

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, April 8, 2022

9:45 AM

REMOTE (In person option available)

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.

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building.

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/83344877560>

iPhone One-Tap: US: +13462487799,,83344877560# or +16699006833,,83344877560#

Join by Telephone (for higher quality, dial a number based on your current location) US: +1 669 900 6833 or +1 408 638 0968 or +1 346 248 7799 or +1 253 215 8782 or +1 646 876 9923 or +1 301 715 8592 or +1 312 626 6799 or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 833 4487 7560

International numbers available: <https://bayareametro.zoom.us/j/83344877560>

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. [22-0519](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the March 11, 2022 Meeting

Action: Committee Approval

Attachments: [2a_2022-03-11_Joint_MTC_ABAG_Legislation_Committee_Meeting_Minutes_I](#)

- 2b. [22-0520](#) 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_April_Legislative_History.pdf](#)

3. State Legislation

- 3a. [22-0521](#) Assembly Bill 2805 (Bauer-Kahan): Regional Conservation Investment Strategy Program

Updates current law to facilitate greater use of regional conservation investment strategies (RCIS) by enabling the use of mitigation credit agreements, among other provisions.

Action: Support / MTC Commission Approval

Presenter: Georgia Gann Dohrmann

Attachments: [3a_AB_2805_Bauer-Kahan.pdf](#)

- 3b. [22-0580](#) Assembly Bill 2094 (R. Rivas): Extremely Low-Income Housing Reporting

Requires local jurisdictions to report their progress towards building extremely low-income (ELI) units to the California Department of Housing and Community Development (HCD), as part of the existing annual reporting process.

Action: Support / ABAG Executive Board

Presenter: Georgia Gann Dohrmann

Attachments: [3b_AB_2094_R._Rivas.pdf](#)

- 3c.** [22-0581](#) Assembly Bill 1640 (Ward): Regional Climate Networks and Regional Climate Adaptation and Resilience Action Plans
- Authorizes the establishment of regional climate networks (networks) and adoption of regional climate adaptation and resilience action plans. Requires the Office of Planning and Research to adopt guidelines related to establishment of regional climate networks, defines the entities eligible to form such networks and the activities in which they may engage.
- Action:** Support and Seek Amendments / MTC Commission Approval
Support and Seek Amendments / ABAG Executive Board
- Presenter:** Rebecca Long
- Attachments:** [3c AB 1640 Ward.pdf](#)
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- 3d.** [22-0582](#) Senate Bill 942 (Newman): Free or Reduced Fare Transit Program
- Low Carbon Transit Operations Program: free or reduced fare transit program.
- Action:** Support and Seek Amendments / MTC Commission Approval
- Presenter:** Rebecca Long
- Attachments:** [3d SB 942 Newman.pdf](#)
-
- 3e.** [22-0660](#) Fiscal Year 2022-23 State Budget Update
- Overview of Governor Newsom's latest budget proposal in response to high gasoline prices.
- Action:** Information
- Presenter:** Rebecca Long
- Attachments:** [3e State Budget Update.pdf](#)

4. Federal Legislation

4a. [22-0522](#) 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: [4a Washington D.C. Legislative Update.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, May 13, 2022 at 9:40 a.m. remotely and by webcast as appropriate. 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. Giacopini and Vacant

Friday, March 11, 2022

9:40 AM

REMOTE

1. Call to Order / Roll Call / Confirm Quorum

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

Absent: 4 - Committee Member Hudson, Committee Member Pedroza, Committee Member Mar and Committee Member Fleming

Non-Voting Member Present: Commissioner Giacopini

Ex Officio Voting Member Present: Commission Vice Chair Josefowitz

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

2. Consent Calendar

Upon the motion by Committee Member Schaaf and second by Vice Chair Liccardo, the Consent Calendar unanimously was approved. Staff requested Chair Arreguin concur with the emergency procedure to communicate a position on Senate Bill 922 (Wiener): Environmental Streamlining for Sustainable Transportation and Assembly Bill 2336 (Friedman): Pilot Program to Test and Deploy Speed Safety Cameras prior to the Commission and ABAG Executive Board meeting dates. Chair Arreguin indicated his concurrence. The motion carried by the following vote:

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

Absent: 4 - Committee Member Hudson, Committee Member Pedroza, Committee Member Mar and Committee Member Fleming

- 2a.** [22-0361](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the February 11, 2022 Meeting

Action: Committee Approval

Attachments: [2a_2022-02-11_Joint_MTC_ABAG_Legislation_Committee_Meeting_Minutes_Draft.pdf](#)

- 2b.** [22-0421](#) Senate Bill 922 (Wiener): Environmental Streamlining for Sustainable Transportation

Removes the statutory sunset in current law that exempts from California Environmental Quality Act (CEQA) requirements for certain transit, bicycle and pedestrian projects that advance the state's climate, safety, and health goals; Makes changes to refine exemption eligibilities and adds equity-oriented guardrails for large projects seeking to utilize the exemption.

Action: Support / MTC Commission Approval

Presenter: Georgia Gann Dohrmann

Attachments: [11i - 22-0421 - SB_922_Wiener.pdf](#)

2c. [22-0482](#) Assembly Bill 1944 (Lee): Brown Act Reform

Modifies current law related to teleconferencing by board members and remote participation for local public meetings.

Action: Support and Seek Amendments / MTC Commission Approval
Support and Seek Amendments / ABAG Executive Board Approval

Presenter: Rebecca Long

Attachments: [11j - 22-0482 - AB 1944 Lee.pdf](#)

Adina Levin, of Seamless Bay Area, spoke on this item.

2d. [22-0484](#) Assembly Bill 2336 (Friedman): Pilot Program to Test and Deploy Speed Safety Cameras

Revised version of legislation MTC supported in 2021 (Assembly Bill 550 (Chiu)) to create a five-year pilot program for cities to use speed cameras, under specific circumstances. Modifications include equity-driven restrictions related to fines and requirements that cities work with advocacy groups representing disadvantaged communities on the placement of cameras.

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

Presenter: Rebecca Long

Attachments: [11k - 22-0484 - AB 2336 Friedman.pdf](#)

George Spies spoke on this item.

2e. [22-0363](#) 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: [2e_MTC Report March 2022 Final.pdf](#)

3. State Legislation

3a. [22-0362](#) 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: Rebecca Long

Attachments: [3a_Handout-March Legislative History.pdf](#)

3b. [22-0415](#) Fiscal Year 2022-23 State Budget Update

Update on state budget negotiations and MTC/ABAG Strategy related to transportation, housing, and climate adaptation.

Action: Information

Presenter: Rebecca Long

Attachments: [3b_State_Budget_Update.pdf](#)

Paul Krupka, of Krupka Consulting, spoke on this item.

3c. [22-0416](#) MTC/ABAG Housing Request for Fiscal Year (FY) 2022-23 State Budget

Overview of staff advocacy proposal for housing funding in FY 2022-23 state budget.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [3c_MTC-ABAG_State_Budget_Request_for_Housing.pdf](#)

3d. [22-0483](#) Assembly Bill 2120 (Ward): Local Bridge Funding

Requires that 55 percent of California's new federal bridge investment formula funding is directed to the local assistance highway bridge program, consistent with past state practice.

Action: Support / MTC Commission Approval

Presenter: Georgia Gann Dohrmann

Attachments: [11I - 22-0483 - AB_2120_Ward.pdf](#)

Upon the motion by Committee Member Spering and second by Committee Member Rabbitt, a support position on AB 2120 (Ward) was adopted to be forwarded to the Commission for approval. Staff requested Chair Arreguin concur with the emergency procedure to communicate a position on AB 2120 (Ward) prior to the Commission meeting date. Chair Arreguin indicated his concurrence. This is in conformance with MTC Resolution No. 1058, Revised, MTC Commission Procedures Manual. The motion carried unanimously by the following vote:

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

Absent: 4 - Committee Member Hudson, Committee Member Pedroza, Committee Member Mar and Committee Member Fleming

3e. [22-0418](#) Senate Bill 1050 (Dodd): Authorization of Tolling on State Route 37 for Interim and Ultimate Project

Establishes the State Route (SR) 37 Tolling Authority, to be administered by the Bay Area Infrastructure Financing Authority, to oversee tolls on SR 37 and sets forth the eligible expenditures for those tolls; requires a low-income tolling discount for residents of Marin, Napa, Solano, and Sonoma counties.

Action: Support / MTC Commission Approval

Presenter: Rebecca Long

Attachments: [14a - 22-0418 - SB 1050 Dodd-SR 37.pdf](#)

Rich Hedges spoke on this item.

Upon the motion by Committee Member Spering and second by Committee Member Rabbitt, a support position on SB 1050 (Dodd) was adopted as amended, to explore the opportunity to change the restriction on the low-income to Marin, Sonoma, Solano, and Napa Counties, to be forwarded to the Commission for approval. Staff requested Chair Arreguin to concur with the emergency procedure to communicate a position on SB 1050 (Dodd) prior to the Commission meeting date. Chair Arreguin indicated his concurrence. This is in conformance with MTC Resolution No. 1058, Revised, MTC Commission Procedures Manual. The motion carried unanimously by the following vote:

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

Absent: 4 - Committee Member Hudson, Committee Member Pedroza, Committee Member Mar and Committee Member Fleming

3f. [22-0419](#) Senate Bill 1049 (Dodd): Transportation Resilience Funding Program

Establishes a new state program to invest in transportation resilience planning and projects; program to be funded from new federal resilience funding.

Action: Sponsor and Support / MTC Commission Approval

Presenter: Georgia Gann Dohrmann

Attachments: [11m - 22-0419 - SB_1049_Dodd.pdf](#)

Upon the motion by Committee Member Rabbitt and second by Committee Member Spering, a sponsor and support position on SB 1049 (Dodd) was adopted to be forwarded to the Commission for approval. Staff requested Chair Arreguin to concur with the emergency procedure to communicate a position on SB 1049 (Dodd) prior to the Commission meeting date. Chair Arreguin indicated his concurrence. This is in conformance with MTC Resolution No. 1058, Revised, MTC Commission Procedures Manual. The motion carried unanimously by the following vote:

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

Absent: 4 - Committee Member Hudson, Committee Member Pedroza, Committee Member Mar and Committee Member Fleming

3g. [22-0417](#) Senate Bill 917 (Becker): Seamless Transit Transformation Act

Requires MTC to develop a Connected Network Plan and requires transit agencies to meet various requirements related to integrated fares, mapping and wayfinding, and real-time transit information.

Action: Support if Amended / MTC Commission Approval

Presenter: Rebecca Long

Attachments: [14b - 22-0417 - SB 917 Update to Commission.pdf](#)
 [14b - 22-0417 - Committee - SB 917 Becker.pdf](#)
 [14b - 22-0417 - Committee - SB 917 Becker HANDOUT.pdf](#)
 [14b - 22-0417 - Committee - PUBLIC COMMENT 1 2022-03-10](#)
 [ABAG MTC Lege committee Item 3g.pdf](#)
 [14b - PUBLIC COMMENT - Betsy Megas.pdf](#)
 [14b - PUBLIC COMMENT - Dr Andrea Horbinski.pdf](#)
 [14b - PUBLIC COMMENT - Shannon Rose McEntee.pdf](#)

Written public comments were received from Seamless Bay Area and TransForm.

The following individuals spoke on this item:

Jason Baker, of Silicon Valley Leadership Group;

Frank Welte;

George Spies;

Ian Griffiths, of Seamless Bay Area;

Jonathon Kass, of SPUR;

Rich Hedges;

Dave Sorrell, of the Northern California Association for Commuter Transportation;

Wendi Kallins, of Sustainable Marin;

Randi Kinman;

Mike Serrone;

Adina Levin, of Seamless Bay Area; and

Denis Mulligan, General Manager and CEO of the Golden Gate Bridge, Highway and Transportation District.

Upon the motion by Committee Member Spering and second by Committee Member Dutra-Vernaci, a support if amended position on SB 917 (Becker) was adopted to be forwarded to the Commission for approval. The motion carried unanimously by the following vote:

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

Absent: 4 - Committee Member Hudson, Committee Member Pedroza, Committee Member Mar and Committee Member Fleming

4. Federal Legislation

4a. [22-0422](#) Bipartisan Infrastructure Law Regional Grant Strategy

Proposed Bay Area project priorities for select federal grant programs.

Action: Support / MTC Commission Approval

Presenter: Georgia Gann Dohrmann

Attachments: [14c - 22-0422 - Bipartisan Infrastructure Law Update to Commission.pdf](#)
[14c - HANDOUT - Updated BIL Regional Grant Strategy List.pdf](#)
[14c - HANDOUT - Updated BIL Regional Grant Strategy List Accessible Draft.pdf](#)
[14c - 22-0422 - Committee - Bipartisan Infrastructure Law Regional Grant Strategy.pdf](#)
[14c - 22-0422 - Committee - HANDOUT BIL Map Project-List Grants.pdf](#)
[14c - 22-0422 - Committee - HANDOUT PowerPoint BIL Grant Strategy Presentaion.pdf](#)
[14c - 22-0422 - Committee - PUBLIC COMMENT Bipartisan Infrastructure Law Regional Grant Strategy.pdf](#)
[14c - PUBLIC COMMENT - Congresswoman Jackie Speier.pdf](#)
[14c - PUBLIC COMMENT - Congressman Eric Swalwell.pdf](#)
[14c - PUBLIC COMMENT - Alameda County Supervisor Nathan Miley.pdf](#)
[14c - PUBLIC COMMENT - SAMCEDA.pdf](#)
[14c - PUBLIC COMMENT - Innovation TriValley Leadership Group.pdf](#)
[14c - PUBLIC COMMENT - CCAG.pdf](#)
[14c - PUBLIC COMMENT - Building Industry Association.pdf](#)
[14c - PUBLIC COMMENT - City of Mountain View.pdf](#)
[14c - PUBLIC COMMENT - East Bay Economic Development Alliance.pdf](#)
[14c - PUBLIC COMMENT - East Bay Leadership Council.pdf](#)
[14c - PUBLIC COMMENT - Tim Sbranti.pdf](#)
[14c - PUBLIC COMMENT - San Mateo County Transp Authority.pdf](#)

Written public comments were received from:
 Innovation Tri-Valley Leadership Group; and
 Commissioner Gina Papan and Commissioner David Canepa

The following individuals spoke on this item:
 Jason Baker, of Silicon Valley Leadership Group;
 Paul Krupka, of Krupka Consulting;
 Monique Webster, of SFMTA;
 Jessica Manzi, of the City of Redwood City and San Mateo County;
 Adina Levin, of Seamless Bay Area;

Ricardo Ortiz;
Emily Loper, of the Bay Area Council; and
Rich Hedges.

Upon the motion by Committee Member Dutra-Vernaci and second by Vice Chair Liccardo, a support position on the Bipartisan Infrastructure Law Regional Grant Strategy was adopted to be forwarded to the Commission for approval. The motion carried unanimously by the following vote:

- Aye:** 12 - Vice Chair Liccardo, Chair Arreguin, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Spering, Committee Member Ahn, Committee Member Mitchoff, Committee Member Ramos, Committee Member Canepa, Committee Member Dutra-Vernaci and Committee Member Rabbitt
- Absent:** 5 - Committee Member Hudson, Committee Member Pedroza, Committee Member Mar, Committee Member Schaaf and Committee Member Fleming

4b. [22-0423](#) 2022 Washington D.C. Advocacy Trip

Recommendation to proceed with an MTC and ABAG's 2022 Washington D.C. advocacy trip in June 2022.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [4b_2022_Washington_D.C._Advocacy_Trip.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Joint MTC ABAG Legislation Committee will be Friday, April 8, 2022 at 9:40 a.m. remotely and by webcast as appropriate. 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>	Amended 7/16/2021	Senate 2 year	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 existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the production and use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Current law specifies the types of projects eligible to receive funding under the program. This bill would specify projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the program.		
<u>AB 162</u> Committee on Budget	Amended 2/16/2022	Senate Budget and Fiscal Review	Budget Act of 2022. Would express the intent of the Legislature to enact statutory changes relating to the Budget Act of 2022.		
<u>AB 168</u> Committee on Budget	Amended 3/11/2022	Senate Budget and Fiscal Review	California Environmental Quality Act: public higher education: campus population. Current law makes the selection of a location for a particular campus of public higher education and the approval of a long-range development plan subject to CEQA, requires preparation of an EIR, and requires environmental effects relating to changes in enrollment levels to be considered for each campus or medical center of public higher education in the EIR prepared for the long-range development plan. Current law makes the approval of a project on a particular campus or medical center of public higher education subject to CEQA and authorizes it to be addressed in a tiered environmental analysis based upon a long-range development plan EIR. This bill would delete the provision requiring the environmental effects relating to changes in enrollment levels be considered in the EIR prepared for the long-range development plan. The bill would provide that enrollment or changes in enrollment, by themselves, do not constitute a project for purposes of CEQA.		

AB 267 Valladares	Amended 6/2/2021	Senate 2 year	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 and the requirement on the department to report to the relevant policy committees of the Legislature to January 1, 2026.		
AB 363 Medina	Amended 7/5/2021	Senate 2 year	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	Amended 7/1/2021	Senate 2 year	Shared mobility devices: insurance and tracking. Current law defines shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. Current law requires a city or county that authorizes a shared mobility device provider to operate within its jurisdiction to adopt operation, parking, and maintenance rules, as provided, regarding the use of the shared mobility devices in its jurisdiction before the provider may offer shared mobility devices for rent or use. This bill would require a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille, as specified, to identify the device for the purpose of reporting illegal or negligent activity.		
AB 411 Irwin	Amended 1/24/2022	Senate Rules	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 5/20/2021	Senate 2 year	San Francisco-Oakland Bay Bridge: transit-only traffic lanes. Under current law, the San Francisco-Oakland Bay Bridge is part of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles, and may authorize or permit the exclusive or preferential use of designated lanes on existing highways that are part of the state highway system. This bill would authorize the authority, in consultation with the department, to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge.	Support and Seek Amendment	

AB 482 Ward	Amended 3/17/2021	Senate 2 year	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. Current law, until January 1, 2022, authorizes a housing authority located in the City of San Diego, the County of San Bernardino, or the County of Santa Clara to implement a pilot program to develop and finance a middle-income housing project, as defined, if the project receives gap financing, as defined. Current law requires any gap financing to be approved by the housing authority's legislative body, as provided. Current law requires the housing authority to provide a report to the Legislature, as specified, on and before January 1, 2020, and on or before January 1, 2022. This bill would extend the authority of a housing authority located in the City of San Diego, the County of San Bernardino, or the County of Santa Clara to implement the above-described pilot program from January 1, 2022, to January 1, 2026.		
AB 500 Ward	Amended 8/31/2021	Senate 2 year	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 8/26/2021	Senate 2 year	Help Homeowners Add New Housing Program: accessory dwelling unit financing. Current law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units in areas zoned to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions. This bill would require the Treasurer's office, by April 1, 2022, to provide a report to the Legislature regarding the creation of the Help Homeowners Add New Housing Program with the purpose of assisting homeowners, as defined, in qualifying for loans to construct additional housing units on their property, including accessory dwelling units and junior accessory dwelling units. The bill would, with regard to the development of recommendations for the program, require the Treasurer to consult with the California Housing Financing Agency and the Department of Housing and Community Development, and would also authorize the Treasurer to consult with various other entities, including federal mortgage agencies, private lenders, community development financial institutions, community-based organizations, and local housing trust funds.		
AB 585 Rivas, Luz	Amended 7/13/2021	Senate 2 year	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 Rules	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	Amended 1/13/2022	Senate Rules	Planning and zoning: density bonuses: cohousing buildings. Current law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct, among other options, specified percentages of units for moderate-income, lower income, or very low income households and meets other requirements. This bill would additionally require that a density bonus be provided under these provisions to a developer who agrees to construct a housing development that is a cohousing building, as defined, that meets specified requirements and will contain either 10% of the total square footage for lower income households, as defined, or 5% of the total square footage for very low income households, as defined.		

AB 713 Garcia, Cristina	Amended 5/24/2021	Senate 2 year	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 2 year	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 2 year	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 6/29/2021	Senate 2 year	Building standards: electric vehicle charging infrastructure. Would require the Department of Housing and Community Development to, when considering proposed building standards for future electric vehicle charging infrastructure in existing multifamily dwellings, consider whether electric vehicle charging standards shall only apply to multifamily dwellings or during the time of construction activity requiring a building or electrical permit in order to minimize the cost of installing infrastructure, and whether to require up to 20% of parking spaces in existing multifamily dwellings to support future installation of electric vehicle charging infrastructure. The bill would require the commission, by July 1, 2024, or the publication of the next interim California Building Code, whichever comes first, to research, develop, and propose building standards regarding the installation of future electric vehicle charging infrastructure for parking spaces for existing nonresidential development, as specified.		
AB 983 Garcia, Eduardo	Amended 6/15/2021	Senate 2 year	Public contracts: construction projects: community workforce agreements: battery manufacturing and lithium-based technology. Current law requires the California Workforce Development Board to report to the Legislature on the need for workforce development resources, including the use of community workforce agreements, among other things, to help industry, workers, and communities transition to economic and labor-market changes related to statewide greenhouse gas emissions reduction goals. This bill would authorize a public entity to use, enter into, or require contractors to enter into, a community workforce agreement, as defined, for construction projects related to battery manufacturing and lithium-based technology in the Salton Sea geothermal resource area.		
AB 984 Rivas, Luz	Amended 9/3/2021	Assembly 2 year	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 existing 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.		

AB 989 Gabriel	Amended 8/18/2021	Senate 2 year	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 1288 Quirk-Silva	Amended 1/24/2022	Senate Rules	Taxation: income: insurance: tax credits: low-income housing. Current law provides for an additional allocation of \$500,000,000 in low-income housing tax credits for the 2020 calendar year and up to \$500,000,000 for the 2021 calendar year and thereafter. Current law provides that the additional amount for the 2021 calendar year and thereafter is available only if the Budget Act or related legislation specifies an amount available for allocation. Current law authorizes CTCAC to allocate up to \$200,000,000 of this amount for housing financed by the California Housing Finance Agency (CalHFA) under its Mixed-Income Program. Current law specifies that eligible projects for the additional \$500,000,000 in low-income housing credits, as described above, include any new building, as defined in specified federal law. Current law requires, for allocations for the 2021 calendar year and thereafter, that CTCAC and the California Debt Limit Allocation Committee (CDLAC) develop and prescribe regulations, rules, or guidelines necessary to implement a new allocation methodology that is aimed at increasing production and containing costs, as provided. This bill would, instead, provide that the above-described allocation of an additional \$500,000,000 in low-income housing tax credits applies only with respect to the 2020 and 2021 calendar years. For the 2022 calendar year and thereafter, the bill would provide for an allocation of up to \$500,000,000 if the annual Budget Act or related legislation specifies an amount for allocation.		

AB 1322 Rivas, Robert	Amended 9/2/2021	Senate 2 year	California Global Warming Solutions Act of 2006: scoping plan: sustainable aviation fuels. Would require the State Air Resources Board, as part of the next scoping plan update, to develop a plan, consistent with federal law, to use sustainable aviation fuels to reduce greenhouse gas emissions from aircrafts in the state by 40% below 1990 levels by 2030 and to achieve net-zero greenhouse gas emissions by 2045. The bill would require, no later than January 1, 2023, the state board to undertake certain actions in developing the plan, including, among others, consulting with designated state agencies and, if feasible, commercial airports, commercial and business airlines that operate in the state, aircraft manufacturers, sustainable aviation fuels producers and developers, and infrastructure providers to develop the plan.		
AB 1329 Nazarian	Amended 6/30/2021	Senate 2 year	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 2 year	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	Amended 8/26/2021	Senate 2 year	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. Existing law requires, to address the vulnerabilities identified in the plan, state agencies to maximize specified objectives. This bill would instead require the agency to release the draft plan by January 1, 2024, and every 3 years thereafter, and to update the plan by July 1, 2024, and every 3 years thereafter.		

AB 1395 Muratsuchi	Amended 9/3/2021	Senate 2 year	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 2 year	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	Amended 1/3/2022	Senate Rules	Planning and zoning: regional housing need allocation: climate change impacts. Would, commencing January 1, 2025, require that a council of governments, a delegate subregion, or the Department of Housing and Community Development, as applicable, additionally consider among these factors emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change.		

AB 1551 Santiago	Amended 1/13/2022	Senate Rules	Planning and zoning: development bonuses: mixed-use projects. The Density Bonus Law requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Previously existing law, until January 1, 2022, required a city, county, or city and county to grant a commercial developer a development bonus, as specified, when an applicant for approval of a commercial development had entered into an agreement for partnered housing with an affordable housing developer to contribute affordable housing through a joint project or 2 separate projects encompassing affordable housing. This bill would reenact the above-described provisions regarding the granting of development bonuses to certain projects. The bill would require a city or county to annually submit to the Department of Housing and Community Development information describing an approved commercial development bonus. The bill would repeal these provisions on January 1, 2028.		
AB 1602 McCarty	Introduced 1/3/2022	Assembly Appropriations Suspense File	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 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 Print	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 3/23/2022	Assembly Appropriations	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.		
AB 1644 Flora	Amended 3/30/2022	Assembly Labor and Employment	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 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.		

AB 1654 Rivas, Robert	Amended 3/24/2022	Assembly Housing and Community Development	Low-income housing: insurance tax: income tax: credits: farmworker housing. Would require the Department of Housing and Community Development 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 update and revise the comprehensive strategy every 5 years. This bill contains other related provisions.		
AB 1680 Lee	Amended 3/24/2022	Assembly Public Safety	Transportation: prohibition orders. Current law authorizes the Sacramento Regional Transit District, the Los Angeles County Metropolitan Transportation Authority, the Fresno Area Express, and the San Francisco Bay Area Rapid Transit District (BART) to issue a prohibition order to any person who is cited 3 times within a period of 90 days for specified infractions committed in or on a vehicle, bus stop, or train or light rail station of a transit district or a property, facility, or vehicle upon which BART owes policing responsibilities, or to any person who is arrested or convicted for a misdemeanor or felony committed in or on a vehicle, bus stop, or light rail station of the transit district for acts involving violence, threats of violence, lewd or lascivious behavior, or possession for sale or sale of a controlled substance. Current law makes those prohibition orders subject to an automatic stay and prohibits a prohibition order from taking effect until the latest of 11 calendar days after delivery of the prohibition order, 11 calendar days after delivery of the results of a timely requested initial review of the prohibition order, or the date a hearing officer's decision is delivered if an administrative hearing was timely requested, as specified. This bill would instead prohibit a prohibition order from taking effect until the latest of 12, rather than 11, calendar days after delivery of the prohibition order, 12, rather than 11, calendar days after delivery of the results of a timely requested initial review of the prohibition order, or the date a hearing officer's decision is delivered if an administrative hearing was timely requested.		

AB 1695 Santiago	Amended 3/17/2022	Assembly Housing and Community Development	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 housing loan and grant program shall state that adaptive reuse of a property for affordable housing purposes is an eligible activity. The bill would define "adaptive reuse" to mean the repurposing and rehabilitation of an existing building for use as permanent or long-term residences.		
AB 1713 Boerner Horvath	Amended 3/21/2022	Assembly Appropriations	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 1738 Boerner Horvath	Introduced 1/31/2022	Assembly Education	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. Existing 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 recast these provisions to instead require mandatory building standards for the installation of electric vehicle charging stations with Level 2 or direct current fast charger electric vehicle supply equipment, as defined, to be proposed by the Department of Housing and Community Development for the installation in existing multifamily dwellings, hotels, and motels, by the Division of the State Architect for the installation in existing school buildings, and by the commission for the installation in existing nonresidential buildings, as specified.		
AB 1748 Seyarto	Introduced 2/1/2022	Assembly Local Government	Exempt surplus land: regional housing need. Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines "surplus land" for these purposes to mean land owned in fee simple by any local agency for which the local agency's governing body takes formal action declaring that the land is surplus and is not necessary for the agency's use. Current law provides that an agency is not required to follow the requirements for disposal of surplus land for "exempt surplus land," except as provided. Current law categorizes as "exempt surplus land," surplus land that a local agency is transferring to another local, state, or federal agency for the agency's use. This bill would add to the definition of "exempt surplus land," surplus land that is zoned for a density of up to 30 residential units and is owned by a city or county that demonstrates adequate progress in meeting its share of regional housing need in its annual report, as specified, has constructed an adequate number of housing units to meet its share of regional housing need in the immediately preceding or current housing element cycle, as specified, or is designated as prohousing by the department.		

AB 1771 Ward	Amended 3/22/2022	Assembly Revenue and Taxation	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 3/24/2022	Assembly Transportation	State transportation funding: freeway projects: poverty and pollution: Department of Transportation. Current law authorizes the Department of Transportation to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. Current law requires the department to prepare and submit to the Governor a proposed budget, as provided. This bill would require the department to consult the California Healthy Places Index, as defined, as a condition of using state funds or personnel time to fund or permit freeway projects, as provided. The bill would require the department to analyze housing and environmental variables through the index, as provided, and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 50th percentile on the housing and environmental variables analyzed through the index, as provided.		
AB 1795 Fong	Introduced 2/7/2022	Assembly Governmental Organization	Open meetings: remote participation. The Bagley-Keene Open Meeting Act, requires state bodies to allow all persons to attend meetings and provide an opportunity for the public to address the state body regarding any item included in its agenda, except as specified. This bill would require state bodies, subject to existing exceptions, to provide all persons the ability to participate both in-person and remotely, as defined, in any meeting and to address the body remotely.		

AB 1814 Grayson	Amended 3/28/2022	Assembly U. & E.	Transportation electrification: community choice aggregators. The California Constitution and the Public Utilities Act vest the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations. Current law requires the PUC, in consultation with the State Energy Resources Conservation and Development Commission and the State Air Resources Board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, achieve the goals set forth in the Charge Ahead California Initiative, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. Current law requires that those programs proposed by electrical corporations seek to minimize overall costs and maximize overall benefits. The bill would prohibit the programs and investments proposed by community choice aggregators from deploying infrastructure in front of a meter.		
AB 1830 Seyarto	Introduced 2/7/2022	Assembly Housing and Community Development	Department of Housing and Community Development: annual report: Homeless Housing, Assistance, and Prevention program. Current law establishes the Homeless Housing, Assistance, and Prevention (HHAP) program for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. Under current law, grants under the HHAP program are allocated in 4 rounds of funding, administered by the Homeless Coordinating and Financing Council, as provided. Current law requires the Department of Housing and Community Development to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. Current law requires that the report include, among other things, the number of units assisted by those programs and the number of individuals and households served and their income level. This bill would additionally require that this report include an assessment of the HHAP program.		

AB 1850 Ward	Amended 3/29/2022	Assembly Housing and Community Development	Public housing: unrestricted multifamily housing. Current law provides for the establishment of various special districts that may support and finance housing development, including affordable housing special beneficiary districts that are authorized to promote affordable housing development with certain property tax revenues that a city or county would otherwise be entitled to receive. This bill would prohibit a city, county, city and county, joint powers authority, or any other political subdivision of a state or local government from acquiring unrestricted multifamily housing, as defined, unless each unit in the development meets specified criteria, including that the initial rent for the first 12 months postconversion is at least 10% less than the average monthly rent charged for the unit over the 12-month period prior to conversion and at least 20% less than the small area fair market rent.		
AB 1873 Boerner Horvath	Introduced 2/8/2022	Assembly Revenue and Taxation	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	Amended 3/21/2022	Assembly Appropriations	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.		

AB 1911 Gabriel	Amended 3/7/2022	Assembly Revenue and Taxation	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 or mobilehome park to a qualified developer, that has received a credit reservation from the California Tax Credit Allocation Committee, in specified amounts. The bill would define a qualified developer for purposes of this bill, in part, as a specified entity that commits, under penalty of perjury, to employing a tax credit reservation allowed by the bill in the acquisition of a qualified development.		
AB 1919 Holden	Amended 3/7/2022	Assembly Appropriations	Youth Transit Pass Pilot Program: free youth transit passes: eligibility for state funding. Current law establishes the State Transit Assistance Program for the purpose of providing a source of state funding to eligible public transportation operators and other transportation agencies in order to support their local and regional transit operating and capital needs. Current law establishes the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Existing law conditions transit funding from certain programs on achieving specified ratios of fare revenues to operating costs. This bill would require transit agencies to offer free youth transit passes to all persons 25 years of age and under with California residency, regardless of immigration status, in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. These free youth transit passes would count as full-price fares for purposes of calculating the ratio of fare revenues to operating costs.		
AB 1935 Grayson	Amended 3/10/2022	Assembly Natural Resources	California Environmental Quality Act: redevelopment: Concord Naval Weapons Station. Would authorize the Governor to certify 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, for certain streamlining benefits that would be provided by the bill if the project meets certain requirements. The bill would require the lead agency to conduct the environmental review of the certified project, as specified, including 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	Amended 3/7/2022	Assembly Appropriations	Transit and Intercity Rail Recovery Task Force. Current law provides for the funding of public transit and intercity rail, including under the Transportation Development Act. This bill would require the Secretary of Transportation, on or before July 1, 2023, to establish and convene the Transit and Intercity Rail Recovery Task Force to include representatives from the department and various local agencies, academic institutions, and nongovernmental organizations. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit and intercity rail ridership and improve transit and intercity rail operations for users of those services.		
AB 1944 Lee	Introduced 2/10/2022	Assembly Local Government	Local government: open and public meetings. Current law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would specify that if a member of a legislative body elects to teleconference from a location that is not public, the address does not need to be identified in the notice and agenda or be accessible to the public when the legislative body has elected to allow members to participate via teleconferencing.	Support and Seek Amendments	Support and Seek Amendments
AB 1945 Aguiar-Curry	Introduced 2/10/2022	Assembly Appropriations	Affordable Disaster Housing Revolving Development and Acquisition Program. Would require the Department of Housing and Community Development to establish and administer the Affordable Disaster Housing Revolving Development and Acquisition Program to fund the predevelopment expenses, acquisition, construction, reconstruction, and rehabilitation of property to develop or preserve affordable housing in the state's declared disaster areas that have experienced damage and loss of homes occupied by or affecting lower income households. The bill would require the department to establish an application process for community development financial institutions, as defined, to apply for emergency short-term or temporary loans under the program.		
AB 1952 Gallagher	Introduced 2/10/2022	Assembly Housing and Community Development	Infill Infrastructure Grant Program of 2019. Would exempt from the requirements of CEQA a project financed pursuant to the Infill Infrastructure Grant Program of 2019, and would make all legal actions, proceedings, and decisions undertaken or made pursuant to the program exempt from CEQA. The bill would also make nonsubstantive changes to the program by renumbering a code section and updating erroneous cross-references.		

AB 1961 Gabriel	Amended 3/10/2022	Assembly Housing and Community Development	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 also require the department to integrate information with the other state entities and departments within the Business, Consumer Services, and Housing Agency, as well as local councils of governments and metropolitan planning organizations.		
AB 1967 Daly	Amended 3/24/2022	Assembly Housing and Community Development	Housing Accountability Act: transitional and supportive housing. The Housing Accountability Act prohibits a local agency from disapproving, or from conditioning approval in a manner that renders infeasible, a housing development project for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes written findings, based on the preponderance of the evidence, that one or more specified conditions exist. The act defines the term “housing development project” for these purposes to mean a use consisting of, among other things, transitional housing or supportive housing. This bill would authorize a local agency to require a conditional use permit for transitional or supportive housing that would have 7 or more residents. This bill would also authorize a local agency to require a distance of ____ feet between two or more housing development projects for transitional or supportive housing, or between housing development projects for transitional or supportive housing and a residential care facility or sober living home.		

AB 1975 Nazarian	Amended 3/24/2022	Assembly Transportation	Transportation: bus shelter and street furniture siting: Road Maintenance and Rehabilitation Program: Local Streets and Roads Program. The Planning and Zoning Law sets forth various ministerial approval procedures for housing developments, including for multifamily housing developments satisfying specified objective planning standards, as specified. This bill would require a local agency, as defined, that receives an application to site a bus shelter or other street furniture for the use of transit riders to review and approve or disapprove, as specified, the application ministerially, without discretionary review or a hearing. The bill would require every local agency to adopt an ordinance that governs the planning and siting of bus shelters or street furniture and that provides a ministerial, nondiscretionary approval process that complies with the bill's requirements. The bill would require a local agency to apply the bill's requirements regardless of whether it adopts an ordinance compliant with the bill.		
AB 2011 Quirk-Silva	Amended 3/24/2022	Assembly Housing and Community Development	Multifamily Housing Program: housing for people experiencing homelessness: recreational vehicle parking programs. Current law establishes the Multifamily Housing Program, which is administered by the Department of Housing and Community Development. Current law requires that funds appropriated in the 2020 Budget Act or an act related to the 2020 Budget Act to provide housing for individuals and families who are experiencing homelessness or who are at risk of homelessness and who are impacted by the COVID-19 pandemic be disbursed in accordance with the Multifamily Housing Program for specified uses. This bill would expand the eligible use of those above-described funds to include costs relating to recreational vehicle parking programs.		
AB 2049 Villapudua	Introduced 2/14/2022	Assembly Housing and Community Development	Housing: EO N-06-19 State Land Affordable Housing Infrastructure, Demolition, Abatement, and Remediation Fund: grant program. Current law establishes the Department of General Services in the Government Operations Agency. By executive order, the Governor requires the department to create a digitized inventory of all state-owned parcels that are in excess of state agencies' foreseeable needs, as provided, and to issue, in consultation with the Department of Housing and Community Development, requests for proposals on individual parcels and accept proposals from developers of affordable housing interested in entering into low-cost, long-term ground leases of these parcels, as described. This bill would establish the EO N-06-19 State Land Affordable Housing Infrastructure, Demolition, Abatement, and Remediation Fund and would make moneys in the fund available, upon appropriation by the Legislature, to an unspecified state agency for purposes of establishing and administering a grant program, as specified.		

AB 2053 Lee	Introduced 2/14/2022	Assembly Housing and Community Development	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.		
AB 2061 Ting	Amended 3/21/2022	Assembly U. & E.	Transportation electrification: electric vehicle charging infrastructure. Current law requires the Energy Commission, in consultation with the State Air Resources Board, as part of the development of the investment plan, to assess whether charging station infrastructure is disproportionately deployed, as specified, and, upon finding disproportionate deployment, to use moneys from the Alternative and Renewable Fuel and Vehicle Technology Fund, as well as other mechanisms, including incentives, to more proportionately deploy new charging station infrastructure, except as specified. Beginning July 1, 2023, this bill would require an entity that receives an incentive funded by a state agency or through a charge on ratepayers to install, own, or operate a charging station, in whole or in part, to report charging station uptime, as defined. The bill would require the Energy Commission, in consultation with the PUC, to develop a formula to calculate uptime to provide consistent, standardized reporting of information.		

AB 2063 Berman	Amended 3/29/2022	Assembly Local Government	Density bonuses: affordable housing impact fees. Current law requires the amount of a density bonus and the number of incentives or concessions a qualifying developer receives to be pursuant to a certain formula based on the total number of units in the housing development, as specified. Current law prohibits affordable housing impact fees, including inclusionary zoning fees and in-lieu fees, from being imposed on a housing development's affordable units. This bill would prohibit affordable housing impact fees, including inclusionary zoning fees, in-lieu fees, and public benefit fees, from being imposed on a housing development's density bonus units, unless the city, county, or city and county has adopted a local density bonus ordinance or established a local housing program on or before January 1, 2022, that allows for a density bonus of at least 50% for any for-sale or rental housing development containing restricted affordable units that dedicates a specified percentage of units for extremely low, very low, low-, or moderate-income households.		
AB 2074 Gipson	Introduced 2/14/2022	Assembly Appropriations	Air Quality Improvement Program: micromobility devices. Current law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the production and use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Current law specifies the types of projects eligible to receive funding under the program. This bill would specify projects providing incentives for purchasing micromobility devices, as defined, as projects eligible for funding under the program.		
AB 2075 Ting	Introduced 2/14/2022	Assembly U. & E.	Energy: electric vehicle charging standards. Current law requires the State Energy Resources Conservation and Development Commission to prescribe, by regulation, among other things, lighting, insulation, climate control system, and other building design and construction standards, energy and water conservation design standards, and appliance efficiency standards to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy and to manage energy loads to help maintain electrical grid reliability, as specified. This bill would require the commission to additionally adopt, by regulation, electric vehicle charging standards to be incorporated into other building design and construction standards, as specified.		

AB 2094 Rivas, Robert	Introduced 2/14/2022	Assembly Local Government	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.		
AB 2097 Friedman	Introduced 2/14/2022	Assembly Local Government	Residential and commercial development: remodeling, renovations, and additions: parking requirements. The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a land use element and a conservation element. This bill would prohibit a public agency from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile of public transit, as defined. When a project provides parking voluntarily, the bill would authorize a public agency to impose specified requirements on the voluntary parking. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a new multifamily or nonresidential development to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities.		

AB 2120 Ward	Amended 3/21/2022	Assembly Appropriations	Transportation finance: federal funding: bridges. Under current law, the purpose of the Bridge Reconstruction and Replacement Act is to implement the federal Special Bridge Replacement Program in California. The act authorizes boards of supervisors, city councils, and the Department of Transportation to do all things necessary and proper to secure federal aid under that federal program. The act authorizes the department to allocate to counties and cities federal funds received for approved bridge reconstruction or replacement projects in accordance with procedures promulgated by the Director of Transportation, as specified. Current law requires the California Transportation Commission, in allocating funds, and the department, in expending funds, for bridge replacement projects, to follow federal design standards, except as specified. This bill would instead provide that the purpose of the act is to implement the federal Highway Infrastructure Program. The bill would authorize the above-described entities to do all things necessary and proper to secure federal funds instead under the federal Highway Infrastructure Program.	Support	
AB 2186 Grayson	Amended 3/23/2022	Assembly Local Government	Housing Cost Reduction Incentive Program. Would establish the Housing Cost Reduction Incentive Program, to be administered by the Department of Housing and Community Development, for the purpose of reimbursing cities, counties, and cities and counties for development impact fee reductions provided to qualified housing developments, as defined, and for the reasonable interest costs associated with impact fee deferrals. Upon appropriation, the bill would require the department to provide grants to applicants in an amount equal to 50% of the amount of development impact fee reduced for a qualified housing development and grants to applicants in an amount equal to the accrued interest on a deferred development impact fee, as provided. This bill would require the department to administer these grants by issuing a Notice of Funding Availability before December 31 of the year that the program receives funding, as specified, and accepting grant applications after the subsequent year. The bill would require an applicant that receives a grant under the program to use those funds solely for those purposes for which the development impact fee that was reduced or deferred would have been used. The bill would require the department to adopt guidelines to implement the program and exempt those guidelines from the rulemaking provisions of the Administrative Procedure Act.		
AB 2197 Mullin	Introduced 2/15/2022	Assembly Transportation	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	Introduced 2/15/2022	Assembly Transportation	Employee parking. Current law requires, in any air basin designated as nonattainment for certain air quality standards, an employer of 50 persons or more that provides a parking subsidy to employees, to also offer a parking cash-out program, as provided. This bill would require a lessor that enters into or renews a lease with an employer subject to the requirement above, on or after January 1, 2023, to list the amount of parking costs as a separate line item in the lease or provide a list of parking costs to the lessee within 30 days after the lease is entered into or renewed.		
AB 2211 Ting	Introduced 2/15/2022	Assembly Housing and Community Development	Shelter crisis: homeless shelters. Current law, among other things, exempts from the California Environmental Quality Act specified actions by a state agency or a city, county, or city and county relating to land owned by a local government to be used for, or to provide financial assistance to, a homeless shelter constructed pursuant to these provisions, and provides that homeless shelters constructed or allowed pursuant to these shelter crisis declarations are not subject to specified laws, including the Special Occupancy Parks Act. Current law defines a "homeless shelter" as a facility with overnight sleeping accommodations, the primary purpose of which is to provide temporary shelter for the homeless that is not in existence after the declared shelter crisis. Current law provides that a temporary homeless shelter community may include supportive and self-sufficiency development services and that a homeless shelter includes a parking lot owned or leased by a city, county, or city and county specifically identified as one allowed for safe parking by homeless and unstably housed individuals. Current law repeals these provisions as of January 1, 2026. This bill would remove the repeal date from these provisions. This bill would provide that a city, county, or city and county is in a shelter crisis if the number of unsheltered homeless persons that comprises the total homeless population within the jurisdiction of the city, county, or city and county is greater, as a percentage, than the combined average of the 49 states in the United States not including California, as determined by the Department of Housing and Community Development, as specified.		
AB 2218 Quirk-Silva	Amended 3/9/2022	Assembly Rules	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	Amended 3/29/2022	Assembly Local Government	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 permitting agency to act on the application to create an accessory dwelling unit or a junior accessory dwelling unit within specified timeframes. This bill would provide that the requirement for an agency to act on an application means either to return in writing a full set of comments to the applicant with a comprehensive request for revisions or to return the approved permit application. The bill would define “permitting agency” for its purposes.		
AB 2233 Quirk-Silva	Amended 3/29/2022	Assembly Housing and Community Development	Excess state land: development of affordable housing. Current law establishes the Department of General Services (DGS) in the Government Operations Agency for purposes of, among other things, planning, acquiring, constructing, and maintaining state buildings and property. Under current law, by executive order, the DGS was required to, among other things, create a digitized inventory of all excess state land, create screening tools for prioritizing affordable housing development on excess state land, and issue requests for proposals for and select affordable housing developments on excess state land, as described. This bill would require the DGS to develop, no later than September 1, 2023, a set of criteria to consistently evaluate state-owned parcels for suitability as affordable housing sites. The bill would also require, on or before July 1, 2024, and every 4 years thereafter, the DGS to, among other things, conduct a review of all state-owned property and identify state-owned parcels that are potentially viable for affordable housing based on those criteria.		

AB 2237 Friedman	Amended 3/22/2022	Assembly Natural Resources	Transportation planning: regional transportation improvement plan: sustainable communities strategies: climate goals. Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization. Current law requires the Strategic Growth Council, by January 31, 2022, to submit a report to the relevant policy and fiscal committees of the Legislature that includes, among other things, an overview of those sustainable communities strategies, an assessment of how implementation of those sustainable communities strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs, including the Affordable Housing and Sustainable Communities Program. This bill would require the council, in consultation with the State Air Resources Board, the Department of Housing and Community Development, and the Transportation Agency, to convene a task force to review the roles and responsibilities of metropolitan planning organizations and to define "sustainable community."		
AB 2244 Wicks	Amended 3/24/2022	Assembly Housing and Community Development	Religious institution affiliated housing: colocated 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	Amended 3/17/2022	Assembly Appropriations	Pedestrian crossing signals. Current law defines a traffic-actuated signal as an official traffic signal, as specified, that displays one or more of its indications in response to traffic detected by mechanical, visual, electrical, or other means. Upon the first placement or replacement of a traffic-actuated signal, as specified, current law requires the traffic-actuated signal to be installed and maintained to detect bicycle or motorcycle traffic on the roadway. This bill would require a traffic-actuated signal to be installed and maintained to have a leading pedestrian interval, upon the first placement or replacement of a traffic-actuated signal. The bill would also require an existing traffic-actuated signal capable of being implemented with remote installation or in-person programming to be programmed with a leading pedestrian interval when maintenance work is done on the intersection in which the traffic-actuated signal is located, if the signal is in a residence, business, or business activity district, a safety corridor, or an area with a high concentration of pedestrians and cyclists, as specified.		
AB 2295 Bloom	Amended 3/29/2022	Assembly Housing and Community Development	Local educational agencies: housing development projects. Would, notwithstanding any inconsistent provision of a city's or county's general plan, specific plan, zoning ordinance, or regulation, require that a qualified housing development on land owned by a local educational agency be an authorized use if the housing development complies with certain conditions. Among these conditions, the bill would require the housing development to consist of at least 10 units, be subject to a recorded deed restriction for at least 55 years requiring that at least 49% 30% of the units have an affordable rent for lower income households, as those terms are defined, at least 20% of the units be occupied by teachers and employees of a local educational agency at rents that do not exceed 120% of the area median income, and 100% of the units be rented by teachers and employees of the local educational agency, except as specified. This bill would authorize a city or county to impose objective zoning standards, objective subdivision standards, and objective design review standards, as defined, that do not conflict with these provisions unless those standards would have the effect of physically precluding the construction of a qualified development project of less than or equal to 3 stories and 30 feet in height. This bill would deem a qualified housing development consistent, compliant, and in conformity with local development standards, zoning codes or maps, and the general plan.		

AB 2305 Grayson	Introduced 2/16/2022	Assembly Housing and Community Development	Housing Finance: Coordinated Housing Finance Committee. Would establish the Coordinated Affordable Housing Finance Committee and would require that the committee be comprised of representatives from the Department of Housing and Community Development, the California Housing Finance Agency, the California Tax Credit Allocation Committee, the Treasurer, and the Controller. This bill would require the committee to allocate state-controlled resources for the finance of affordable rental housing, as defined, through a single process and competition. This bill would require the committee to develop an application, threshold requirements, a rating and ranking system, as specified, for applicants seeking these resources. This bill would authorize the committee to adopt, amend, or repeal rules and regulations for the allocation of state-controlled resources for the finance of affordable rental housing that take effect immediately upon adoption. This bill would provide that the adoption, amendment, or repeal of these rules and regulations is not subject to the rulemaking provisions of the Administrative Procedure Act but would require the committee to follow specified procedures pursuant to the adoption of the rules and regulations.		
AB 2319 Bonta, Mia	Introduced 2/16/2022	Assembly Local Government	Surplus land: former military base land. Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines "surplus land" for these purposes to mean land owned in fee simple by any local agency for which the local agency's governing body takes formal action declaring that the land is surplus and is not necessary for the agency's use. Existing law provides that an agency is not required to follow the requirements for disposal of surplus land for "exempt surplus land" except as provided. Current law categorizes as "exempt surplus land" surplus land that a local agency is transferring to another local, state, or federal agency for the agency's use. 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. This bill contains other related provisions.		

AB 2325 Rivas, Luz	Introduced 2/16/2022	Assembly Housing and Community Development	Coordinated homelessness response. Would require the California Interagency on Homelessness, on or before September 30, 2023, to convene a funder’s workgroup to accomplish specified goals related to ending homelessness. The bill would require the workgroup to include council staff, staff working for agencies or departments represented on the council, and representatives from specified committees. The bill would require the Deputy Secretary on Homelessness to oversee the work of the funder’s workgroup and to report on at least a quarterly basis to the council on progress made on specified goals. The bill would also require the council, as part of its goals, to develop and implement a statewide strategic plan on homelessness that establishes measurable objectives and strategies to enhance state-level accountability, coordination, and best practices.		
AB 2334 Wicks	Amended 3/28/2022	Assembly Local Government	Density Bonus Law: affordability: incentives or concessions in low vehicle travel areas: parking standards: definitions. The Density Bonus Law requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Current law requires that an applicant agree to, and the city, county, or city and county ensure, the continued affordability of all very low and low-income rental units that qualified the applicant for a density bonus, as provided. Current law, for developments where 100% of all units are for lower income households, except as provided, requires that rent for 20% of the units be set at an affordable rent and that rent for the remaining units be at an amount consistent with the maximum rent levels for a housing development that receives an allocation of state or federal low-income housing tax credits from the California Tax Credit Allocation Committee (CTCAC). Existing law, with respect to a for-sale unit that qualified the applicant for a density bonus, also requires that the local government enforce an equity sharing agreement, as provided, unless it is in conflict with the requirements of another public funding source or law. This bill, with respect to the affordability requirements applicable to 100% lower income developments, would instead require the rent for the remaining units in the development be set at an amount consistent with the maximum rent levels for lower income households, as those rents and incomes are determined by CTCAC.		

AB 2336 Friedman	Amended 3/22/2022	Assembly P. & C.P.	Vehicles: Speed Safety System Pilot Program. Current law establishes a basic speed law that prohibits a person from driving a vehicle upon a highway at a speed greater than is reasonable or prudent given the weather, visibility, traffic, and highway conditions, and in no event at a speed that endangers the safety of persons or property. This bill would authorize, until January 1, 2028, the Cities of Los Angeles, Oakland, San Jose, and Glendale, one southern California city, and the City and County of San Francisco, to establish the Speed Safety System Pilot Program if the system meets specified requirements. The bill would require the participating cities or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized.	Support	Support
AB 2339 Bloom	Introduced 2/16/2022	Assembly Housing and Community Development	Housing element: emergency shelters: regional housing need. The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city that includes a housing element. Current law requires that the housing element identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, and make adequate provision for the existing and projected needs of all economic segments of a community. Current law also requires that the housing element include an analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels. This bill would revise the requirements of the housing element, as described above, in connection with zoning designations that allow residential use, including mixed use, where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit. The bill would prohibit a city or county from establishing overlay districts to comply with these provisions.		

<u>AB 2357</u> <u>Ting</u>	Amended 4/5/2022	Assembly Local Government	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.		
<u>AB 2387</u> <u>Garcia,</u> <u>Eduardo</u>	Amended 3/21/2022	Assembly Natural Resources	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.		
<u>AB 2438</u> <u>Friedman</u>	Amended 3/21/2022	Assembly Appropriations	Transportation funding: alignment with state plans and greenhouse gas emissions reduction standards. Current law provides for the funding of projects on the state highway system and other transportation improvements, including under the state transportation improvement program, the state highway operation and protection program, the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the program within the Road Maintenance and Rehabilitation Program commonly known as the Local Partnership Program. This bill would require the agencies that administer those programs to revise the guidelines or plans applicable to those programs to ensure that projects included in the applicable program align with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, and specified greenhouse gas emissions reduction standards.		

<u>AB 2441</u> <u>Kalra</u>	Introduced 2/17/2022	Assembly Third Reading	Public employment: local public transit agencies: new technologies. Current law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matter subject to collective bargaining. This bill would prescribe requirements for public transit employers in connection with the introduction of new technologies for public transit services that introduce new products, services, or type of operation, as specified, or that eliminate jobs or job functions of the workforce to which they apply. The bill would require a public transit employer to provide notice, as specified, to the applicable exclusive employee representative of its intention to begin any procurement process or a plan to acquire or deploy to new technologies for public transit services, as described above, not less than 12 months before commencing the process, plan, or deployment.		
<u>AB 2449</u> <u>Rubio, Blanca</u>	Introduced 2/17/2022	Assembly Local Government	Open meetings: local agencies: teleconferences. Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would authorize a local agency to use teleconferencing without complying with those specified teleconferencing requirements if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. The bill would impose prescribed requirements for this exception relating to notice, agendas, the means and manner of access, and procedures for disruptions. The bill would require the legislative body to implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with federal law.		
<u>AB 2485</u> <u>Choi</u>	Introduced 2/17/2022	Assembly Natural Resources	California Environmental Quality Act: exemption: emergency shelters and supportive housing. CEQA includes exemptions from its environmental review requirements for numerous categories of projects. This bill would exempt from the requirements of CEQA emergency shelters and supportive housing, as defined.		

AB 2517 Bonta, Mia	Introduced 2/17/2022	Assembly Human Services	California Coordinated Neighborhood and Community Services Grant Program. Current law establishes the Cradle-to-Career Data System for the purpose of connecting individuals and organizations to trusted information and resources, as a source for actionable data and research on education, economic, and health outcomes for individuals, families, and communities, and to provide for expanded access to tools and services that support the education-to-employment pipeline, as specified. 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. The bill would require the department to grant awards on a competitive basis to eligible entities that are Promised 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.		
AB 2542 Rubio, Blanca	Introduced 2/17/2022	Assembly Transportation	Tolls: exemption for privately owned emergency ambulances. Current law prohibits a person from operating a privately owned emergency ambulance unless licensed by the Department of the California Highway Patrol. This bill would generally modify the exemption to apply to the use of a toll facility, as defined, and would expand the exemption, dispute resolution procedures, and agreement provisions to include a privately owned emergency ambulance licensed by the Department of the California Highway Patrol. The bill would also make technical changes to these provisions.		
AB 2592 McCarty	Amended 3/24/2022	Assembly Accountability and Administrative Review	Housing: underutilized state buildings and surplus state lands. Would require, by January 1, 2024, the department to prepare and report to the Legislature a streamlined plan to transition underutilized state buildings and surplus state lands into housing that includes, but is not limited to, 20% of affordable units per housing development, as provided. The bill would require underutilized state buildings and surplus state lands to be transitioned into housing that includes, but is not limited to, 20% of affordable units per housing development. The bill would require 50% of the moneys appropriated for this purpose to be used in the County of Sacramento. The bill would make the bill's provisions contingent upon moneys being appropriated by the Legislature in the annual Budget Bill for purposes of expanding affordable housing development and adaptive reuse opportunities on state excess land sites and for adaptive reuse incentive grants.		

AB 2594 Ting	Introduced 2/18/2022	Assembly Transportation	Vehicle registration and toll charges. Would require the Department of Motor Vehicles, at the time a person notifies the department of a change of residence or mailing address for purposes of their driver's license, to inform the person that they may also need to change their address for purposes of their vehicle registration, and would require the department to provide instructions on how to update vehicle registration information.		
AB 2647 Levine	Introduced 2/18/2022	Assembly Local Government	Local government: open meetings. The Ralph M. Brown Act requires the meetings of the legislative body of a local agency to be conducted openly and publicly, with specified exceptions. Current law makes agendas of public meetings and other writings distributed to the members of the governing board disclosable public records, with certain exceptions. Current law requires a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates. This bill would instead require a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates or post the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.		
AB 2705 Quirk-Silva	Introduced 2/18/2022	Assembly Local Government	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.		
AB 2719 Fong	Introduced 2/18/2022	Assembly Natural Resources	California Environmental Quality Act: exemptions: highway safety improvement projects. CEQA includes exemptions from its environmental review requirements for numerous categories of projects, including, among others, emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore an existing highway under specified circumstances. This bill would further exempt from the requirements of CEQA highway safety improvement projects, as defined, undertaken by the Department of Transportation or a local agency.		

AB 2762 Bloom	Introduced 2/18/2022	Assembly Print	Housing: parking lots. Current law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside boundaries, that includes, among other mandatory elements, a housing element. This bill would state that it is the intent of the Legislature to enact subsequent legislation that would allow local agencies to build affordable housing on parking lots that serve public parks and recreational facilities, as provided.		
AB 2805 Bauer-Kahan	Introduced 2/18/2022	Assembly Water, Parks and Wildlife	Department of Fish and Game: advance mitigation and regional conservation investment strategies. Current 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. Current law authorizes the department to approve a regional conservation investment strategy only if one or more state agencies request approval of the strategy through a letter sent to the Director of Fish and Wildlife, as prescribed. Current law requires the strategy to contain specified information and authorizes inclusion of a regional conservation assessment proposed by the department or any other public agency, and approved by the department, in the strategy. Current law authorizes the department to approve a regional conservation investment strategy or amended strategy for an initial period of up to 10 years after a public meeting and a public comment period regarding the proposed strategy or amended strategy have been held and after it finds that the strategy meets certain requirements. This bill would authorize the department, any other public agency, or federally recognized tribe to propose a regional conservation investment strategy, as provided.		
AB 2807 Bonta, Mia	Introduced 2/18/2022	Assembly Transportation	Transportation funding programs: eligibility: 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 public transportation ferry technologies.		

<u>AB 2817</u> <u>Reyes</u>	Amended 3/29/2022	Assembly Housing and Community Development	House California Challenge Program. Would establish the House California Challenge Program, to be administered by 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 agency, upon appropriation 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, 80% of the funds to be used by the agency to provide specified eligible uses directly to participants or to landlords providing housing to participants, and 10% of the funds to be used for administrative costs.		
<u>AB 2889</u> <u>Wicks</u>	Introduced 2/18/2022	Assembly U. & E.	Wildfire mitigation plans: electrical infrastructure: undergrounding. Would require an electrical corporation with more than 50% of its service territory located in a high fire-threat district to additionally include in its 2023 wildfire mitigation plan, a multiyear undergrounding plan, covering at least 7 years and not more than 10 years, as specified.		
<u>AB 2949</u> <u>Lee</u>	Amended 3/17/2022	Assembly Transportation	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 vehicles registered to a veteran and displaying a specialized veterans license plate, as specified, from payment of a toll or related fines on a toll road, toll bridge, toll highway, a 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 Local Government	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.		

ACA 7 Muratsuchi	Introduced 3/16/2021	Assembly Print	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	Introduced 3/24/2022	Assembly Print	Homelessness and affordable housing. This measure would create the Housing Opportunities for Everyone (HOPE) Act, 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 5% of the estimated amount of General Fund revenues for that fiscal year. 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.		
SB 6 Caballero	Amended 8/23/2021	Assembly 2 year	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. This bill, the Neighborhood Homes Act, would deem a housing development project, as defined, an allowable use on a neighborhood lot, which is defined as a parcel within an office or retail commercial zone that is not adjacent to an industrial use. The bill would require the density for a housing development under these provisions to meet or exceed the density deemed appropriate to accommodate housing for lower income households according to the type of local jurisdiction, including a density of at least 20 units per acre for a suburban jurisdiction.		

SB 12 McGuire	Amended 7/1/2021	Assembly 2 year	Local government: planning and zoning: wildfires. 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 2 year	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	Amended 8/30/2021	Assembly 2 year	Water Rate Assistance Program. 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 ratepayers and ratepayers experiencing economic hardship in California. The bill would require the Department of Community Services and Development to develop and administer the Water Rate Assistance Program established by the bill.		
SB 234 Wiener	Amended 4/26/2021	Assembly Desk	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 2 year	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 2 year	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	Amended 4/22/2021	Assembly Desk	Housing acquisition and rehabilitation: technical assistance. Would, upon appropriation by the Legislature, establish the Housing Acquisition and Rehabilitation Technical Assistance Program, with the purpose of providing technical assistance to qualified entities engaged in acquisition-rehabilitation projects. The bill would define "acquisition-rehabilitation project" as a project to acquire and preserve unsubsidized housing units and attaching long-term affordability restrictions on the housing units. The bill would define "qualified entity" to include an eligible nonprofit corporation, community land trust, public housing authority, a nonprofit, limited-equity, or workforce housing cooperative, a resident association or organization, and a local or regional government agency administering an acquisition-rehabilitation project funding program.		

SB 513 Hertzberg	Amended 1/3/2022	Assembly Desk	Homeless shelters grants: pets and veterinary services. Current law establishes the California Emergency Solutions and Housing Program, under the administration of the Department of Housing and Community Development and requires the department to, among other things, provide rental assistance and housing relocation and stabilization services to ensure housing affordability to people who are experiencing homelessness or who are at risk of homelessness. This bill would require the department, 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.		
SB 581 Atkins	Introduced 2/18/2021	Assembly 2 year	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 5/28/2021	Assembly 2 year	Community development financial institutions: grant program. Would establish the California Investment and Innovation Program, administered by the I-Bank, for the purpose of providing grants to qualified community development financial institutions. The bill would establish the California Investment and Innovation Fund and, upon appropriation, require the I-Bank to award a grant to an eligible recipient, defined as a community development financial institution that meets specified criteria under the program, as provided. The bill would specify authorized uses of grant funds, including providing loans, grants, equity investments, or technical assistance within low-income communities or for purposes that have a direct and substantial benefit to lower income households.		

SB 649 Cortese	Amended 4/19/2021	Assembly 2 year	Local governments: affordable housing: local tenant preference. Would establish a state policy supporting local tenant preferences for lower income households, as defined, that are subject to displacement risk, and, further, permit local governments and developers in receipt of local or state funds, federal or state tax credits, or an allocation of tax-exempt private activity bonds designated for affordable rental housing to restrict occupancy by creating a local housing preference for lower income households subject to displacement risk. The bill, subject to certain requirements and limitations, would authorize a local government to allow a local tenant preference in an affordable housing rental development to reduce displacement of lower income households with displacement risk beyond local government boundaries by adopting a program that allows preferences in affordable rental housing acquired, constructed, preserved or funded with state or local funds or tax programs.		
SB 674 Durazo	Amended 8/30/2021	Assembly 2 year	Public Contracts: workforce development: covered public contracts. Would require the Labor and Workforce Development Agency to create 2 programs, to be known as the California Jobs Plan Program and the United States Jobs Plan Program. The bill would require the programs to meet specified objectives, including supporting the creation and retention of quality, nontemporary full-time jobs, as specified, and the hiring of displaced workers and individuals facing barriers to employment. The bill would require, as a component of applications for covered public contracts, as defined, the creation of forms for each program that state the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract. These components of the application would be known as the California Jobs Plan and the United States Jobs Plan, which the bill would define.		

SB 726 Gonzalez	Amended 8/30/2021	Assembly 2 year	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 5/11/2021	Assembly 2 year	Sales and Use Tax Law: zero emissions vehicle exemption. Current state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, on or after January 1, 2022, would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle, as defined, sold to a qualified buyer, as defined. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund.		

SB 778 Becker	Amended 6/21/2021	Assembly 2 year	Buy Clean California Act: Environmental Product Declarations: concrete. Would require as part of the Buy Clean California Act, beginning July 1, 2022, an awarding authority to require a successful bidder for a contract for an eligible project, as separately defined for purposes of these requirements, to submit a current Environmental Product Declaration, as defined, for each concrete product before the product is installed in the project, as provided. The bill would require the awarding authority, beginning January 1, 2023, when letting contracts that include concrete for use in an eligible project to require all bids to include the global warming potential, as defined, for each concrete product that will be delivered, the total concrete production CO₂e, as defined, for all concrete products included in the bid, and an estimate of delivery emissions, as defined, from transporting the concrete. The bill would require the State Air Resources Board, on or before January 1, 2024, to establish, and the department to publish in the State Contracting Manual, in a department management memorandum, or on the department's internet website, the maximum global warming potential for concrete at the industry average global warming potential for concrete within each project region and performance class, as provided.		
SB 843 Glazer	Amended 3/21/2022	Senate Appropriations	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. Current law requires the Franchise Tax Board to annually adjust for inflation these adjusted gross income amounts. For 2020, the adjusted gross income limit is \$87,066 and \$43,533, respectively. Current law requires any bill authorizing a new tax credit to contain, among other things, specific goals, purposes, and objectives that the tax credit will achieve, detailed performance indicators, and data collection requirements. This bill, for taxable years beginning on or after January 1, 2022, and before January 1, 2027, and only when specified in a bill relating to the Budget Act, would increase the credit amount for a qualified renter to \$1,000 for spouses filing joint returns, heads of households, and surviving spouses and \$500 for other individuals, as provided. In the event the increased credit amount is not specified in a bill relating to the Budget Act, the existing credit amounts of \$120 and \$60, as described above, respectively, would be the credit amounts for that taxable year.		

SB 844 Min	Amended 3/16/2022	Senate Governmental Organization	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 3/28/2022	Senate Judiciary	COVID-19 relief: tenancy: grant program. The State Rental Assistance Program establishes a program for providing rental assistance, using funding made available pursuant to federal law, administered by the Department of Housing and Community Development. This bill would, until January 1, 2025, create a grant program under the administration of the department and would require the department to award a program grant, as defined, to a qualified applicant who submits a complete application, as defined, on a first-come, first-served basis, except that the bill would require the program to provide grants to all tier one applicants, as defined, before providing grants to other applicants. The bill would define "qualified applicant" to mean a landlord who satisfies certain criteria, including that the landlord has applied for rental assistance funds pursuant to the State Rental Assistance Program and either received a negative final decision, as specified, or the landlord has been notified that an application to the State Rental Assistance Program was submitted, as specified, but 20 days have passed without a final decision being rendered.		

SB 852 Dodd	Amended 3/9/2022	Senate Gov. & F.	Climate resilience districts: formation: funding mechanisms. Current law authorizes certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. Current law provides for the financing of these activities by, among other things, the issuance of bonds serviced by property tax increment revenues, and requires the authority to adopt a community revitalization and investment plan for the community revitalization and investment area that includes elements describing and governing revitalization activities. This bill would authorize a city, county, city and county, special district, or a combination of any of those entities to form a climate resilience district for the purposes of raising and allocating funding for eligible projects and the operating expenses of eligible projects. The bill would define “eligible project” to mean projects that address sea level rise, extreme heat, extreme cold, the risk of wildfire, drought, and the risk of flooding, as specified.		
SB 873 Newman	Introduced 1/24/2022	Senate Transportation	California Transportation Commission: state transportation improvement program: capital outlay support. Current law requires the California Transportation Commission to biennially adopt a state transportation improvement program that lists all capital improvement projects that are expected to receive an allocation of state transportation funds, as specified. Current law characterizes the state transportation improvement program as a resource management document to assist the state and local entities to plan and implement transportation improvements and to use available resources in a cost-effective manner. Current law requires the program to specify the allocation or expenditure amount and the allocation or expenditure year for certain project components, as specified. This bill would require the commission to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the program. The bill would require the commission to develop guidelines, in consultation with the Department of Transportation, to implement these allocation procedures.		

SB 878 Skinner	Amended 3/21/2022	Senate Appropriations	School transportation. Current law authorizes the governing board of a school district to provide for the transportation of pupils to and from school whenever, in the judgment of the board, the transportation is advisable and good reasons exist to do so. Current law permits the governing board of a school district to allow the transportation of preschool or nursery school pupils in schoolbuses owned or operated by the school district. Under existing law, a state reimbursement may not be received by a school district for the transportation of preschool or nursery school pupils. This bill instead would require the governing board or body of a school district, county office of education, entity providing services under a school transportation joint powers agreement, or regional occupational center or program, beginning in the 2023–24 school year, to offer to transport all pupils to and from their neighborhood school, as defined, except as provided.		
SB 886 Wiener	Amended 3/21/2022	Senate Environmental Quality	California Environmental Quality Act: exemption: public universities: university housing development projects. Would exempt from CEQA a university housing development project, as defined, carried out by a public university, as defined, on real property owned by the public university if the project meets certain requirements and the project is not located, in whole or in part, on certain sites, including a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway as determined by the Federal Emergency Management Agency, as provided. The bill, with respect to a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway, would prohibit a local government from denying an application on the basis that a public university did not comply with any additional permit requirement, standard, or action adopted by that local government applicable to the site if the public university is able to satisfy all applicable federal qualifying criteria in order to demonstrate that the site meets these criteria and is otherwise eligible to be exempt from CEQA pursuant to the above requirements.		

SB 896 Dodd	Amended 3/10/2022	Senate Third Reading	Wildfires: defensible space: grant programs: local governments. Current law requires a person who owns, leases, controls, operates, or maintains a building or structure in, upon, or adjoining a mountainous area, forest-covered lands, shrub-covered lands, grass-covered lands, or land that is covered with flammable material to maintain defensible space of 100 feet from each side. Existing 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 government entity that is qualified to conduct these defensible space assessments in very high and high fire hazard severity zones and that reports that information to the department, to report that information using the common reporting platform.		
SB 897 Wieckowski	Amended 3/14/2022	Senate Gov. & F.	Accessory dwelling units: junior accessory dwelling units. The Planning and Zoning Law authorizes a local agency, by ordinance or ministerial approval, to provide for the creation of accessory dwelling units in areas zoned for residential use, as specified. Current law authorizes a local agency to impose standards on accessory dwelling units that include, but are not limited to, parking, height, setback, landscape, architectural review, and maximum size of a unit. This bill would require that the standards imposed on accessory dwelling units be objective. For purposes of this requirement, the bill would define "objective standard" as a standard that involves no personal or subjective judgment by a public official and is uniformly verifiable, as specified.		
SB 917 Becker	Introduced 2/3/2022	Senate Transportation	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, adopt an integrated transit fare structure, 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.	Support if Amended	

SB 922 Wiener	Amended 4/4/2022	Senate Appropriations	California Environmental Quality Act: exemptions: transportation-related projects. CEQA, until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would specify that the requirement that the bicycle transportation plan is for an urbanized area or urban cluster, as designated by the United States Census Bureau. The bill would extend the exemption to an active transportation plan or pedestrian plan in an urbanized area or urban cluster. The bill would define "active transportation plan" and "pedestrian plan." The bill would specify that individual projects that are a part of an active transportation plan or pedestrian plan remain subject to the requirements of CEQA unless those projects are exempt by another provision of law.	Support	
SB 930 Wiener	Introduced 2/7/2022	Senate Housing	Housing Accountability Act. The Housing Accountability Act, prohibits, among other things, a local agency from disapproving a housing development project that complies with applicable, objective general plan, zoning, and subdivision standards and criteria, or from imposing a condition that it be developed at a lower density, unless the local agency bases its decision on written findings supported by the preponderance of the evidence on the record that specified conditions exist, as provided. Current law, the Administrative Procedure Act, in part, sets forth procedural requirements for the adoption, publication, review, and implementation of regulations by state agencies, and for review of those regulatory actions by the Office of Administrative Law. This bill would authorize the Department of Housing and Community Development to review, adopt, amend, and repeal the standards, forms, or definitions to implement the Housing Accountability Act without compliance with those procedural requirements, as provided		

SB 942 Newman	Introduced 2/8/2022	Senate Appropriations	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 greenhouse gas emissions and improve mobility. Current law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys, as specified. This bill would authorize a transit agency that uses program moneys to fund a free or reduced fare transit program and that demonstrates compliance with the above-described requirements in its initial program application to continue to use those moneys to maintain that program on an ongoing basis without demonstrating continued compliance with those requirements.		
SB 948 Becker	Amended 3/3/2022	Senate Appropriations	Housing finance programs: development reserves. Under current law governing the State Community Development Block Grant Program, the Department of Housing and Community Development is required to distribute funds made available under the program in order to provide decent housing, a suitable living environment, and expand economic opportunities, consistent with federal requirements. Current federal law also establishes the HOME Investment Partnership Program to, among other things, expand the supply of affordable housing. Current law designates the department as the state agency responsible for administering the HOME Investment Partnership Act. This bill would prohibit the department from requiring a project-specific transition reserve, as defined, for any unit subject to a qualified project rental or operating subsidy. This bill would create the Pooled Transition Reserve Fund and would continuously appropriate moneys in that fund to the department for the purpose of maintaining a pooled transition reserve to mitigate the impacts on tenant rents from the loss or exhaustion of rental or operating subsidies.		

SB 1010 Skinner	Amended 3/17/2022	Senate Environmental Quality	Air pollution: state vehicle fleet: zero-emission vehicles. Current law, except as provided, requires at least 15% of newly purchased vehicles with a gross vehicle weight of 19,000 pounds or more purchased by the Department of General Services and other state entities for the state vehicle fleet to be zero-emission vehicles by December 31, 2025. This bill would, instead, beginning December 31, 2024, require at least 50% of newly purchased vehicles with a gross vehicle weight of 19,000 pounds or more purchased by the department and other state entities for the state vehicle fleet to be zero-emission vehicles.		
SB 1049 Dodd	Introduced 2/15/2022	Senate Appropriations Suspense File	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 3/14/2022	Senate Gov. & F.	State Route 37 Toll Bridge Act. The California Toll Bridge Authority Act makes the California Transportation Commission, together with the Department of Transportation, responsible for building and acquiring toll facilities and related transportation facilities. This bill would create the SR-37 Toll Authority as a public instrumentality of the state, which would be 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 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 segment 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 segment of State Route 37, as specified.	Support	
SB 1067 Portantino	Amended 4/4/2022	Senate Housing	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 that is located within 1/2 mile of public transit, as defined, and that either (1) dedicates 25% of the total units to very low, low-, and moderate-income households, students, the elderly, or persons with disabilities or (2) the developer demonstrates that the development would not have a negative impact on the city's, county's, or city and county's ability to meet specified housing needs and would not have a negative impact on existing residential or commercial parking within 1/2 mile of the project, unless the city, county, or city and county makes specified findings. By changing the duties of local planning officials, this bill would impose a state-mandated local program.		

SB 1075 Skinner	Introduced 2/15/2022	Senate Energy, Utilities and Communications	Hydrogen: green hydrogen: emissions of greenhouse gases. Would create the California Clean Hydrogen Hub Fund within the State Treasury, and make the moneys in the fund available for expenditure, upon appropriation by the Legislature. The bill would require the bank to administer the fund and would authorize the bank to provide grants to public, private, and nonprofit businesses and entities for the support of projects in California that demonstrate and scale the production, processing, delivery, storage, and end use of clean hydrogen, as specified. The bill would require the bank to prepare, and the bank board to approve, criteria, priorities, and guidelines for the provision of grants under the fund in line with specified priorities and requirements of the federal Infrastructure Investment and Jobs Act as well as specified state goals. This bill contains other related provisions and other existing laws.		
SB 1078 Allen	Amended 3/23/2022	Senate Appropriations Suspense File	Sea Level Rise Revolving Loan Pilot Program. Current law requires the Ocean Protection Council to, among other things, establish policies to coordinate the collection, evaluation, and sharing of scientific data related to coastal and ocean resources among agencies. Current law establishes the State Coastal Conservancy with prescribed powers and responsibilities for implementing and administering various programs intended to preserve, protect, and restore the state's coastal areas. This bill would require the council, in consultation with the conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program for purposes of providing low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property located in specified communities, including low-income communities, as provided. The bill would require the council, before January 1, 2024, in consultation with other state planning and coastal management agencies, as provided, to adopt guidelines and eligibility criteria for the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program from the conservancy, in consultation with the council, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements imposed by the council.		

SB 1094 Becker	Amended 3/16/2022	Senate Housing	Local planning. Current law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine the existing and projected need for housing for each region, and requires the share of a city or county of the regional housing need to include that share of the housing need of persons at all income levels within the area significantly affected by the general plan of the city or county. Current law requires the housing element to identify adequate sites for housing, as specified. Current law allows the department to permit a city or county to substitute up to 25% of its obligation to identify adequate sites for any income category in its housing element if the city or county includes a program that commits the local government to provide units in that income category through the provision of committed assistance during the planning period covered by the element to low- and very low income households at affordable housing costs or affordable rents, as specified. Current law provides that this provision does not apply to any city or county that has not met its share of regional housing needs for low- and very low income households, as specified. This bill would allow sites that contain interim housing developments to be identified as adequate sites for very low and low-income categories if the housing element demonstrates that the units will be available for occupancy by individual families who are homeless or who are at risk of homelessness during the entire planning period and that the interim units are within a residential zone.		
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SB 1100 Cortese	Amended 3/21/2022	Senate Judiciary	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 to remove an individual for willfully interrupting the meeting. The bill, except as provided, would require removal to be preceded by a warning by the presiding member of the legislative body that the individual is disrupting the proceedings, a request that the individual curtail their disruptive behavior or be subject to removal, and a reasonable opportunity to cease the disruptive behavior. The bill would similarly require a warning, a request that the individual curtail their disruptive behavior or be subject to removal, and a reasonable opportunity to cease the disruptive behavior before clearing a meeting room for willful interruptions by a group or groups. The bill would define “willfully interrupting” to mean intentionally engaging in behavior during a meeting of a legislative body that substantially impairs or renders infeasible the orderly conduct of the meeting in accordance with law and applicable rules, as specified.		
SB 1161 Min	Amended 3/17/2022	Senate Transportation	Transit districts: street harassment initiatives. Would require certain transit districts to develop and implement initiatives to reduce the street harassment, as defined, experienced by persons traveling by their systems at any point along the whole journey, as defined, and to consider the safety concerns and needs of these persons when planning, designing, and operating their systems. The bill would require these initiatives to be developed based on specified ridership data and in coordination and consultation with persons who travel by their systems, and would require those transit agencies to conduct outreach in multiple languages in order to reach limited English proficient persons impacted by street harassment. The bill would require these initiatives to include changes to policies, design, operations, or other aspects of transit systems, as specified.		

SB 1217 Allen	Introduced 2/17/2022	Senate Transportation	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 3/15/2022	Senate Judiciary	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. This bill would establish a maximum charge that a rental company may impose per rental period, in addition to the actual cost of the tolls, on a renter for using a toll road or bridge without paying the required toll at the time of use.		
SB 1251 Gonzalez	Amended 3/29/2022	Senate Transportation	Office of the Zero-Emission Vehicle Equity Advocate. Would establish the Office of the Zero-Emission Vehicle Equity Advocate in the Governor's office to steer the development of a shared, cross-agency definition of equity, and to set an equity agenda for the deployment of light-, medium-, and heavy-duty zero-emission vehicles, the supporting infrastructure, and workforce development. The bill would require the office to provide guidance to state agencies by developing and adopting an equity action plan, to publish an update of the progress on its activities on its internet website every 2 years, and to notify the relevant policy committees of the Legislature of the information provided in that update. The bill would repeal these provisions on January 1, 2028.		

SB 1252 Committee on Housing	Introduced 2/17/2022	Senate Housing	Housing. Current law authorizes a city or county that created a subsequently dissolved redevelopment agency to elect to retain the housing assets and functions previously performed by the agency, which entity is referred to as a housing successor. Current law requires that if all or any portion of a redevelopment project was developed with low- or moderate-income housing units and those units were developed with any agency assistance or pursuant to specified provisions, the agency or its successor shall require, by contract, that the housing be made available for rent or purchase to the persons and families of low or moderate income displaced by the redevelopment project and to persons of low or moderate income who are descendants of the person displaced by the redevelopment project and who, at the time of displacement, were not living in the household or had not yet been born, as specified. This bill would additionally require that the housing be made available to those persons and families described above if they meet the income eligibility and other requirements for that housing, and would make other conforming changes.		
SB 1292 Stern	Amended 3/16/2022	Senate Housing	Land use: development restriction: fire hazard severity zones. Current law requires a housing element to include, among other things, an inventory of land suitable and available for residential development. Current law imposes various requirements on a city, county, or city and county upon receiving an application for a housing development project meeting certain standards. This bill would authorize a city, county, or city and county to restrict the development of residential housing in moderate, high, and very high fire hazard severity zones, as defined, if the city, county, or city and county adopts a plan, as specified, ensuring the production of at least double the number of residential units not developed as a result of the restriction.		
SB 1369 Wieckowski	Introduced 2/18/2022	Senate Gov. & F.	Adaptive reuse projects: by-right: funding. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA does not apply to the approval of ministerial projects. This bill would make an adaptive reuse project a use by right in all areas regardless of zoning. The bill would define "adaptive reuse project" to mean any commercial, public, industrial, or office building or structure that has 25-percent occupancy or less, which is converted into a housing development project.		

SB 1410 Caballero	Amended 3/31/2022	Senate Environmental Quality	California Environmental Quality Act: transportation impacts. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. CEQA requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Current law requires the office to recommend potential metrics to measure transportation impacts, as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. This bill instead would require the criteria for determining the significance of transportation impacts of projects within transit priority areas to only promote the reduction of greenhouse gas emissions. The bill would require the potential metrics described above to only apply to projects within transit priority areas.		
SB 1466 Stern	Introduced 2/18/2022	Senate Education	Affordable Housing and Community Development Investment Program. Would establish in state government the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district, or a combination of those entities, to apply to the Affordable Housing and Community Development Investment Committee to participate in the program and would authorize the committee to approve or deny plans for projects meeting specific criteria.		

SB 1482 Allen	Introduced 2/18/2022	Senate Transportation	Building standards: electric vehicle charging infrastructure. Current law requires the California Building Standards 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 would require those mandatory building standards for the installation of electric vehicle charging infrastructure for parking spaces in multifamily dwellings to require that each dwelling unit with access to a parking space have access to a 208/240 volt branch circuit of at least 20 amperes terminating in a receptacle for use by an electric vehicle driver to charge their plug-in electric vehicle, specified signage for those electric vehicle parking spaces, and electrical wiring design options, as specified.		
SB 1488 Glazer	Amended 3/16/2022	Senate Transportation	San Francisco Bay Area Rapid Transit District: Office of the BART Inspector General. Current law establishes the independent Office of the 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. Existing 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	Introduced 12/7/2020	Assembly Desk	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 Housing	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.		
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**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

April 8, 2022

Agenda Item 3a

Assembly Bill 2805 (Bauer-Kahan): Regional Conservation Investment Strategy Program

Subject:

Updates current law to facilitate greater use of regional conservation investment strategies (RCIS) by enabling the use of mitigation credit agreements, among other provisions.

Background:

In 2016, Assembly Bill (AB) 2087 (Levine) authorized the RCIS program as a new conservation tool administered by the California Department of Fish and Wildlife (CDFW). An RCIS provides a snapshot of ecological conservation priorities within a region and can be used to help inform local land use decisions and prioritize conservation investments. This upfront snapshot of conservation priorities can also help infrastructure project sponsors minimize impacts of planned investments and, where compensatory mitigation is still needed, guide mitigation funds to high-priority conservation investments.

Importantly, the RCIS program allows for the development of Mitigation Credit Agreements (MCAs) which can be used as compensatory mitigation for habitat and species-related impacts under the California Environmental Quality Act, the California Endangered Species Act, and the Lake and Streambed Alteration Program. An entity can develop an MCA to invest in conservation or enhancement actions listed in an RCIS, such the acquisition of land for conservation or habitat restoration projects, and receive mitigation credits that can be used for future projects or transferred and sold to others. Such mitigation credits can then be made available as soon as they are needed for specific infrastructure projects, expediting the environmental review process and thereby speeding up projects.

AB 2805 would make numerous updates to the RCIS Program, including:

1. Clarifying that MCAs may fulfill compensatory mitigation requirements for permits issued by one or more local, state, or federal regulatory agencies (vs. the current practice of applying MCAs to those permits only under CDFW's jurisdiction); and
2. Clarifying that an MCA can establish an advance mitigation framework to create mitigation credits on multiple sites over time.

Recommendation:

Support

Discussion:

RCIS's are important tools to help enhance the ecological benefits of environmental mitigation while also expediting the delivery of infrastructure investments, including transportation projects. Since 2017, six RCIS's have been approved, including in the East Bay (Alameda and Contra Costa counties) and Santa Clara County. Five additional RCIS's are underway, including in the North Bay. MTC has been exploring using an MCA as one of a suite of tools to implement the Regional Advance Mitigation Program (RAMP), which [MTC Resolution No. 4290](#) established as the region's preferred mitigation strategy. AB 2085's proposed revisions to the RCIS program would empower RCIS's around the Bay Area and RAMP to be even more powerful conservation and project delivery tools.

For these reasons, staff recommends MTC adopt a "support" position on AB 2805.

Known Positions:

Support

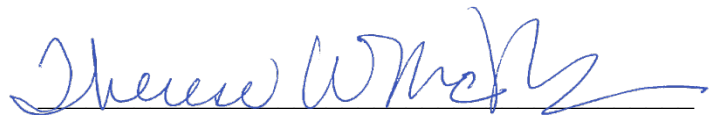
The Nature Conservancy (sponsor)

Opposition

No known opposition

Attachments:

- None



Therese W. McMillan

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

April 8, 2022

Agenda Item 3b

Assembly Bill 2094 (R. Rivas): Extremely Low-Income Housing Reporting

Subject:

Requires local jurisdictions to report their progress towards building extremely low-income (ELI) units to the California Department of Housing and Community Development (HCD), as part of the existing annual reporting process.

