

## Meeting Agenda - Final

### 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*

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Friday, May 13, 2022

9:45 AM

REMOTE (In person option available)

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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/89928263148>

iPhone One-Tap: US: +13462487799,,89928263148# or +12532158782,,89928263148#

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: 899 2826 3148

International numbers available: <https://bayareametro.zoom.us/j/kd9OsxMXhA>

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](mailto: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. [22-0767](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the April 8, 2022 Meeting

**Action:** Committee Approval

**Attachments:** [2a\\_2022-04-08\\_Joint\\_MTC\\_ABAG\\_Legislation\\_Committee\\_Meeting\\_Minutes\\_I](#)

- 2b. [22-0768](#) 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\\_May\\_Legislative\\_History.pdf](#)

## 3. State Legislation

- 3a. [22-0833](#) Assembly Bill 2237 (Friedman): Transportation Funding and State Climate Goals

Prohibits regions from funding projects not aligned with state climate goals and adds state climate goal alignment requirements to projects funded from local transportation tax measures.

**Action:** Oppose Unless Amended / MTC Commission Approval

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [3a\\_AB\\_2237\\_\(Friedman\).pdf](#)

- 3b. [22-0825](#) