Route 37 in accordance with programming and scheduling requirements adopted by the authority. The bill would authorize the authority to issue bonds payable from the revenues derived from those tolls. The bill would authorize revenues from the toll bridge to be used for specified purposes, including capital improvements to repair or rehabilitate the toll bridge, to expand toll bridge capacity, to improve toll bridge or corridor operations, to reduce the demand for travel in the corridor, and to increase public transit, carpool, vanpool, and nonmotorized options on the toll bridge or in the corridor, as specified.	Support	

SB 1067 Portantino	Amended 6/30/2022	Assembly Dead	Housing development projects: automobile parking requirements. Would prohibit a city, county, or city and county from imposing any minimum automobile parking requirement on a housing development project, as defined, that is located within 1/2 mile of public transit, as defined. The bill, notwithstanding the above-described prohibition, would authorize a city, county, or city and county to impose or enforce minimum automobile parking requirements on a housing development project if the local government makes written findings, within 30 days of the receipt of a completed application, that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact, supported by a preponderance of the evidence in the record, on the city's, county's, or city and county's ability to meet its share of specified housing needs or existing residential or commercial parking within 1/2 mile of the housing development. The bill would create an exception from the above-described provision if the development (1) dedicates a minimum of 20% of the total number of housing units to very low, low-, or moderate-income households, students, the elderly, or persons with disabilities, (2) contains fewer than 20 housing units, or (3) is not subject to parking requirements based on any other state law. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a housing development project that is located within 1/2 mile of public transit to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities.		
SB 1075 Skinner	Enrolled 9/1/2022	Senate Enrollment	Hydrogen: green hydrogen: emissions of greenhouse gases. The California Global Warming Solutions Act of 2006 designates the State Air Resources Board (state board) as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill would require the state board, in consultation with the State Energy Resources Conservation and Development Commission (Energy Commission) and Public Utilities Commission (PUC), to prepare an evaluation posted to the state board's internet website by June 1, 2024, that includes specified information relative to the deployment, development, and use of hydrogen.		

<u>SB 1078</u> <u>Allen</u>	Enrollment 8/31/2022	Senate Enrollment	Sea Level Rise Revolving Loan Pilot Program. Current law establishes in state government the Ocean Protection Council. Current law requires the council to, among other things, establish policies to coordinate the collection, evaluation, and sharing of scientific data related to coastal and ocean resources among agencies. Current law establishes the State Coastal Conservancy with prescribed powers and responsibilities for implementing and administering various programs intended to preserve, protect, and restore the state's coastal areas. This bill would require the council, in consultation with the conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program, within 12 months of receiving specified requests from local jurisdictions to do so, for purposes of providing low-interest loans to local jurisdictions, as defined, for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property, as defined, located in specified communities, including low-income communities, as provided. The bill would require the council in consultation with other state planning and coastal management agencies, as provided, to adopt guidelines and eligibility criteria for the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program from the conservancy, in consultation with the council, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements imposed by the council.		
<u>SB 1100</u> <u>Cortese</u>	Chaptered 8/22/2022	Senate Chaptered	Open meetings: orderly conduct. Current law authorizes the members of the legislative body conducting the meeting to order the meeting room cleared and continue in session, as prescribed, if a group or groups have willfully interrupted the orderly conduct of a meeting and order cannot be restored by the removal of individuals who are willfully interrupting the meeting. This bill would authorize the presiding member of the legislative body conducting a meeting or their designee to remove, or cause the removal of, an individual for disrupting the meeting. The bill, except as provided, would require removal to be preceded by a warning to the individual by the presiding member of the legislative body or their designee that the individual's behavior is disrupting the meeting and that the individual's failure to cease their behavior may result in their removal. The bill would authorize the presiding member or their designee to then remove the individual if the individual does not promptly cease their disruptive behavior. The bill would define "disrupting" for this purpose.		

SB 1105 Hueso	Amended 6/30/2022	Assembly Dead	San Diego Regional Equitable and Environmentally Friendly Affordable Housing Agency. Current law provides for the establishment of various special districts that may support and finance housing development, including affordable housing special beneficiary districts that are authorized to promote affordable housing development with certain property tax revenues that a city or county would otherwise be entitled to receive. This bill, the San Diego Regional Equitable and Environmentally Friendly Housing Act, would establish the San Diego Regional Equitable and Environmentally Friendly Affordable Housing Agency and would state that the agency's purpose is to increase the supply of equitable and environmentally friendly housing in the County of San Diego by providing for significantly enhanced funding and technical assistance across the regional level for equitable and environmentally friendly housing projects and programs, equitable housing preservation, and rental protection programs, as specified.		
SB 1161 Min	Enrolled 9/1/2022	Senate Enrollment	Transit operators: street harassment survey. Would require the Mineta Transportation Institute at San Jose State University to, on or before December 31, 2023, develop and make available on its internet website a survey for the purpose of promoting consistency in the collection of specified survey data to inform efforts to improve the safety of riders and reduce street harassment on public transit.		
SB 1217 Allen	Introduced 2/17/2022	Assembly Dead	State-Regional Collaborative for Climate, Equity, and Resilience. Would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the State Air Resources Board for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of the state board, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations, as specified. The bill would require, on or before December 31, 2025, the state board to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative.		

SB 1250 Limón	Amended 4/19/2022	Assembly Dead	Rental passenger vehicle transactions: fees: toll roads and bridges. Current law generally governs the transactions between a rental car company, also referred to as a rental company, and its customers, including, among other provisions, required disclosures by a rental company, mandatory contract provisions for a vehicle rental agreement, restrictions on a rental company's use of electronic surveillance technology, and authorization for a rental company to collect specific types of fees and charges from its customers. Under current law, a vehicle that enters into or upon a vehicular crossing immediately becomes liable for any tolls and other charges. This bill would require a rental company to provide a written notice to its customers stating the amount a customer may be charged by the rental company if tolls are not paid by the customer, whether there are any methods to avoid those charges, and if there are, instructions as to how the customer can use those methods, as specified.		
SB 1251 Gonzalez	Enrolled 9/2/2022	Senate Enrollment	Governor's Office of Business and Economic Development: Zero-Emission Vehicle Market Development Office: Zero-Emission Vehicle Equity Advocate. Would continue the zero-emission vehicle division of GO-Biz in existence within GO-Biz as the Zero-Emission Vehicle Market Development Office (office). The bill would require the office to continue to be administered by a deputy director appointed by, and serving at the pleasure of, the Governor. The bill would also establish, until January 1, 2028, the Zero-Emission Vehicle Equity Advocate in the office who would also be appointed by, and serve at the pleasure of, the Governor. The bill would require the office to steer the development of a shared, cross-agency definition of equity, and to set an equity agenda for the deployment of light-, medium-, and heavy-duty zero-emission vehicles, the supporting infrastructure, and workforce development. The bill would require the office to develop and adopt an equity action plan as part of a periodic update to a specified zero-emission vehicle strategy developed by the office and to notify the relevant policy committees of the Legislature of the information provided in that update.		
SB 1252 Committee on Housing	Enrolled 9/2/2022	Senate Enrollment	Housing. The Davis-Stirling Common Interest Development Act defines and regulates common interest developments. Current law requires an association to distribute specified annual reports to its members, to solicit members' delivery preference for notices from the association, and to record the collected preferences at least 30 days before distributing the annual budget report. This bill would require an association to record the collected preferences at least 30 days before distributing the annual budget report and the annual policy statement.		

SB 1410 Caballero	Amended 5/2/2022	Assembly Dead	California Environmental Quality Act: transportation impacts. The California Environmental Quality Act (CEQA) requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Current law requires the office to recommend potential metrics to measure transportation impacts, as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. This bill would require the office, by January 1, 2025, to conduct and submit to the Legislature a study on the impacts and implementation of the guidelines described above relating to transportation impacts. The bill would require the office, upon appropriation, to establish a grant program to provide financial assistance to local jurisdictions for implementing those guidelines.		
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SB 1482 Allen	Enrollment 8/31/2022	Senate Enrollment	Building standards: electric vehicle charging infrastructure. Current law requires the California Building Standards Commission to approve and adopt building standards and to codify those standards in the California Building Standards Code. Current law requires the commission to adopt, approve, codify, and publish mandatory building standards for the installation of electric vehicle charging infrastructure for parking spaces in multifamily dwellings and nonresidential development. Current law requires the Department of Housing and Community Development to propose to the commission for consideration mandatory building standards for the installation of electric vehicle charging infrastructure for parking spaces in multifamily dwellings and submit the proposed mandatory building standards. Current law requires the department and the commission, in proposing and adopting these standards, to actively consult with specified parties. This bill, for purposes of the requirements described above, would require the Department of Housing and Community Development to research and develop, and would authorize the department to propose to the commission for adoption, mandatory building standards for parking spaces in multifamily dwellings that achieve specified objectives. In this regard, the bill would require those mandatory building standards to require that each multifamily dwelling unit with access to parking have at least one parking space served by a dedicated branch circuit terminating in a receptacle or an electric vehicle charging station and to include specified signage.		
SB 1488 Glazer	Enrollment 8/30/2022	Senate Enrolled	San Francisco Bay Area Rapid Transit District: Office of the BART Inspector General. Current law establishes the independent Office of the San Francisco Bay Area Rapid Transit District (BART) Inspector General within BART and requires the BART Inspector General to be appointed to serve an initial 4-year term by the Governor from a list of 3 nominees submitted by the board. Current law requires the Inspector General to be removed from office by the board of directors, subject to the approval of the Governor, under certain circumstances. Current law specifies the duties and responsibilities of the Inspector General including, among others, conducting, supervising, and coordinating audits and investigations relating to the district's programs and operations. This bill would revise the duties and responsibilities of the Inspector General by, among other things, requiring the Inspector General to engage in fraud prevention activities and provide recommendations to strengthen internal controls that will prevent or detect fraud, waste, or abuse. The bill would revise the manner in which the Inspector General is required to be removed from office.		

SCA 2 Allen	Enrollment 8/31/2022	Senate Enrollment	Public housing projects. The California Constitution prohibits the development, construction, or acquisition of a low-rent housing project, as defined, in any manner by any state public body until a majority of the qualified electors of the city, town, or county in which the development, construction, or acquisition of the low-rent housing project is proposed approve the project by voting in favor at an election, as specified. This measure would repeal these provisions.		
SCA 9 Gonzalez	Introduced 2/18/2022	Senate Dead	Personal rights: right to housing. Would declare that the fundamental human right to housing exists in this state. The measure would specify that it is the shared obligation of state and local jurisdictions to respect, protect, and fulfill this right through progressively implemented measures, consistent with available resources, within an aggressive but reasonable timeframe.		

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee
2022 Legislative Deadlines***

January

- 1: Statutes take effect
- 3: Legislature reconvenes
- 10: Budget must be submitted by Governor
- 14: Last day for policy committees to hear and report to fiscal committees' fiscal bills introduced in their house in the odd-numbered year.
- 17: Martin Luther King, Jr. Day
- 21: Last day for any committees to hear and report to the floor bills introduced in their house. Last day to submit bill requests to the Office of Legislative Counsel.
- 31: Last day for each house to pass bills introduced in that house in the odd-numbered year

February

- 18: Last day for bills to be introduced
- 21: Presidents' Day

March

April

- 1: Cesar Chavez Day observed
- 7: Spring Recess begins upon adjournment
- 18: Legislature reconvenes from Spring Recess
- 29: Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house

May

- 6: Last day for policy committees to meet and report to the floor nonfiscal bills introduced in their house
- 13: Last day for policy committees to meet prior to May 31
- 20: Last day for fiscal committees to meet and report to the floor bills introduced in their house. Last day for fiscal committees to meet prior to May 31.

Joint MTC ABAG Legislation Committee
2022 Tentative Legislative Deadlines
Page 2 of 2

- 23-27: Floor session only. No committees may meet for any purpose, except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees.
- 27: Last day for each house to pass bills introduced in that house
- 30: Memorial Day
- 31: Committee meetings may resume

June

- 15: Budget Bill must be passed by midnight
- 30: Last day for a legislative measure to qualify for the November 8 General Election ballot

July

- 1: Last day for policy committees to meet and report bills. Summer Recess begins upon adjournment of session, provided Budget Bill has been passed.
- 4: Independence Day

August

- 1: Legislature reconvenes from Summer Recess
- 12: Last day for fiscal committees to meet and report bills
- 15-31: Floor session only. No committees may meet for any purpose, except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees.
- 25: Last day to amend bills on the floor
- 31: Last day for each house to pass bills. Final Recess begins upon adjournment

September

- 30: Last day for Governor to sign or veto bills passed by the Legislature before September 1 and in the Governor's possession in or after September 1

October

- 2: Bills enacted on or before this date take effect January 1, 2023

Source: compiled by the Office of the Assembly Chief Clerk and the Office of the Secretary of The Senate.

*Dates are subject to change.

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee**

California Local & Regional Government Association Bill Position Resources

League of California Cities (“the League”)

- <https://www.cacities.org/Policy-Advocacy/Bill-Search>

California State Association of Counties (CSAC)

- <https://www.counties.org/legislative-tracking>

California Association of Councils of Government (CALCOG)

- <https://www.calcog.org/index.php?src=gendocs&ref=billtrack&link=billtrack>

Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee

September 9, 2022

Agenda Item 3a

MTC/ABAG Priority Bill Update

Subject:

Status update of 2022 state legislation on which MTC and/or ABAG adopted a position.

Overview:

The 2022 state legislative session is drawing to a close, with the California legislature adjourning on August 31 and a September 31 deadline for Governor Newsom to sign or veto bills. Though the state budget was a particularly large focus area in Sacramento this year, MTC and ABAG took positions on a range of transportation, housing, climate and local government bills which are categorized by topic below. Staff will provide a verbal update on any important changes at your September committee meeting and a full report out on your 2022 MTC/ABAG Joint Advocacy Program in October.

Bay Area Transit and Tolling Bills

MTC was heavily engaged this session on two Bay Area-specific transportation bills: SB 917 (Becker), which would have implemented several Blue Ribbon Transit Recovery Task Force recommendations related to coordinating and integrating the Bay Area's multi-agency transit network, and SB 1050 (Dodd), which would have established tolls on the North Bay's State Route 37 to help pay for both near-term and long-term mobility, resiliency, and ecological enhancements along the corridor. Unfortunately, both bills were held in the Assembly Appropriations Committee under suspense.

MTC also devoted considerable energy this year to negotiating the final language included in Assemblymember Ting's toll penalty reform bill, AB 2594. MTC endorsed the final version, and the bill awaits the Governor's signature. The bill is aligned with and builds upon the Bay Area Toll Authority's (BATA) efforts to reduce the financial burden of toll penalties and provide low-income motorists with a payment plan option. Assemblymember Ting worked closely with MTC/BATA and statewide partners throughout the legislative process to help ensure the bill balanced the need for BATA and other toll operators to be responsible stewards of toll facilities and toll funded projects while centering equity into what happens when tolls aren't paid.

Encouragingly, the MTC-supported SB 942 (Newman) has reached the Governor’s desk. SB 942 would strengthen the long-term viability of free or reduced fare transit ridership programs by permitting such programs to use Low Carbon Transportation Operations Program (LCTOP) revenues on a regular basis. This has the potential to support ClipperSTART and, depending on the bill’s implementation, the Bay Area’s ongoing “fare integration” efforts.

Federal Bipartisan Infrastructure Law Implementation

MTC this year sponsored SB 1049 (Dodd), which would have created a new state transportation climate adaptation program. The new 2021 federal Bipartisan Infrastructure Law (BIL) for the first time allowed federal funds to be spent on transportation resilience and SB 1049 sought to ensure some of these new federal resources were dedicated to high-priority resilience projects. While SB 1049 did not advance as the Legislature chose to address BIL implementation through the state budget, many of its provisions were incorporated into the transportation budget trailer bill, AB 198. The bill established new local and state transportation climate adaptation programs and provided them with an initial \$400 million. In line with SB 1049’s proposed approach, the programs may fund both planning and projects to protect high-priority vulnerable transportation assets.

MTC also supported AB 2120 (Ward), which would have ensured a fair local-state split of California’s new BIL-authorized bridge formula funding. Importantly, it also kept the option open for BATA-operated state-owned toll bridges to receive a share of the state’s bridge funding. These topics were ultimately negotiated favorably through an Administration-led working group so the bill did not advance.

Sustainable Communities Strategies and Transportation Safety

This year Assembly Transportation Committee Chair Friedman introduced several bills aimed at reforming SB 375 (Steinberg, 2008) including AB 2237, which, as introduced, would have created a new framework for metropolitan planning organizations (MPOs) to prioritize transportation investments and empowered California Air Resources Board (ARB) with project-level veto authority over MPO-funded transportation projects. MTC took an “oppose unless amended” position on the bill and worked closely with the committee and other stakeholders to identify impactful and feasible statutory changes that would support our shared aim of

supporting regions in meeting the greenhouse gas reduction goals in our Sustainable Communities Strategies (SCS, or Plan Bay Area 2050 in the Bay Area). The bill was held in the Senate Transportation Committee to provide more time for the Legislature and stakeholders to develop a path forward in this policy area; We expect SB 375 reform conversations to continue this fall.

MTC supported AB 2236, jointly authorized by Chair Friedman and Assemblymember Ting, which would have authorized speed safety camera pilot projects in several cities in the Bay Area and throughout the state and was aligned with Plan Bay Area 2050's goal to advance a Regional Vision Zero policy. Unfortunately, the bill was held in the Assembly Appropriations Committee, the third time in three legislative sessions that a speed safety bill has been defeated in Sacramento.

Transportation Project Delivery

MTC also supported two transportation project delivery bills awaiting the Governor's signature: SB 922 (Wiener) and AB 2805 (Bauer-Kahan). SB 922 would extend to 2030 the current statutory sunset date for legislation passed several years ago—SB 288 (Wiener, 2020), also supported by MTC—that exempts certain transit, bicycle and pedestrian projects from California Environmental Quality Act (CEQA), helping to expedite sustainable transportation investments that advance the state's climate, safety and health goals. AB 2805 would strengthen an important conservation and project delivery tool, the regional conservation investment strategy (RCIS) program.

Affordable Housing

MTC and ABAG both adopted a "support if amended" position on AB 2011 (Wicks), which would streamline certain affordable housing developments in underutilized commercial zones. As of the writing of this memo, the bill is awaiting the Governor's signature. AB 2011 was amended in June to reflect ABAG and MTC's recommendation to integrate into the bill the planning work local governments have already undertaken to accommodate infill residential development along commercial corridors; Local governments would continue to have the option to determine *where* within the commercial corridors residential development should be allowed. Unfortunately, our two remaining amendment requests were not incorporated into the bill. They

included requests to: 1) tailor project streamlining to jurisdictions where housing acceleration is most needed and 2) ensure local governments receive housing element “credit” for planned residential development in commercial areas. Of note, another bill aiming to support housing production in underutilized zones, SB 6 (Caballero), is also awaiting the Governor’s signature. AB 2094 (Rivas), which ABAG supports, awaits the Governor’s signature. The bill would address the lack of statewide information about housing production that’s affordable to extremely low-income (ELI) households by requiring jurisdictions to report ELI housing production in their annual housing element progress reports. Better data would help inform state policy for allocating resources aimed at improving housing securing for ELI households.

Regional Climate Planning

MTC and ABAG supported AB 1640 (Ward), which would have created a legislative framework for regional climate adaptation planning, establishing regional climate networks and authorizing such networks to develop regional climate adaptation and resilience plans. The bill was held in the Senate Appropriations Committee. Accordingly, key decisions on this subject currently reside with the Governor’s Office of Planning and Research which oversees the Regional Resilience Planning & Implementation Grant Program originally established in the FY 2021-22 State Budget and has received \$150 million to date.

Brown Act Reform

ABAG and MTC supported AB 1944 (Lee), which would have addressed major barriers to teleconferencing in the Brown Act and sought an amendment to require local agencies to renew their findings regarding the necessity of remote meetings at “the next regularly scheduled meeting,” instead of the current “every 30-day” requirement, which has required an inordinate number of meetings simply to “renew” the option to meet remotely. However, AB 1944 was held in committee. AB 2449 (Rubio), which awaits the Governor’s signature, makes very minor adjustments to the Brown Act which will enable remote participation without disclosure of the meeting location but only if at least a quorum of the agency’s membership is attending in person.

Recommendation:

Information

Issues:

None identified.

Attachments:

None

A handwritten signature in blue ink, appearing to read "Therese W. McMillan", written over a horizontal line.

Therese W. McMillan

Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee

September 9, 2022

Agenda Item 3b

Regional Transportation Measure Update

Subject:

Summary of next steps in seeking authorization for a regional transportation measure.

Overview:

Plan Bay Area 2050 (PBA 2050) and the Transit Transformation Action Plan developed by the Blue Ribbon Transit Recovery Task Force recommend that MTC convene stakeholders to identify priorities and a funding framework by the end of 2023 for a future transportation ballot measure that includes new funding for transit. PBA 2050 incorporated passage of a regional funding ballot measure by 2030 into its funding assumptions.

In June, the Commission directed staff to begin work on the following next steps related to authorization of a regional transportation funding measure:

- Stakeholder engagement regarding scope of a revenue measure
- A research poll in Fall 2022 to inform spending plan and revenue mechanism options for a transportation measure authorizing bill
- Identify funding opportunities to bridge time gap until more continuous, stable revenues are available.

At the same time, the Bay Area Housing Finance Authority (BAHFA), comprised of the same board as MTC, and the ABAG Executive Board directed staff to proceed with the work necessary to place an affordable housing bond on the November 2024 ballot.

Discussion:

Pursuit of a new regional funding measure for transportation is a significant undertaking that requires meaningful stakeholder and public engagement to develop a consensus around core questions, such as the purpose and goals of a measure, expenditures and program structure, and last but not least, funding mechanism (i.e., the revenue source). Since a voter-approved tax increase at the regional level is subject to a two-thirds vote, it will be critical to build strong support for the approach taken in an authorizing bill as the support garnered through the legislative process will be the foundation for building a coalition to advance a future ballot measure.

Stakeholder Engagement

This fall, staff proposes to begin stakeholder engagement around key transportation priorities for funding from a regional measure. Stakeholders will include transit agencies, county transportation agencies, and key advocacy organizations including representatives of the Voices for Public Transportation coalition (comprised of equity, environmental and transit advocates) and Bay Area business community partners. Staff is also working on developing potential questions for a poll to gain insight into Bay Area residents' current priorities with respect to transportation. Staff proposes to defer *public* engagement until after getting feedback from the Commission and stakeholders on priorities and potential structure of a measure, but at the appropriate time, public engagement could include webinars, on-line listening sessions, interactive surveys and in-person “pop-up” events, similar to some of the methods used in PBA 2050 outreach.

Timing Considerations

While it's too early to tell if a regional housing measure **will** be placed on the ballot (such determination is typically informed by polling close to the election), prior polling related to having a regional housing and transportation measure on the ballot at the same time as well as regional “bandwidth” considerations (resources, staffing, partner agencies' attention, campaign efforts, etc.) suggest it's inadvisable to place two regional measures on the ballot at the same time.

In addition, preserving a 2024 ballot option for a regional transportation measure has some important ramifications as it limits time available to do the work of building consensus within the Commission and among key stakeholders about the purpose and theme of a measure, what it should fund, and what revenue mechanism should be used—significant questions that would need to be resolved before approaching a legislator to author a bill for enactment in 2023.

Given these and other challenges, staff recommends the Commission consider this question of ballot measure timing and make a determination within the next few months. If a decision is made to forgo the 2024 ballot, the Commission could direct staff to conduct robust stakeholder and public engagement in 2023 and pursue enactment of a bill in 2024 that allows for voter consideration in 2026 or later. A bill could still be *introduced* in 2023, the first year of a two-year

session if determined to be strategic to help generate stakeholder and political engagement on the topic.

Importantly, addressing the severity of the transit operating fiscal cliff—estimated at approximately \$280 million in FY 2025-26—may require a solution before November 2024, just six months before the beginning of the FY 2025-26 fiscal year. Given California’s strong policy emphasis on reducing vehicle miles traveled (VMT) and support for transit, a state funding strategy may be viable to stabilize transit especially if the region can demonstrate progress on policies to attract new riders and show that it is working towards a regional measure to augment transit operating funding at the regional level.

Next Steps

Staff is bringing this item to the Policy Advisory Council next week for their feedback. We also plan to bring a regional transportation measure update with a greater focus on bridge funding for the transit operating fiscal cliff and other funding and timing considerations to the Programming & Allocations Committee next month. Stakeholder meetings will begin later this month and run through the fall.

Staff looks forward to the Committee’s feedback.

Recommendation:

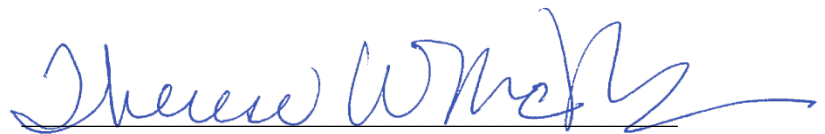
Information

Issues:

None identified.

Attachments:

Attachment A: Presentation



Therese W. McMillan



**METROPOLITAN
TRANSPORTATION
COMMISSION**

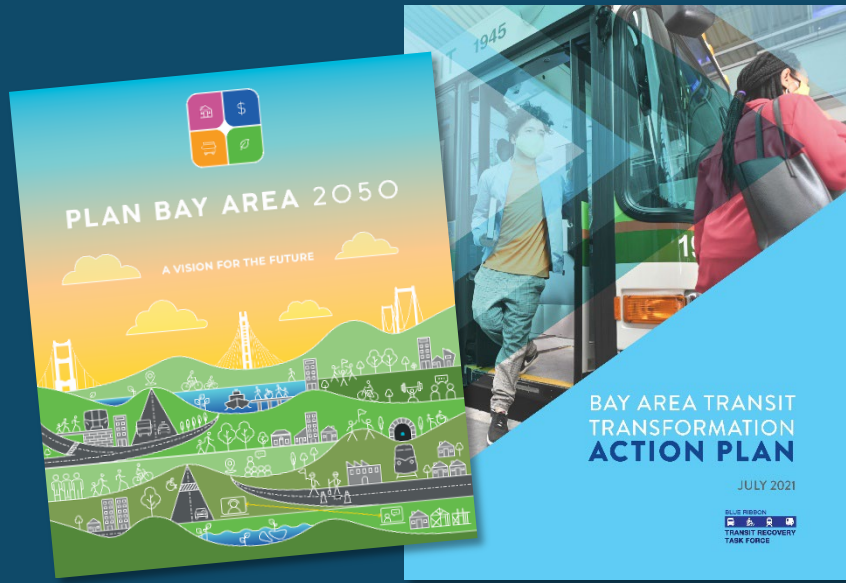
Regional Transportation Funding Measure: Key Considerations and Next Steps

Joint MTC ABAG Legislation Committee
September 9, 2022

Overview

1. Background
2. Public and stakeholder engagement
3. Timing considerations
4. Next steps





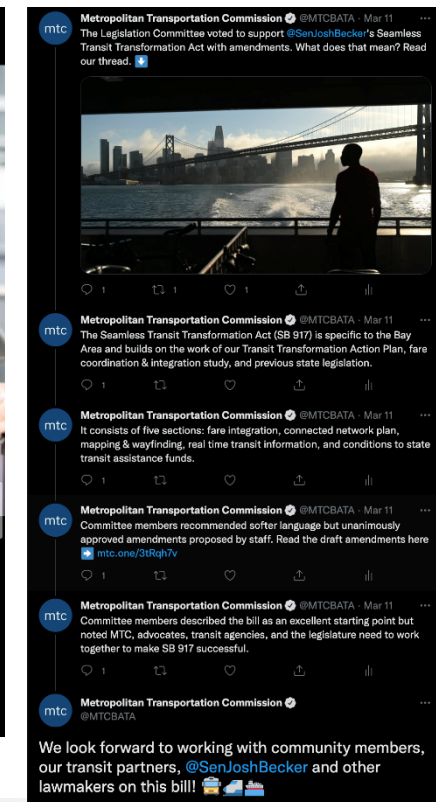
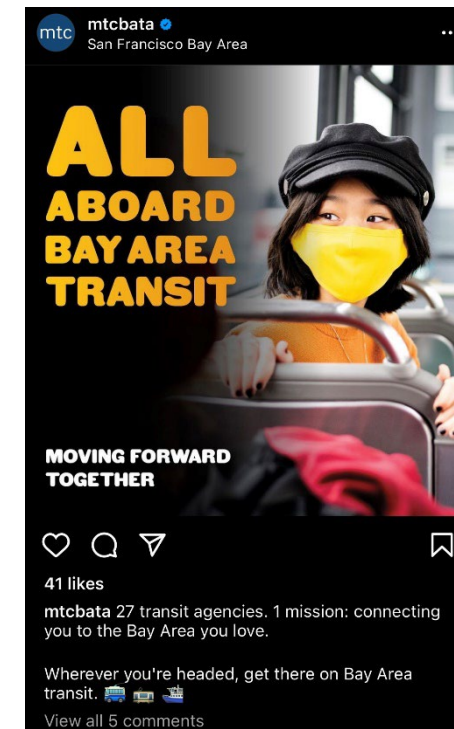
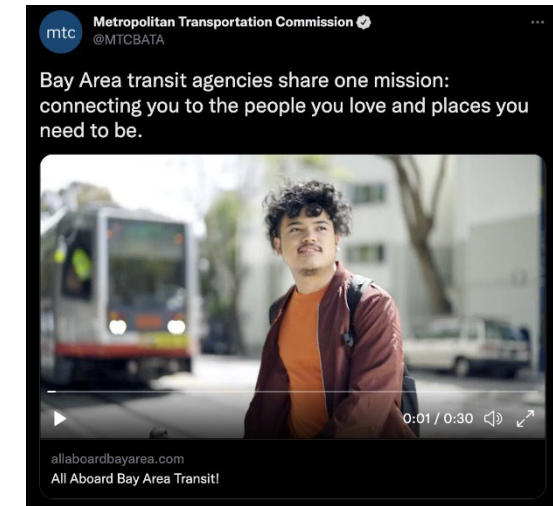
The *Plan Bay Area 2050 Implementation Plan* and the Blue Ribbon's *Transit Transformation Action Plan* identify need for a new funding measure.

Background

- In June, the Commission referred discussion of next steps to the Joint MTC/ABAG Legislation Committee (at key touchpoints) and the Programming & Allocations Committee.
- Today's presentation begins the discussion about next steps.

Overview of Proposed Engagement and Public Information Approach

- Kick off stakeholder engagement this fall.
- Provide regular updates to and seek input from this Committee & Programming & Allocations; Policy Advisory Council and key stakeholders.
- Keep public informed via MTC website; share updates with partner organizations and promote on social media to expand reach.
- Begin public engagement after receiving significant stakeholder and Commission input.
- Keep state and federal legislative delegation informed and engaged throughout.



Stakeholder Engagement

- Engagement kicking off with MTC's Policy Advisory Council next week
- In October and November, staff proposes convening local transportation partners and key advocacy organizations including representatives of the Voices for Public Transportation coalition (comprised of equity, environmental and transit advocates) and Bay Area business community partners.
- Convene a stand-alone stakeholder group in '23 to provide an ongoing forum for discussion.



There Are Many Questions to Consider

Plan Bay Area 2050 assumed a regional transportation measure no later than 2030 and the plan's funding assumptions are built upon it.

As we consider the next regional measure, we anticipate many questions.

Go big or take a more incremental approach?

Pothole repairs?

How about climate change?
Zero emission bus mandate?

How can the measure help make progress on equity?

Focus on sustaining transit service?

Close funding gaps for major transit expansion projects?
What about express lanes?

Include policies to attract more riders to transit?

Vision Zero:
What can we do to make our roads safe for all users?

And many more!

Public Engagement

What we know: We can't bring these many questions to the public!

- Effective public engagement requires clarity of purpose.
- If we want useful feedback, we need to provide solid background information and ask concrete questions, not abstract policy.
- As such, staff recommends we defer engaging the broader public until after receiving feedback from key stakeholders and the Commission.
- A planned poll this fall can provide some early feedback on Bay Area residents' current transportation priorities and concerns and concerns and may help shape a future public engagement strategy.



Timing Considerations

Key question:

What year are we targeting to place a transportation measure on the ballot?

- Following BAHFA and ABAG direction, staff is working towards placement of an affordable housing bond on the November 2024 ballot.
- A “go/no go” decision won’t happen until 2024, but prior polling and “bandwidth” considerations suggest it’s inadvisable to place two regional measures on the ballot at the same time.
- Decision about transportation measure’s timing impacts engagement and timing of authorizing bill.
- Given severity of transit fiscal cliff and budgeting timeline for operators, a non-ballot measure strategy may be a safer approach.

Summary

- The region faces many tough questions and trade-offs as we embark on this discussion about a regional transportation funding measure.
- Stakeholder engagement will be key to building a strong coalition.
- Timing of a transportation ballot measure feeds directly into timing of pursuing an authorizing bill and complementary engagement.
- Severity of transit operating fiscal cliff may warrant near-term strategy not dependent upon voter approval.
- We look forward to hearing your initial input; with more conversation slated for the Programming Committee in October.



From: [Dave Rhody](#)
To: [MTC-ABAG Info](#)
Subject: 9/9 MTC ABAG Legislation Committee Item 3b, Regional Transportation Measure Update
Date: Thursday, September 8, 2022 12:58:00 PM

External Email

Municipal Transportation Commissioners -

Bay Area transit agencies will need to be rescued sooner rather than later. The measure that will fund them needs to be on the 2023 ballot. Our climate depends on people getting out of their cars and back onto public transportation.

Respectfully,

-Dave Rhody
Climate Reality Leader
San Francisco

From: [Jack Kurzweil](#)
To: [MTC-ABAG Info](#)
Subject: 9/9 MTC ABAG Legislation Committee Item 3b, Regional Transportation Measure Update
Date: Thursday, September 8, 2022 11:26:26 AM

External Email

Dear MTC and ABAG Commisioners and Staff,

The article in the Sept 8 SF Chronicle:

https://www.sfchronicle.com/bayarea/article/bart-50th-anniversary-17423532.php?utm_source=newsletter&utm_medium=email&utm_content=briefing&utm_campaign=sfc_baybriefing_am&sid=56554a4018ff4377418d217a

outlining the current financial crisis of BART could easily be broadened to include the financial crisis of all Greater Bay Area Public Transit.

This financial crisis has been accumulating for decades. But the sudden and major loss in transit ridership in the past few years as a consequence of the COVID epidemic has placed how public transit in the Bay Area is to be financed to the top of the agenda.

When addressing this issue, I urge you to place the future of Bay Area Public Transit in the context of California's efforts to address climate change in the next decades. Even with a transition to electric vehicles, there is structural need to dramatically increase the availability and use of public transit. More than that, the current efforts to restrict automobile parking in dense housing near transit sharply illustrates that public transit cannot be considered in isolation from the constellation of issues surrounding urban development in the Greater Bay Area.

As well, planning for public transportation needs to include addressing the extraordinary congestion on the Highway 101 and Highway 580 and 680 corridors as well as making room for express buses on the Bay Area Bridges.

As the leadership bodies on Bay Area Public Transit, you have the responsibility to address these issues directly:

1. Advocate for State government to provide a fiscal bridge for public transit until 2024.
2. Support and encourage legislation in 2023 that would enable a ballot measure in 2024 having the purpose of restructuring the funding sources for Bay Area Public Transit.

We are in a crisis moment. Please have the courage and conviction to address that crisis boldly.

Thank You,

Jack Kurzweil
Wellstone Democratic Renewal Club (www.wellstoneclub.org)



From: [Elliot Helman](#)
To: [MTC-ABAG Info](#)
Subject: 9/9 MTC ABAG Legislation Committee Item 3b, Regional Transportation Measure Update
Date: Wednesday, September 7, 2022 8:43:07 PM

External Email

We need to save public transportation in the Bay Area with enabling legislation in 2023 to avoid the fiscal cliff that our transit agencies face in order to move fast to expand transit service that will help people drive less. Individual car trips are one of our biggest Green House Gas emitters and contributes significantly declining quality of life and health throughout the area. Our public transportation agencies need to make changes to accommodate the increasing numbers of people who aren't necessarily commuting to work anymore, but are traveling at less predictable times.

Thank you.

Elliot Helman



From: [Betty Kissilove](#)
To: [MTC-ABAG Info](#)
Subject: 9/9 MTC ABAG Legislation Committee Item 3b, Regional Transportation Measure Update
Date: Wednesday, September 7, 2022 5:13:34 PM

External Email

Dear MTC,

It's urgent that transit is saved with additional operations funding and with support for advancing enabling legislation in 2023.

Thank you.

Betty Kissilove



From: [Jean Tepperman](#)
To: [MTC-ABAG Info](#)
Subject: 9/9 MTC ABAG Legislation Committee Item 3b, Regional Transportation Measure Update
Date: Wednesday, September 7, 2022 11:10:45 AM

External Email

It's so important that we speed up additional funding for transit. We are burning up! And better public transit is an essential economic and racial justice measure.

Please do this!

Jean Tepperman

From: [Michael Gliksohn](#)
To: [MTC-ABAG Info](#)
Subject: 9/9 MTC ABAG Legislation Committee Item 3b, Regional Transportation Measure Update
Date: Wednesday, September 7, 2022 12:47:37 PM

External Email

Hi, my name is Michael Gliksohn. I represent the Richmond Progressive Alliance as a member of the Voices for Public Transportation coalition. I live in Richmond, and I use BART and AC Transit to run errands, go to doctor's appointments, go to the gym, and for recreation, because I like to leave my car in the driveway as much as possible.

I strongly support MTC advocating for state operations funding as a “fiscal bridge” to a future year ballot measure, in cooperation with transit agencies across the state. Thank you for this commitment.

Further, MTC must make it a priority to introduce enabling state legislation in 2023 for a subsequent regional funding measure, regardless of whether it's on the ballot in 2024 or 2026. It is imperative that as transit agencies approach financial collapse when their federal pandemic funding has been consumed, we have multiple options to keep service on the streets. Abandonment of necessary transit services is not an option. MTC has discussed enabling legislation for over a year now, and it's time for action.

Thank you for the work you do to keep the Bay Area moving with many options.

Michael Gliksohn

From: [Kevin Ma](#)
To: [MTC-ABAG Info](#)
Subject: Comment on 3b (Regional Transportation Measure) on 9/9 Joint Legislative Committee
Date: Thursday, September 8, 2022 1:00:15 PM

External Email

Dear Committee Members,

As a member of Mountain View YIMBY, a member of Voices for Public Transportation, I ask the Committee to recommend starting work on enabling legislation for the transportation measure early.

We are coming to the end of the hottest week in recent history, with concern that this may be merely the start of a new future. A major factor of climate change is carbon emissions, of which transportation emissions make up a good chunk. While there is great focus on vehicle electrification, we also must ensure that people are driving less and using alternative means more. And for transit, that means having the funding necessary to, at minimum, maintain current service and, hopefully, increase frequency, coverage, and convenience. But transit is currently on a lifeline of federal funds that will not last for long, facing steep deficits in general long-term projections.

It perhaps is true that we are all in the dark over electoral prospects in 2024, given the many other items potentially on the ballot. But it is better to ensure the basic legal groundwork is there in order to better make a go/no-go decision next year, as well as show how serious governmental institutions are at addressing the future of transit.

Sincerely,
Kevin Ma

Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee

September 9, 2022

Agenda Item 3c

Proposition 30: Clean Cars & Clean Air Act

Subject:

Recommendation for MTC and ABAG to endorse Proposition 30 on the November 8, 2022 ballot.

Overview:

Proposition 30 would institute a 1.75 percent tax increase on personal income above \$2 million to raise funds for zero-emission vehicles (ZEV) and charging infrastructure (80 percent) and wildfire response and prevention (20 percent). This additional tax would end by January 2043 or sometime after 2030 if statewide emissions are reduced by 80% of 1990 levels for three consecutive years. The Legislative Analyst's Office (LAO) estimates the new tax would generate between \$3.5 billion to \$5 billion annually. Plan Bay Area 2050 identified seeking new revenues to support electrification as a strategy in our Implementation Plan and abating wildfires is clearly a critical regional priority to protect communities, public health (in terms of air quality) and preserve our existing housing stock.

Discussion:

This measure is aimed at providing significant new, dedicated revenues to help accelerate the state's transition to a zero-emission transportation system and provide new funding to help pay for fire prevention and response, a growing concern due to the impact of climate change on the severity of the fires. Transportation is the single largest source of global warming emissions and air pollution in the state. On August 25, the California Air Resources Board (CARB) approved the Advanced Clean Cars II rule which establishes a year-by-year roadmap so that by 2035 100% of new cars and light trucks sold in California will be zero-emission vehicles, including plug-in hybrid electric vehicles. The funding from Proposition 30 will provide subsidies to encourage more California motorists and businesses to purchase these vehicles and provide significant funding for charging infrastructure.

Zero-Emission Vehicle Programs (80 percent)

After deductions for oversight and accountability, 80 percent of the total revenue is for two ZEV program categories:

- ***Payments to Help Buy New Vehicles.*** 45 percent of the funds are directed to the ZEV and Clean Mobility Fund. Most of this money must be used to help households, businesses, and governments pay for part of the cost of new passenger ZEVs (such as cars, vans, and pick-up trucks). Funds may also be used to help businesses and governments buy large ZEVs (such as trucks and buses) and programs that improve local air quality and support “clean mobility options” including, but not limited to, electric bikes, bike-sharing, protected bike lanes, and transit passes. These funds would be administered by CARB.
- ***Charging Stations.*** 35 percent of the funds are directed to the ZEV Infrastructure and Investment Fund, to be administered by the California Energy Commission. This money would be used to install and operate ZEV charging and fueling stations at places such as apartment buildings, single-family homes, and public locations.

For each category above, at least half of the money must be spent on projects that benefit people who live in or near disadvantaged communities (based on the CalEnviroScreen definition) and/or low-income communities (defined as census tracts with a median income at or below 80 percent of the statewide median or below the “low-income” threshold designated by the Department of Housing and Community Development). The rest of the money could be spent anywhere in the state.

Wildfire Response and Prevention Activities (20 Percent)

The remaining 20 percent of total revenue must be spent on wildfire response and prevention activities. Of this, 75 percent would be directed to a General Prevention and Suppression Account that could be used to fund the housing, training and hiring of both permanent and seasonal firefighters, and various prevention and suppression efforts. The remaining 25 percent would be directed to the State Fire Marshal Prevention and Suppression Account to be administered by CalFire.

Recommendation: Support / ABAG Executive Board Approval

Support / MTC Commission Approval

Issues:

Measure Would Constrain Legislature's Budget Flexibility

By specifying in the State Constitution how its new revenues must be spent, Proposition 30 reduces the state's flexibility over its budget. While the measure does raise *new* revenue to help pay for the new expenditures, the State Appropriations Limit (or "Gann Limit"), which imposes an overall cap on how much expenditures can grow, has been triggered in recent years, including this past fiscal year (FY) 2022-23 State Budget. According to the LAO, some of the spending required by Proposition 30—likely an amount ranging from about \$1.5 billion to \$3 billion annually—would count toward this limit. It is likely that new expenditures that MTC and other stakeholders may want to advocate for to address the transit fiscal cliff would also count towards the Gann Limit. Thus, in any year that planned state spending exceeds that limit, Proposition 30 would effectively require the state to forego investments in other programs to "make room" for the new required spending on ZEV programs and wildfire activities. Given the region's significant transit operating shortfalls, this is a legitimate concern.

On the other hand, the measure provides a new medium-term funding source for expenditures that are currently being borne by the General Fund. For instance, the FY 2022-23 State Budget includes \$2.7 billion in for ZEV adoption and \$3.9 billion over three years, for investment in ZEV adoption, including funding that could assist transit agencies with the very costly zero emission bus mandate, as well as clean mobility options for California's most environmentally and economically burdened communities. Although the measure includes a provision indicating the intent of the initiative is to increase and not replace existing revenues provided for this purpose (intended to prevent the state from simply using these funds to backfill existing commitments) Proposition 30 could mean there is less pressure on the General Fund to further augment programs existing with the ZEV transition.

Concerns About Measure Benefiting Private Sector

Another criticism against the measure is that its biggest donor, Lyft, given stands to benefit from its passage. Following SB 1014 (Skinner, 2018), CARB adopted a Clean Miles Standard regulation that takes effect next month and requires that Lyft and other ride hailing companies achieve by 2030 a level of zero greenhouse gas emissions and ensure 90 percent of the vehicle miles driven on their platforms are fully electric. By providing a funding source to help

California motorists purchase electric vehicles, the measure will provide a dedicated funding source that will help Lyft and other ride-hailing companies to comply with the regulation. However, under current law, Lyft is under no obligation to directly invest in electric vehicle purchases or charging infrastructure so it's unknown what might occur to assist with this transition in the absence of the measure.

Known Positions:

Support: <https://yeson30.org/about/#endorsements>

Oppose: California Small Business Association, California Teachers Association, Howard Jarvis Taxpayers Association, United Latinos Action

Attachments:

None



Therese W. McMillan

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee**

September 9, 2022

Agenda Item 4a

Bay Area Housing Finance Authority Advocacy

Subject:

Update on potential federal funding opportunity for the Bay Area Housing Finance Authority (BAHFA).

Overview:

The Bay Area has been a national leader in adopting a regional approach to housing. Since MTC and ABAG began joint Washington, D.C. advocacy trips in 2017, our federal partners have increasingly been interested in the potential for the Bay Area’s approach to serve as a national model. However, federal housing programs aren’t currently structured to address regional-scale affordable housing challenges.

Following our June 2022 Washington D.C. advocacy visit during which ABAG and MTC leadership advocated for new Housing and Urban Development (HUD) funding to be made available for regional housing agencies, provisions in the fiscal year (FY) 2023 Senate Transportation, Housing and Urban Development, and Related Agencies (THUD) bill would open the door for BAHFA and other regions similarly seeking to coordinate across city and county boundaries to address affordable housing challenges.

Specifically, the Senate THUD bill includes \$200 million for a new “Yes in My Backyard Incentive Grant Program” that would expressly allow regional agencies like BAHFA to compete for these proposed new Department of Housing and Urban Development (HUD) grant funds. Encouragingly, the Senate THUD subcommittee bill also includes language that directs HUD to support regional-scale housing efforts more broadly. The legislative language for both provisions is included as Attachment A.

Next Steps and Timing:

Inclusion in the Senate THUD bill is a first step, but advocacy will be required to keep this new \$200 million program intact as the bill moves through the Senate and over to the House, because it is not included in the House Appropriations Committee-passed THUD bill. Though we expect Senate and House THUD committee staff will begin at least informal negotiations this fall, timing of a final FY 2023 THUD appropriations bill is uncertain.

Disagreements between the Chairs and Ranking Members of the House and Senate Appropriations Committees over relative increases in defense and non-defense outlays and the role of government spending during an inflationary economy are hindering negotiations on the broader FY 2023 spending bill. Without these topline numbers, it's challenging for THUD negotiators to finalize individual components of their spending bills. If an agreement is not reached soon, Congress will likely prepare a Continuing Resolution in the fall, the passage of which would allow for more time for negotiations over a final FY 2023 spending package. Staff will share a verbal update of any late breaking appropriations news at your September committee meeting.

Recommendation:

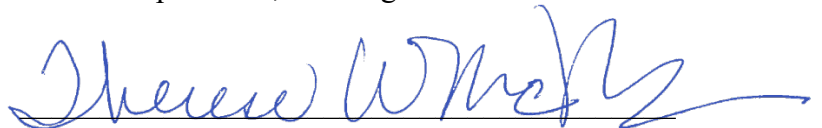
Information

Issues:

None identified.

Attachments:

- Attachment A: Bay Area Housing Financing Authority (BAHFA) -Supportive Provisions in Fiscal Year 2023 Senate Transportation, Housing and Urban Development (THUD) Bill



Therese W. McMillan

**Bay Area Housing Financing Authority (BAHFA) -Supportive Provisions in Fiscal Year
2023 Senate Transportation, Housing and Urban Development (THUD) Bill**

The fiscal year 2023 Senate THUD bill includes two BAHFA-supportive provisions. These provisions are found in the bill's [Explanatory Statement](#) on page 92 (Regional Approaches to Affordable Housing) and pages 111-112 (Yes in My Backyard Incentive Grant Program) and copied below.

1. Regional Approaches to Affordable Housing.

The Committee encourages the Department to make explicit in competitions for Federal funding that regional councils, councils of government, metropolitan planning organization, and multi-jurisdictional consortiums may apply whenever these entities are eligible applicants.

Furthermore, the Committee encourages the Department to actively seek opportunities for these entities to serve as lead applicants and grantees in order to promote and expand local, State, and regional collaboration. THUD should work with entities that have experience in developing and carrying out well-coordinated comprehensive approaches to solving multi-jurisdictional affordable housing challenges.

2. Yes In My Backyard Incentive Grant Program.

For decades, housing production across the country has not kept pace with population growth, resulting in a nation-wide housing shortage. This is in part due to local zoning and land use regulations as well as lack of necessary housing-related infrastructure. The Federal Government can support communities that remove barriers to affordable housing production and incentivize others to do so in order to lower housing costs and ensure families have an affordable place to live, particularly in high-opportunity neighborhoods.

The Committee includes \$200million for a new competitive grant program that will reward State, local, and regional jurisdictions that have made progress in improving exclusionary zoning practices, land use policies, and housing infrastructure that will ultimately increase the supply of affordable housing. Improved land use policies may include increasing density, reducing minimum lot sizes, creating transit-oriented development zones, streamlining or shortening permitting processes and timeline, expanding by-right multifamily zoned areas, allowing accessory dwelling units on lots with single family homes, eliminating or relaxing residential property height limitations, and donating vacant land for affordable housing development.

Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee

September 9, 2022

Agenda Item 4b

Inflation Reduction Act Update

Subject:

Overview of transportation and climate provisions in the health care, climate, and tax reconciliation package.

Overview:

On August 16th President Biden signed into law the “Inflation Reduction Act,” a sweeping health, climate and tax bill Democrats advanced on a party-line via budget reconciliation. The new law includes roughly \$430 billion to fight climate change, including spending aimed at improving energy efficiency and reducing transportation-related emissions. Key climate and transportation items of interest are summarized below and a more comprehensive U.S. Senate summary of the new law’s energy and climate provisions is included as Attachment A. A California-focused summary from the White House is included as Attachment B.

Sustainable Infrastructure Investments

- \$3 billion for a new U.S. Department of Transportation (USDOT) Neighborhood Access and Equity Program to fund competitive grants for bicycle and pedestrian safety, multimodal access improvements and city greening. State and local governments, regions, and transit agencies may apply.
- \$3 billion for a new Environmental Protection Agency (EPA)-administered Environmental and Climate Justice Block Grant program to fund climate change mitigation and air quality improvement projects. Local governments may apply in partnership with a community-based organization.
- \$3 billion for new EPA-administered grants to reduce air pollution at ports. Grants may fund clean port planning and investments in zero-emission equipment and technology.
- \$1 billion for zero-emission transit buses and other heavy-duty vehicles. Funds would be administered by the EPA as grants and rebates to cover the costs of purchasing zero-emission vehicles, charging and fueling infrastructure capital and operations costs, workforce development, and planning and technical activities to support zero-emission vehicle deployment.

Clean Energy Technology Accelerators

- \$27 billion for a new EPA-administered Greenhouse Gas Reduction Fund (GGRF) for nonprofit green banks, states and local governments to finance deployment of low- and zero-emission technologies. Roughly 30 percent of the funds are reserved for investments in low-income and disadvantaged communities. This GGRF could stand up a national Green Infrastructure Bank and and/or support state and local green infrastructure banks, such as the California Alternative Energy and Advanced Transportation Financing Authority.
- Tens of billions of dollars in tax incentives to support clean energy and zero-emission vehicle production paired with incentives to bolster domestic clean energy manufacturing.
- \$30 billion in targeted grant and loan programs for states and electric utilities to accelerate the transition to clean electricity.

Incentives for Households to Improve Energy Efficiency

- The bill provides a range of incentives to improve residential energy efficiency. These include direct consumer incentives to buy energy efficient appliances, install rooftop-solar, and invest in home energy efficiency, with a significant portion of the funding going to lower-income households and disadvantaged communities. The bill also includes a \$1 billion grant program to make affordable housing more energy and water efficient.
- The bill provides a \$4,000 consumer tax credit for low- to middle-income individuals to buy used clean vehicles and up to \$7,500 tax credit to buy new clean vehicles.

Climate Resilience and Adaptation

- The Inflation Reduction Act also includes roughly \$9 billion spread across various programs focused on preventing wildfires and forest preservation as well as over \$4.5 billion for drought preparedness and response.
- The USDOT Neighborhood Access and Equity Grant and Climate and EPA Environmental Justice Block Grant programs are new fund sources for local climate resilience activities, including combatting urban heat islands and climate resilience and adaptation investments.

Recommendation:

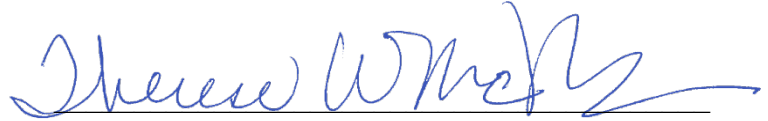
Information

Issues:

None identified

Attachments:

- Attachment A: U.S. Senate Fact Sheet on Climate Provisions in Inflation Reduction Act
- Attachment B: White House Fact Sheet on Inflation Reduction Act in California

A handwritten signature in blue ink, appearing to read "Therese W. McMillan", is written over a horizontal line.

Therese W. McMillan

Summary of the Energy Security and Climate Change Investments in the Inflation Reduction Act of 2022

Both high energy costs, and the growing impacts of climate change, pose a significant burden to every American. The historic investments included in the *Inflation Reduction Act of 2022* will bring down consumer energy costs, increase American energy security, while substantially reducing greenhouse gas emissions.

The combined investments in the FY2022 Budget Reconciliation bill would put the U.S. on a path to roughly 40% emissions reduction by 2030, and would represent the single biggest climate investment in U.S. history, by far.

The Inflation Reduction Act:

1. ***Lowers energy costs for Americans*** through policies that will lower prices at the pump and on electricity bills, help consumers afford technologies that will lower emissions and energy prices, and reduce costs that would otherwise be passed on to them.
2. ***Increases American energy security*** through policies to support energy reliability and cleaner production coupled with historic investments in American clean energy manufacturing to lessen our reliance on China, ensuring that the transition to a clean economy creates millions of American manufacturing jobs, and is powered by American-made clean technologies.
3. Invests in ***decarbonizing all sectors of the economy*** through targeted federal support of innovative climate solutions.
4. ***Focuses investments into disadvantaged communities*** to ensure that communities that are too-often left behind will share in the benefits of the transition to a clean economy.
5. Supports ***resilient rural communities*** by investing in farmers and forestland owners to be part of growing climate solutions, and by ensuring rural and communities are able to better adapt to a rapidly changing climate.

1. Lower Consumer Energy Costs

This bill will provide a range of incentives to consumers to relieve the high costs of energy and decrease utility bills. This includes direct consumer incentives to buy energy efficient and electric appliances, clean vehicles, and rooftop-solar, and invest in home energy efficiency, with a significant portion of the funding going to lower-income households and disadvantaged communities.

- \$9 billion in **consumer home energy rebate programs**, focused on low-income consumers, to electrify home appliances and for energy efficient retrofits.
- 10 years of **consumer tax credits to make homes energy efficient and run on clean energy**, making heat pumps, rooftop solar, electric HVAC and water heaters more affordable.
- \$4,000 consumer tax credit for lower/middle income individuals to buy used-clean vehicles, and up to \$7,500 tax credit to buy new clean vehicles.
- \$1 billion grant program to make affordable housing more energy efficient.

2. American Energy Security and Domestic Manufacturing

This bill will support energy reliability and cleaner energy production coupled with historic investments in American clean energy manufacturing. It includes over \$60 billion to on-shore clean energy manufacturing in the U.S. across the full supply chain of clean energy and transportation technologies. These manufacturing incentives will help alleviate inflation and reduce the risk of future price shocks by bringing down the cost of clean energy and clean vehicles and relieving supply chain bottlenecks.

- Production tax credits to accelerate U.S. manufacturing of solar panels, wind turbines, batteries, and critical minerals processing, estimated to invest \$30 billion.
- \$10 billion **investment tax credit to build clean technology manufacturing facilities**, like facilities that make electric vehicles, wind turbines and solar panels
- \$500 million in the Defense Production Act for heat pumps and critical minerals processing
- \$2 billion in **grants to retool existing auto manufacturing facilities to manufacture clean vehicles**, ensuring that auto manufacturing jobs stay in the communities that depend on them.

- Up to \$20 billion in loans to build new clean vehicle manufacturing facilities across the country.
- \$2 billion for National Labs to accelerate breakthrough energy research.

3. Decarbonize the Economy

The investments in this bill will reduce emissions in every sector of the economy, substantially reducing emissions from electricity production, transportation, industrial manufacturing, buildings, and agriculture.

- Tax credits for clean sources of electricity and energy storage and roughly \$30 billion in targeted grant and loan programs for states and electric utilities to accelerate the transition to clean electricity.
- Tax credits and grants for clean fuels and clean commercial vehicles to reduce emissions from all parts of the transportation sector.
- Grants and tax credits to reduce emissions from industrial manufacturing processes, including almost \$6 billion for a new Advanced Industrial Facilities Deployment Program to reduce emissions from the largest industrial emitters like chemical, steel and cement plants.
- Over \$9 billion for Federal procurement of American-made clean technologies to create a stable market for clean products, including \$3 billion for the U.S. Postal Service to purchase zero-emission vehicles.
- \$27 billion **clean energy technology accelerator** to support deployment of technologies to reduce emissions, especially in disadvantaged communities.
- A **Methane Emissions Reduction Program** to reduce the leaks from the production and distribution of natural gas.

4. Invest in Communities and Environmental Justice

Building on regular engagement with EJ leaders from across the country, this package includes over \$60 billion in environmental justice priorities to drive investments into disadvantaged communities. Some of the highlights include:

- The **Environmental and Climate Justice Block Grants**, funded at \$3 billion, invest in community led projects in disadvantaged communities and community capacity building centers to address disproportionate environmental and public health harms related to pollution and climate change.
- The **Neighborhood Access and Equity Grants**, funded at \$3 billion, support neighborhood equity, safety, and affordable transportation access with

competitive grants to reconnect communities divided by existing infrastructure barriers, mitigate negative impacts of transportation facilities or construction projects on disadvantaged or underserved communities, and support equitable transportation planning and community engagement activities.

- **Grants to Reduce Air Pollution at Ports**, funded at \$3 billion, support the purchase and installation of zero-emission equipment and technology at ports.
- **\$1 billion for clean heavy-duty vehicles**, like school and transit buses and garbage trucks.
- Some of the previously mentioned programs that focus on disadvantaged and low-income communities are also important to environmental justice, like the **technology accelerator and consumer home energy rebate programs**. In addition, the many of the **clean energy tax credits** include either a bonus or set-aside structure to drive investments and economic development in disadvantaged communities.

5. Farmers, Forestland Owners and Resilient Rural Communities

This bill will make historic investments to ensure that rural communities are at the forefront of climate solutions. The investments affirm the central role of agricultural producers and forest landowners in our climate solutions by investing in climate-smart agriculture, forest restoration and land conservation. It also makes significant investments in clean energy development in rural communities.

- More than \$20 billion to support **climate-smart agriculture practices**.
- \$5 billion in grants to support healthy, fire resilient forests, forest conservation and urban tree planting.
- Tax credits and grants to support the domestic production of biofuels, and to **build the infrastructure needed for sustainable aviation fuel and other biofuels**.
- \$2.6 billion in **grants to conserve and restore coastal habitats** and protect communities that depend on those habitats.

The Inflation Reduction Act Delivers Affordable Clean Energy for California

The Inflation Reduction Act is the most significant legislation in U.S. history to tackle the climate crisis and strengthen American energy security. It will lower energy costs for households and businesses, create manufacturing jobs for American workers, and deliver a clean, secure, and healthy future for our children and grandchildren. The savings, jobs, and other benefits provided by this legislation will reach communities across California.

President Biden promised to combat the existential threat of climate change and build a clean energy future that creates jobs, advances environmental justice, and lowers costs for families. He's following through on that promise with the Inflation Reduction Act and Bipartisan Infrastructure Law.

- **LOWER ENERGY COSTS:** The Inflation Reduction Act will make it more affordable for California families to purchase energy efficient appliances when they need to, make repairs around their homes, and save money on their utility bills each month, through:
 - Rebates covering 50-100% of the cost of installing new electric appliances, including super-efficient heat pumps, water heaters, clothes dryers, stoves, and ovens. In California, millions of low- and moderate-income households are eligible for rebates.
 - Rebates for households to make repairs and improvements in single-family and multi-family homes to increase energy efficiency.
 - Tax credits covering 30% of the costs to install solar panels and battery storage systems, make home improvements that reduce energy leakage, or upgrade heating and cooling equipment. No income limits apply. For solar, uptake projections estimate that over 930,000 additional California households will install rooftop panels as a result.
 - Tax credits covering 30% of the costs of community solar projects—owned by local businesses that sign up families to save on their electric bills—with additional bonus credits of 20% for projects at affordable housing properties and 10% for projects in low-income communities.
- **GOOD-PAYING JOBS:** In 2021, there were already 505,083 California workers employed in clean energy jobs. The Inflation Reduction Act will expand these opportunities, bringing an estimated \$21.2 billion of investment in large-scale clean power generation and storage to California between now and 2030. It provides a historic set of tax credits that will create jobs across solar, wind, storage, and other clean energy industries. These credits include bonuses for businesses that pay a prevailing wage, so that California workers earn a good paycheck as we build the clean energy future in America.
- **DOMESTIC MANUFACTURING:** Manufacturers employ 1,273,200 workers in California, and the Inflation Reduction Act will help us make the technologies of the future at home—supporting local economies and strengthening supply chains. The Inflation Reduction Act will boost U.S. manufacturing of clean energy and transportation technologies, as well as investments for a new Advanced Industrial Facilities Deployment Program to position America to lead the growing global market for clean steel, aluminum, cement, and more.

- **SMALL BUSINESSES:** California is home to 4.2 million small businesses, representing 99.8% of all businesses in the state, and the Inflation Reduction Act will help them save money. Commercial building owners can receive a tax credit up to \$5 per square foot to support energy efficiency improvements that deliver lower utility bills. Other programs that will benefit small businesses include tax credits covering 30% of the costs of installing low-cost solar power and of purchasing clean trucks and vans for commercial fleets.
- **ELECTRIC VEHICLES:** The Inflation Reduction Act will make it easier and cheaper to purchase an electric vehicle, with upfront discounts up to \$7,500 for new EVs and \$4,000 for used EVs, helping middle-class Americans skip the gas pump and save on fuel costs. In California, millions of people will be eligible for these discounts. California recently [submitted](#) a state plan for using funds from President Biden's Bipartisan Infrastructure Law to build out EV charging stations along highways.
- **CLEANER AIR:** The Inflation Reduction Act will significantly reduce pollution, resulting in 100,000 fewer asthma attacks in America in 2030, and position the U.S. to achieve President Biden's climate goals. Lowering greenhouse gas emissions will not only avoid costly climate impacts from more extreme weather, but also improve local air quality—preventing premature deaths and reducing air pollution. In addition to reducing pollution across the economy, the Act will benefit communities most in need of cleaner air, with in environmental justice block grants, investments for cleaner buses and trucks, and a Clean Energy and Sustainability Accelerator that will prioritize emissions-reducing projects in disadvantaged communities and fund state and local green banks like the California Alternative Energy and Advanced Transportation Financing Authority.
- **RURAL OPPORTUNITIES:** The Inflation Reduction Act supports climate-smart agriculture practices, which will help California's 69,000 farms lead on climate solutions and reward their stewardship. Electric cooperatives, which serve thousands of homes, businesses, and other customers in California, will for the first time be eligible for direct-pay clean energy tax credits. And this legislation dedicates investments for rural electric cooperatives to boost resiliency, reliability, and affordability, including through clean energy and energy efficiency upgrades.
- **RESILIENT COMMUNITIES:** The Inflation Reduction Act will upgrade affordable housing, including projects that boost resilience in the face of intensifying extreme weather. In California, hundreds of thousands of people live in affordable housing units that are eligible for upgrades like flood-proofing and storm resistance, as well as clean energy and electrification. A new Neighborhood Access and Equity Grant Program includes support for transportation projects and planning to protect against flooding, extreme heat, and more. The Inflation Reduction Act also invests in strengthening America's forests, including programs focused on preventing wildfires and for tree planting projects that help protect communities from extreme heat, as well as over \$4.5 billion for drought preparedness and response.

Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee

September 9, 2022

Agenda Item 4c

Washington D.C. Legislative Update

Subject:

September 2022 Report from Washington, D.C. advocates.

Issues:

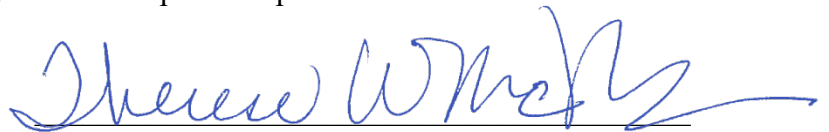
None identified.

Recommendations:

Information

Attachments:

- Attachment A: Summit Strategies Team Report – September 2022



Therese W. McMillan



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Summit Strategies Team Report – September 2022

From: Summit Strategies Team

To: Therese McMillan, Executive Director

Date: September 2, 2022

Subject: September Federal Policy Monthly Report

- **Democrats Advance Reconciliation Bill After Lengthy Negotiation Process**
 - **House Passes and Senate Releases Fiscal Year 2023 (FY23) Appropriations Bills**
 - **United States Department of Transportation (USDOT) Competitive Grants Update**
 - **Other Agency Actions and Competitive Grant Update**
 - **National Transportation News Roundup**
-

Below is a status update on issues of interest to MTC and the actions that we have taken to date.