Overview:

Currently, the Regional Housing Needs Allocation (RHNA) does not include an allocation of units specifically for ELI households, which are those households that earn between 0 - 30 percent of the Area Median Income (AMI). Instead, ELI units are considered a subset of a jurisdiction's RHNA allocation of very low-income units, which is for households earning up to 50 percent of AMI. However, jurisdictions are required to analyze and address the housing needs of ELI households in the Housing Element, including calculating the share of households that are ELI.

Jurisdictions must submit an Annual Progress Report (APR) to HCD showing the units for which the jurisdiction has issued permits, by income category. Currently, ELI units are required to be reported *as part* of the 0 – 50 percent AMI “very low-income” category, although the existing form does request that jurisdictions voluntarily report on progress in issuing permits for ELI units. AB 2094 would instead *require* that jurisdictions report on permits issued for ELI units. Importantly, Assembly Bill (AB) 2094 would not change the housing element nor alter the RHNA for any jurisdictions.

Recommendation:

Support

Discussion:

There is a severe shortage of ELI units for many residents who are homeless, on the verge of homelessness, or live in overcrowded conditions. Several jurisdictions around the state, including the City of San Jose and County of Santa Clara, already track and share data on ELI housing production as part of their efforts to prioritize development of such units to help alleviate the severe shortage. However, no such *statewide* data set exists related to *availability* of ELI units. AB 2094 would close that information gap, which could be an important tool to help inform state policy for allocating oversubscribed resources to improve housing security for homeless and housing-insecure residents.

For these reasons, staff recommends ABAG adopt a “support” position on AB 2094.

Known Positions:

Support

All Home (co-sponsor)

Housing California (co-sponsor)

Destination Home

Non-Profit Housing Association of Northern California (NPH)

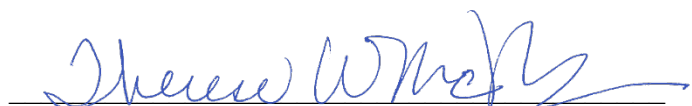
Western Center on Law and Poverty

Opposition

No known opposition

Attachments:

- None



Therese W. McMillan

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

April 8, 2022

Agenda Item 3c

**Assembly Bill 1640 (Ward): Regional Climate Networks and Regional Climate Adaptation
and Resilience Action Plans**

Subject:

Authorizes the establishment of regional climate networks (networks) and adoption of regional climate adaptation and resilience action plans. Requires the Office of Planning and Research to adopt guidelines related to establishment of regional climate networks, defines the entities eligible to form such networks and the activities in which they may engage.

Overview:

Assembly Bill (AB) 1640 (Ward) is very similar to AB 897 (Mullin), which MTC and ABAG took a “support and seek amendment” position on in 2021, but which ultimately stalled in the Senate Appropriations Committee. Like AB 897, AB 1640 establishes a basic framework for regional climate adaptation and resilience planning and implementation. It sets forth the actions networks may take and assigns the Governor’s Office of Planning and Research (OPR) with responsibility for developing guidelines related to the formation of networks and their governance.

Recommendation:

Support and Seek Amendments

Discussion:

In general, staff continues to think there is value to the Legislature providing a framework for regional climate adaptation planning given its tremendous importance and the reasonable desire on the part of the state to ensure that state funding appropriated for resilience purposes be prioritized and invested in accordance with a regional planning and prioritization process. From an equity standpoint as well, it is critical that resilience planning be conducted at the regional level to ensure that the needs of the most at-risk vulnerable communities are identified and prioritized. Staff finds AB 1640 to be a good bill but one that could be strengthened with several friendly amendments, as described below.

Guidelines Needed for Regional Climate Adaptation and Resilience Plans

While AB 1640 requires OPR to issue guidelines related to the establishment of regional climate networks and authorizes such networks to do a variety of activities, it makes no mention of the content of regional climate adaptation and resilience action plans. Staff believes the bill would be strengthened by requiring OPR to develop guidelines for these plans (after consultation with key stakeholders) and providing at least a 60-day public comment period. This will help ensure some consistency in the information and approach taken across the state, which will hopefully strengthen the case for additional resources for further resilience planning and implementation funding. Moreover, to align with new federal policy, AB 1640 should require that such plans meet the criteria to qualify as federal resilience improvement plans, which are encouraged in the 2021 federal Bipartisan Infrastructure Law by reducing the local cost share for certain resilience projects.

Avoid a Fragmented Approach to Regional Networks

Like AB 897, AB 1640 takes an inclusive and flexible approach to membership in a network, recognizing that not all regions are the same. Councils of government and metropolitan planning organizations are eligible members, as are tribal governments, local jurisdictions, nonprofit organizations, and school districts, among others. The bill encourages the inclusion of agencies with land use planning and hazard mitigation planning authority within a network. OPR is required to encourage regions to incorporate as many eligible entities into one network as feasible. While staff supports this inclusive approach, we would like to see clarity the bill that in the Bay Area, the network is inclusive of the region's nine counties and that only a single network can be formed within a given region. This approach will help avoid fragmentation that could lead to conflicting policies and prioritization.

Ensure a Public Agency Lead Role

The bill leaves it up to OPR to set guidelines as to how each network will govern itself but requires networks to identify the role of each entity within the network. We recommend an amendment to require that each network further identify an *existing public agency or consortium of agencies* (such as the Bay Area Regional Collaborative) to serve as the lead convener of the network for development and adoption of the plan and ensure that formal governance changes are not required for the formation of a network.

In summary, staff recommends MTC and ABAG adopt a “support and seek amendments” position with the following amendments:

- Require OPR to issue guidelines on the content of regional climate adaptation and resilience action plans, subject to consultation with stakeholders and a 60-day review period between draft and final guidelines.
- Require such plans to meet the criteria to qualify as federal resilience improvement plans.
- Require that there be no more than one regional climate network within each region and ensure that the definition of “region” within the bill includes the nine-county San Francisco Bay Area.
- Require a regional climate network designate a public agency or consortium of public agencies to serve as the lead convener of the network and ensure that governance changes are not required to form a network.

Known Positions:

See Attachment A

Attachments:

- Attachment A: Bill Positions



Therese W. McMillan

Bill Positions on Assembly Bill 1640 (Ward)

Support:

- American Federation of Teachers, Local 1931
- Association of California Water Agencies
- California Council of Land Trusts
- Edison International and Affiliates, Including Southern California Edison Local Government Commission
- Midpeninsula Regional Open Space District
- San Diego Green New Deal Alliance
- Sandiego350
- Change Begins With Me
- CleanEarth4kids.org
- Climate Action Campaign
- Democratic Socialists of America
- GIRD Alternatives San Diego
- Green New Deal at UCSD
- Hammond Climate Solutions
- Interfaith Worker Justice of San Diego County
- San Diego Green Party
- San Diego Labor, Environmental, and Community Coalition
- San Diego Urban Sustainability Coalition
- UNITE HERE, Local 30

Oppose:

- None on file

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

April 8, 2022

Agenda Item 3d

Senate Bill 942 (Newman): Free or Reduced Fare Transit Program

Subject:

Low Carbon Transit Operations Program: free or reduced fare transit program.

Overview:

Strengthens the long-term viability of free or reduced transit ridership programs offered by public transit operators by permitting transit agencies to use Low Carbon Transit Operations Program (LCTOP) revenues for such programs on an ongoing basis once they have shown program compliance with their initial application.

Recommendation:

Support and Seek Amendments

Discussion:

Five percent of the state's annual Cap-and-Trade auction revenues are dedicated to LCTOP. Of this, half is distributed directly to transit operators based on operating revenue and half goes to regions based on population, similar to the State Transit Assistance Program. In Fiscal Year (FY) 2021-22, the Bay Area received about \$70.3 million in LCTOP funds, of which \$18.8 million was programmed by MTC for population-based LCTOP funds while \$51.5 million went directly to operators. The FY 2022-23 LCTOP amounts will be based on the 2022 calendar year Cap-and-Trade auction, the results of which vary widely from year to year. Based on the most recent auction results, it's likely revenues will be slightly lower than this past year (preliminary estimates show Bay Area revenues dipping to \$50-60 million for the coming year).

Under current law and implementing state regulations, to be eligible for LCTOP funding, transit agencies must demonstrate compliance with state Cap-and-Trade mandates, which include investments in disadvantaged communities; an ability to demonstrate a reduction in greenhouse gas emissions; the assurance that expenditures do not supplant other funding sources; and that funding supports transit operations and capital programs. Further, transit agencies may only use LCTOP funds as part of the initial launch of a local program, not to continue otherwise effective programs that are shown to curb greenhouse gas emissions.

By increasing the flexibility of the LCTOP program, Senate Bill (SB) 942 would provide critically needed *ongoing* funding for transit operations programs like free and reduced fares, which in turn provide multiple benefits of expanding transit ridership, reducing tailpipe emissions and traffic, and offers an avenue for economic improvement to families that have faced hardships during the pandemic over the past two years.

We believe the goals of this legislation—providing an ongoing stream of operating revenue and reducing administrative requirements for climate-friendly transit programs—are laudable. However, the bill could be improved by expanding the types of fare reducing programs to include “fare integration policies,” not strictly free or reduced fares. The Bay Area’s recent [Transit Fare Coordination and Integration Study](#) (FCIS) identified significant ridership benefits resulting from various fare integration efforts, including free and reduced transfers, an all-agency individual pass, and a common fare structure for regional service. While MTC has already committed funds to cover the initial cost of the free and reduced cost transfers, slated to take effect with the launch of Next Generation Clipper, the common fare structure for regional service is estimated to cost approximately \$70 million annually while the individual all-agency pass is estimated to cost approximately \$34 million annually. Note that these estimates are based on pre-COVID ridership so are likely on the high side for near term impacts.

Given the significant ridership benefits that the FCIS Study identified associated with fare integration in the Bay Area, staff recommends MTC adopt a “support and seek amendments” position on SB 942 to expand the bill’s eligibility to include “fare integration” in addition to “free and reduced fares.”

Known Positions:

Support

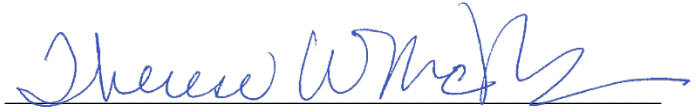
California Transit Association (co-sponsor), Orange County Transportation Authority (co-sponsor), San Diego Metropolitan Transit System, Ventura County Transportation Commission

Opposition

No known opposition

Attachments:

None

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

Therese W. McMillan

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

April 8, 2022

Agenda Item 3e

Fiscal Year 2022-23 State Budget Update

Subject:

Overview of Governor Newsom's latest budget proposal in response to high gasoline prices.

Overview:

On March 23, 2022, Governor Newsom announced an \$11 billion proposal, including \$9 billion in tax refunds to California residents to offset high gasoline prices, with each resident eligible to receive \$400 per vehicle, for up to two vehicles. The proposal also includes \$750 million for public transit agencies to subsidize three months of free transit and an additional \$500 million for the Active Transportation Program (ATP), doubling the General Fund augmentation for ATP proposed in the Governor's January budget. The proposal also continues to recommend a freezing of the anticipated gasoline and excise tax cost-of-living adjustments and a 4.75 percent cut in the diesel sales tax rate.

At the time this memo was finalized, the Administration had not yet released details on this proposal beyond a press release, but based on information from the Department of Finance and the California Transit Association, the transit funding would be distributed based on each operator's share of Fiscal Year (FY) 2018-19 statewide fare revenue reported to the State Controller's Office (SCO). Grant amounts would be calculated based on 150% of three months of FY 2018-19 fare revenue for each transit operator. Transit agencies would be required to use their funds to design fare free or heavily discounted fare programs, with the goal of maintaining those programs for three months. We estimate that Bay Area transit operators would receive about 56 percent of the statewide total, or \$378 million, as shown in Attachment A, a reflection of the region's disproportionate share of the state's transit riders (and fare revenue) in 2019.

Based on information gathered to date, it appears that the Administration is open to providing transit agencies with some flexibility in how the "incentive grant" funds are used. Apart from simply offering three months of 100% fare-free transit, the funding could also be used to provide discounted transit for a longer period of time or to offer free transit in a more targeted way, such as only on weekends.

Recommendation:

Information

Discussion:

With respect to the proposed “free transit” proposal, staff is consulting with the region’s transit operators to develop a coordinated response. Given the Bay Area’s extensive work over the past two years examining the ridership benefits of various fare integration options through the Fare Integration Task Force, this proposal may present a unique opportunity to advance (potentially on a pilot basis) fare integration efforts, such as the all-agency transit pass, that are otherwise cost-prohibitive in the near term.

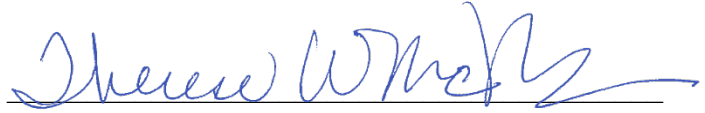
Staff continues to recommend MTC oppose the proposed freeze on the gas tax adjustment as a bad precedent with minimal consumer benefit. We are also concerned that the Governor is now also proposing to suspend a portion of the sales tax on diesel fuel. While this portion of the diesel sales tax goes in the General Fund, it is a worrisome precedent given that the State Transit Assistance Program is wholly reliant upon the remaining diesel sale tax.

A tax rebate is clearly a more direct way of addressing the financial impact of high gasoline prices and inflation in general, however, the Administration’s proposal has been criticized for not targeting those households most in need. Specifically, the proposal would provide a tax rebate to residents based on the number of vehicles they own, up to two \$400 rebates per person (up to two vehicles), regardless of income. Democratic leaders have instead suggested a \$200 tax rebate for taxpayers and dependents earning under \$125,000 for single filers and \$250,000 for joint filers. The rebate amount would increase based on the number of dependents, meaning a family of five could qualify for a \$1,000 refund, while a single tax filer would receive \$200.

It is worth noting that the more General Fund surplus is spent on tax rebates, the less funding will be available for infrastructure improvements, whether transportation, climate resilience or affordable housing. Balancing these competing goals will be a key issue in the upcoming budget negotiations.

Attachments:

- Attachment A: Governor Newsom's Proposed \$11 Billion Relief Package for Californians Facing Higher Gas Prices \$750 Million Public Transit Component

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Therese W. McMillan

**Governor Newsom's Proposed \$11 Billion Relief Package for Californians Facing Higher Gas Prices
\$750 Million Public Transit Component**

Transit Operator	FY 2018-19 Transit Fare Revenues Reported to State Controller's Office (SCO) <i>Note: Includes "Specialized Service"</i>	Estimated Bay Area Operator Award Under Governor's 3-23-22 "Fare Free Transit for 3 Months" Proposal¹
AC Transit	\$72,125,892	\$27,047,210
ACE	\$10,929,851	\$4,098,694
BART	\$482,643,999	\$180,991,500
Caltrain	\$102,668,115	\$38,500,543
CCCTA	\$3,383,188	\$1,268,696
City of Dixon	\$117,350	\$44,006
ECCTA	\$1,963,065	\$736,149
FAST	\$2,215,567	\$830,838
GGBHTD	\$35,862,614	\$13,448,480
LAVTA	\$2,535,311	\$950,742
Marin Transit	\$3,565,832	\$1,337,187
NVTA	\$1,196,183	\$448,569
Petaluma Transit	\$252,516	\$94,694
Rio Vista Delta Breeze	\$17,216	\$6,456
SamTrans	\$15,566,591	\$5,837,472
Santa Rosa CityBus	\$1,550,159	\$581,310
SFMTA	\$197,101,463	\$73,913,049
SMART	\$4,094,540	\$1,535,453
SolTrans	\$3,359,095	\$1,259,661
Sonoma County Transit	\$1,804,581	\$676,718
Union City Transit	\$320,476	\$120,179
Vacaville City Coach	\$402,817	\$151,056
VTa	\$39,360,892	\$14,760,335
WestCAT	\$2,387,420	\$895,283
WETA	\$22,434,943	\$8,413,104
Bay Area State Transit Assistance-Eligible Operator Total	\$1,007,859,676	\$377,947,379
<i>Statewide Total</i>	<i>\$1,790,527,545</i>	<i>\$750,000,000</i>
<i>Bay Area Share</i>	<i>56%</i>	<i>50%</i>

¹ Estimate = ((FY 2018-19 Fare Revenue/12 months) x 3 months) x 1.5

Note: The Governor's Proposal assumes that non-STA eligible transit operators will also receive funds from the \$750 million, it is not clear exactly which services/operators the administration has in mind. This is the reason why the Bay Area's share of the statewide Governor's Proposal (50%) is below the Bay Area's share (56%) of statewide fare revenue in FY 2018-19 among State Transit Assistance-eligible transit operators.

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

April 8, 2022

Agenda Item 4a

Washington D.C. Legislative Update

Subject:

April 2022 Report from Washington, D.C. advocate.

Issues:

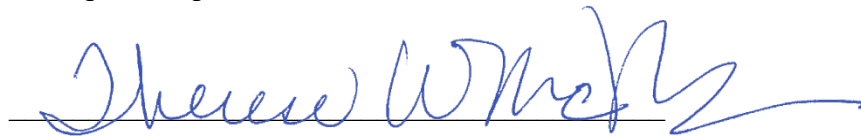
None identified.

Recommendations:

Information

Attachments:

- Attachment A: Summit Strategies Team Report – April 2022



Therese W. McMillan



**SUMMIT
STRATEGIES**

440 1st Street, NW, Suite 440
Washington, DC 20001
(202) 638-3307 main
(202) 595-9192 fax
www.summitstrategies.us

Summit Strategies Team Report – April 2022

From: Summit Strategies Team

To: Therese McMillan, Executive Director

Date: April 8, 2022

Subject: April Federal Policy Monthly Report

- **President Biden Signs Fiscal Year 2022 (FY) 2022 Appropriations Legislation into Law**
 - **Presidential Budget and the Beginning of the FY 2023 Appropriations Process**
 - **Reconciliation Negotiations Resume**
 - **Key Department of Housing and Urban Development (HUD) and Department of Transportation (USDOT) Appointments**
 - **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.

President Biden Signs FY 2022 Appropriations Legislation into Law

Last month, Congress approved the \$1.5 trillion H.R. 2471: The Consolidated Appropriations Act, 2022. The legislation provides \$157 billion in total budgetary resources through the Transportation, Housing and Urban Development, and Related Agencies (THUD) bill. USDOT secured \$102.9 billion in budgetary resources, an increase of \$16.2 billion above FY 2021 enacted levels and \$15.9 billion above the Presidential Budget request. HUD received \$53.7 billion in funding, an increase of \$4 billion above FY 2021 enacted levels. Additionally, federal-aid highway formula programs and public transit formula programs funded through the Highway Trust Fund will receive FY 2022 funding levels authorized by the Bipartisan Infrastructure Legislation (BIL), approximately 20 percent and 30 percent more than the previous fiscal year, respectively.

Additional provisions of the THUD bill include:

- \$3.3 billion for the Federal Railroad Administration, including \$625 million for the Consolidated Rail Infrastructure and Safety Improvements grant program
- \$2.4 billion for supplemental highway grants, including new bridge repair formula funding
- \$2.3 billion for Capital Investment Grants
- \$775 million for National Infrastructure Investments (RAISE) Grants
- \$504 million for Transit Infrastructure Grants and projects, including augmentations for bus and bus facilities and low- and no-emission bus grants
- \$27.4 billion for Tenant-based Rental Assistance
- \$13.9 billion for Project-based Rental Assistance
- \$8.45 billion for Public Housing
- \$3.3 billion for Community Development Block Grants
- \$1.5 billion for the HOME Investment Partnerships Program
- \$450 million for Housing Opportunities for Persons with AIDS

The FY 2022 spending bill also included approximately \$1.45 billion in congressionally directed spending requests – also known as earmarks – for the first time in a decade.

Presidential Budget and the Beginning of the FY 2023 Appropriations Process

President Joe Biden released his Presidential Budget for FY 2023 on Monday, March 28th. The \$5.8 trillion proposal outlines the Biden Administration's spending and policy priorities. The document also jumpstarts the annual appropriations process for FY 2023, providing a baseline for appropriators as they craft their annual spending bills. The budget requests \$105.3 billion for USDOT plus the \$36.8 billion in advance appropriation from the BIL – recommending approximately \$142 billion in total spending authority for USDOT. Specifically, the budget request includes:

- \$68.9 billion for the Federal Highway Administration (FHWA), including a requested \$59.5 billion, plus \$9.5 billion in guaranteed BIL advance appropriations, as well as:
 - \$3 billion for the Highway Safety Improvement Program
 - \$5.5 billion for the Bridge Formula Program
 - \$2.44 billion for the Bridge Investment Program
 - \$1.64 billion for the INFRA Grant Program
 - \$447 million for the Surface Transportation Block Grant Program
 - \$1 billion for the National Electric Vehicle Infrastructure Formula Program
 - \$400 million for the Charging and Fueling Infrastructure Grants Program
 - \$1.4 billion for the PROTECT formula program
 - \$250 million for the PROTECT competitive program
 - \$1.3 billion for the Carbon Reduction Program
- \$21.1 billion for the Federal Transit Administration (FTA), including a requested \$16.9 billion, plus \$4.25 billion in guaranteed BIL advance appropriations, as well as:
 - \$13.6 billion for Transit Formula Grants
 - \$2.85 billion for Capital Investment Grants (CIG), including:
 - \$450 million for the Expedited Project Delivery (EPD) pilot program

- \$200 million for three new BIL programs, including:
 - \$50 million for the Zero Emission System Transformation Planning Program
 - \$100 million for Climate Resilience and Adaptation Grants
 - \$50 million for Integrated Smart Mobility Pilot Grants

The proposed budget does not propose any reductions or significant adjustments to the funding provided by the BIL. It also did not include dedicated funding for community project funding (CPF) – also known as earmarks. However, House and Senate offices have already begun collecting submissions for FY 2023 CPF requests, with most deadlines coming in mid-April. Additionally, the 12 appropriations subcommittees will hold hearings in the coming weeks, the first step as they begin drafting the annual funding bill.

Reconciliation Negotiations Resume

After pivotal moderate Senator Joe Manchin (D-WV) abruptly ended negotiations with his Democratic colleagues on the House-passed Build Back Better Act last year, discussions on the reconciliation package have stalled for months. The White House initiated a fresh round of talks with Manchin, focusing on areas of agreement, including energy production, climate change mitigation, and prescription drug reform. He recently outlined these priorities to a group of energy executives and climate advocates. According to reports from that meeting, Manchin also discussed supporting a proposal that includes \$500 billion in climate and energy investment paired with \$1 trillion in new taxes.

While progressives have pressed President Biden to resume discussions, they are wary of stripping out their preferred provisions of the social spending measure. However, Manchin remains skeptical of deficit-financed expansions of social spending, especially the Child Tax Credit program – established by the American Rescue Plan Act earlier this year. It is also unclear if the funding for housing and transit included in the House-passed bill is being considered in the slimmed-down package. The time to strike an agreement is short, given the upcoming midterm elections, but the White House is committed to reaching an agreement.

Key HUD and USDOT Appointments

There were no key HUD or USDOT appointments in March.

Agency Actions and Competitive Grant Update

FTA Announces \$2.2 Billion in American Rescue Plan Transit Funding

On Monday, March 7th, FTA announced the award of \$2.2 billion to 35 recipients in 18 states through President Biden's American Rescue Plan. Of this, Bay Area operators received \$536 million (24 percent of the national total). The funds will help public transportation agencies pay for day-to-day operations as they continue to provide essential services for frontline workers and keep tens of thousands of employees on the payroll. American Rescue Plan Additional Assistance funding is being provided to transit agencies that demonstrated a need for additional financial support to cover expenses related to day-to-day operations, cleaning and sanitization, combating the spread of pathogens on transit systems, and retaining employees. Funds are being awarded to Bay Area operators as follows:

- Bay Area Rapid Transit District - \$270.8 million
- Caltrain - \$38.8 million
- Fairfield Suisun Transit (City of Fairfield) - \$2.4 million
- Golden Gate Bridge, Highway and Transit District - \$75 million
- San Francisco Municipal Transportation Agency (City of San Francisco) - \$115.1 million
- Sonoma-Marín Area Transit - \$7.5 million
- San Francisco Bay Area Water Emergency Transportation Authority - \$26.1 million

[The full list of recipients can be found through this link.](#)

FTA Announces the Award of \$409 Million for Buses and Bus Facilities Program Grants

On Monday, March 14th, FTA announced the award of \$409.3 million in grants to 70 projects in 39 states to modernize and electrify America's buses, make bus systems and routes more reliable, and improve their safety. Three Bay Area projects received grants totaling \$16.8 million (4 percent of the total program). The grants support modernizing and improving the most widespread form of transit in America and will help dozens of communities buy new technology and electric buses, such as electric buses, that reduce or eliminate greenhouse gas emissions, promote cleaner air, and help address the climate crisis. Bay Area funding recipients are:

- Eastern Contra Costa Transit Authority - \$4 million
- Napa Valley Transportation Authority - \$8.5 million
- Santa Rosa City Bus (City of Santa Rosa) - \$4.3 million

[A full list of awarded projects can be found through this link.](#)

FTA Announces \$1.5 Billion in Grants to Modernize Bus Fleets and Facilities

On Monday, March 7th, FTA announced the availability of approximately \$1.47 billion in competitive grant funds to help modernize bus fleets and facilities across the country, which will support good-paying jobs and help reduce carbon emissions, leading to cleaner air, healthier communities, and better transportation. The funding is available through the FTA's Low or No Emission (Low-No) Grant Program, which makes funding available to help transit agencies purchase or lease U.S.-built low or no emission vehicles that use advanced technologies, including related equipment or facilities, for transit revenue operations. The BIL provides \$5.5 billion over five years for the Low-No Program—more than 10 times greater than the previous five years of funding. For FYY22, approximately \$1.1 billion will be available for grants under this program. FTA's Grants for Buses and Bus Facilities Program makes funding available to help transit agencies purchase and rehabilitate buses, vans, and related equipment, and build bus facilities. The BIL provides nearly \$2 billion over five years for the Bus and Bus Facilities Program. For FY 2022, approximately \$372 million for grants will be available under this program. [The Notice of Funding Opportunity \(NOFO\) for both programs can be found through this link.](#)

DOT Announces \$2.9 Billion in BIL Funding for Major Infrastructure Projects of Regional or National Significance

On Wednesday, March 23rd, Secretary Buttigieg announced \$2.9 billion of funding now available for major infrastructure projects through a combined NOFO under President Biden's BIL. Combining three major discretionary grant programs into one Multimodal Projects Discretionary Grant opportunity reduces the burden for state and local applicants and increases the pipeline of "shovel-worthy" projects. The National Infrastructure Project Assistance (MEGA) program was created in the Bipartisan Infrastructure Law to fund major projects that are too large or complex for traditional funding programs. The program will provide grants on a competitive basis to support multijurisdictional or regional projects of significance that may also cut across multiple modes of transportation. [The NOFO can be found through this link.](#)

HUD Announces the Availability of \$72 Million to Support Homeless Youths

On Thursday, March 24th, HUD announced the availability of \$72 million in Youth Homelessness Demonstration Program (YHDP) funding available to up to 25 communities nationwide. Funding will be utilized for developing and implementing coordinated community approaches to preventing and ending youth homelessness and sharing that experience and communities around the country to mobilize them toward the same end. [The NOFO can be found through this link.](#)

HUD Announces \$2.6 Billion in Awards to Support People Experiencing Homeless

On Monday, March 14th, HUD announced over \$2.6 billion in FY 2021 Continuum of Care (CoC) Competition Awards, including nearly \$510 million for 806 projects across California. [A list of California awards can be found through this link.](#)

The awards, announced by Secretary Marcia L. Fudge will provide funding to communities to help individuals and families experiencing homelessness move into permanent housing with access to supportive services, with the overarching goal of long-term stability.

DOT Recommends Approximately \$4.5 Billion to Support New and Expanded Public Transit Services

On Monday, March 28th, FTA released its annual guidance for the CIG program for FY 2023, including recommending seven new rail and bus rapid transit (BRT) projects for first-time funding and to continue funding for eight projects with existing construction grants. [The full report can be found here.](#)

FHWA Announces Guidance and Funding to Bolster Safer, More Walkable Streets

On Wednesday, March 30th, FHWA announced new guidance and increased funding that can help state and local governments carry out projects that create safer, more walkable streets, including pedestrian and bicycle infrastructure, Safe Routes to School programs, and other local community projects. The President's BIL nearly doubled funding for the Transportation Alternatives (TA) Set-Aside, from \$850 million annually for FY 2018 through FY 2020 to an average annual amount of \$1.44 billion from FY 2022-2026. [Additional information can be found through this link.](#)

National Transportation News Roundup (links to articles)

- [To Make Safer Streets, Design Them for Drunk Drivers \(Bloomberg City Lab\)](#)
- [Women Pay More for Transportation Than Men \(Route Fifty\)](#)
- [Airline CEOs call for end to federal mask mandate in letter to Biden \(Washington Post\)](#)
- [21 states sue to end mask requirement on public transportation. \(NBC News\)](#)
- [What Biden is really saying in his new budget \(Vox\)](#)