Democrats Advance Reconciliation Bill After Lengthy Negotiation Process

Last month, after more than a year of back-and-forth negotiations, Senate Majority Leader Schumer (D-NY) and moderate Joe Manchin (D-WV) reached an agreement on a partisan budget reconciliation package. After passage in the Senate, the House advanced the legislation, which President Joe Biden promptly signed into law. The bill raises nearly \$740 billion in new revenues and invests approximately \$430 billion in clean energy and health care spending over the next decade.

House Passes and Senate Releases Fiscal Year (FY) 23 Appropriations Bills

Last month, the House passed a six-bill FY 23 appropriations minibuss on a nearly party-line vote of 220-to-207. The package included funding for Transportation, Housing and Urban Development, and Related Agencies (THUD), elevating topline funding by more than twelve percent compared to FY 22. Specifically, the legislation included:

- Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) formula program funding at levels authorized in the Bipartisan Infrastructure Law (BIL)
- \$3 billion for Capital Investment Grants, including \$600 million to augment projects with existing full funding grant agreements but need additional federal support.
- More than \$1 billion to augment FHWA BIL grants, including:
 - \$775 million for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants
 - \$255 million for the BIL Safe Streets and Roads for All, Active Transportation Infrastructure Investment, and Healthy Streets programs.
 - \$100 million for a new Thriving Communities Initiative
- Nearly \$400 million to augment FTA BIL grants, including:
 - \$200 million for Bus and Bus Facilities competitive grants
 - \$75 million for Low-and No-Emissions Bus Grants
 - \$50 million for Integrated Smart Mobility Grants
 - \$20 million to augment the FTA ferry program and \$30 million for rural ferry grants

- \$3.8 billion for the Federal Railroad Administration, an increase of \$501 million above FY 22, including:
 - \$555 million for the Federal-State Partnership for Intercity Passenger Rail grant program
 - \$630 million for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program
- Over 2,000 projects funded through Community Project Funding (CPF), also known as earmarks. Roughly \$1.5 billion in CPF was allocated to transportation projects, with \$1 billion directed to highway projects, \$267 million for transit, and \$173 million for airports.

THUD funding included \$62.7 billion for the Department of Housing and Urban Development (HUD), including:

- \$31 billion for Tenant-Based Rental Assistance
- \$14.9 billion for Project-Based Rental Assistance
- \$11.8 billion for Community and Development
- \$8.7 billion for the Public Housing Fund
- \$3.3 billion for Community Development Block Grants (CDBG)

The bill also promotes the use of regional councils and councils of government to serve as lead applicants for funding and grantees to encourage and expand greater regional collaboration.

Additionally, the Senate Appropriations Committee released its 12 annual spending bills, which included selected CPF requests. The Senate THUD bill included the following relevant provisions:

- FHWA and FTA formula program funding at BIL-authorized levels
- \$2.5 billion for Capital Investment Grants
- \$527.1 million for Transit Infrastructure Grants

- \$3.63 billion for the Federal Railroad Administration, including:
 - \$535 for CRISI program
- \$1.1 billion for the multi-modal RAISE grant program
- \$30 billion for Tenant-Based Rental Assistance
- \$14.7 billion for Project-Based Rental Assistance
- \$4.8 billion for CDBG

Additionally, a new \$200 million "Yes In My Backyard Incentive Grant Program" was created to support communities that remove barriers to affordable housing production and incentivize others to do so in order to lower housing costs and ensure families have an affordable place to live, particularly in high-opportunity neighborhoods. Regional jurisdictions, as well as state and local, that have made progress in improving exclusionary zoning practices, land use policies, and housing infrastructure that ultimately increase the supply of affordable housing are eligible for this funding.

Congress is extremely unlikely to finalize FY 23 spending bills before September 30, 2022, the end of FY 22. Thus, lawmakers will likely enact a short-term stopgap measure, a continuing resolution (CR), to avert a government shutdown until after the midterm elections in November. The Chairs and Ranking Members of the House and Senate Appropriations Committees, known as the "Four Corners," have yet to reach an agreement on topline spending totals, the first step toward a FY23 final package.

United States Department of Transportation (USDOT) Competitive Grants Update

Over the past two months, USDOT has announced awards for several competitive grant programs, including grants that secured funding via BIL:

- \$2.2 billion in FY 22 RAISE Program grants, funding 166 projects across the country. San Francisco Municipal Transportation Agency received the Bay Area's only FY 22 RAISE grant award: \$23 million for Howard Street complete streets/Vision Zero improvements. A full list [awarded projects can be found through this link](#).

- \$1.6 billion in grants for transit agencies to invest in bus fleet electrification through the FY 22 Buses and Bus Facilities and Low- and No-Emission Vehicle Programs. Four Bay Area projects received \$43 million to support the transition to zero-emission bus fleets at Santa Clara Valley Transportation Authority, Napa Valley Transportation Authority, Union City, and the City of Fairfield. This Bay Area focus on seeking funds for zero-emission transition was consistent with MTC's BIL grant strategy. (A full list [awarded projects can be found through this link](#))
- \$49.2 million in FY 21 innovative technology grants to improve mobility and multimodal connections through the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) and Enhancing Mobility Innovation (EMI) Programs, including \$500,000 for MTC to support Regional Demand Responsive Transit Brokerage Service. The City of Richmond also received a \$250,000 award for "Unify Richmond Moves." A full list of [awarded projects can be found through this link](#).

Since our last monthly report (July 2022), DOT has also announced the following funding opportunities:

- \$1.4 billion in FY 22 CRISI grant funds ([additional information can be found through this link](#)).
- \$573 million for the FY 22 Railroad Crossing Elimination Program to help communities improve safety and eliminate lengthy delays at railroad crossings ([additional information can be found through this link](#))
- \$343 million to improve accessibility for transit riders through the newly created FY 22 All Stations Accessibility Program (ASAP) ([additional information can be found through this link](#))
- \$195 million for Reconnecting Communities planning and capital construction grants ([additional information can be found through this link](#)).
- \$6 million to improve access to affordable transportation, especially in areas that currently lack efficient and convenient transit options through Mobility, Access and Transportation Insecurity: Creating Links to Opportunity Program ([additional information can be found through this link](#))

Other Agency Actions and Competitive Grant Update

Federal Highway Administration (FHWA) Announces Greenhouse Gas Reduction Performance Measure Rulemaking

On Thursday, July 7, 2022, FHWA announced a Notice of Proposed Rulemaking (NPRM) for states and municipalities to track and reduce greenhouse gas (GHG) emissions. The proposed rule would:

- Establish a national framework for tracking state-by-state progress by adding a new GHG performance management measure to the existing FHWA national performance measures to help states track performance and make more informed investment decisions.
- Create a flexible system under which State DOTs and MPOs would set their own declining targets for on-road greenhouse gas emissions from roadway travel on the National Highway System.

[Additional information on FHWA's initiatives can be found through this link.](#)

DOT Thriving Communities Initiative

DOT issued a Request for Information (RFI) to receive input from stakeholders about the Thriving Communities Initiative, which will launch this fall. The program will provide technical assistance and hands-on planning support for transformative infrastructure projects that serve disadvantaged communities. [Additional information on the RFI can be found through this link.](#)

DOT and HUD Justice40 Programs Announced

DOT and HUD have announced which programs administered by their respective agencies are covered by President Biden's Justice40 Initiative. President Biden created the Justice40 Initiative to deliver 40% of the overall benefits of federal investments in climate, clean energy, affordable and sustainable housing, clean water, and more to disadvantaged communities that are marginalized, underserved, and overburdened by pollution. DOT has 39 Justice40 programs across five of its operating administrations, including FTA and FHWA and FRA. [Additional information on DOT covered programs can be found here.](#) [A full list of HUD's 24 covered programs can be found here.](#)

FHWA Announces Alternative Fuel Corridor Designations in Every State

On Wednesday, July 6th, DOT's Federal Highway Administration (FHWA) announced the latest round of Alternative Fuel Corridor designations. Under the new National Electric Vehicle Infrastructure (NEVI) Formula Program established by the BIL, funding is directed to designated EV Alternative Fuel Corridors to serve as the backbone for the national electric vehicle charging network. [The full list of designations can be found here.](#)

HUD Announces 100 Community Joining House America Initiative

On Thursday, July 7th, HUD announced Santa Clara County, California, as the 100th community to join the Administration's House America initiative to tackle homelessness by leveraging American Rescue Plan (ARP) and other federal resources through a Housing First approach. She also discussed House America's progress on the national level and the Biden-Harris Administration's efforts to make housing more affordable, fueled by investments from the ARP. [Additional information about the initiative can be found through this link.](#)

National Transportation News Roundup (links to articles)

- [With a Big Surge in Transportation Funding, a State Decides Its Spending Priorities. \(Route Fifty\)](#)
- [Public transit for nine bucks a month? Germany tried it. \(Vox\)](#)
- [California moves toward banning new cars running only on gas by 2035. \(Washington Post\)](#)
- [For 2-Wheel Commuters in LA, 'Bikepooling' Brings Safety in Numbers. \(Bloomberg CityLab\)](#)
- [Can Uber-like Public Transit Replace Old-fashioned Buses? \(Route Fifty\)](#)
- ['Boot camps' open to help small cities compete for infrastructure grants. \(Smart Cities Dive\)](#)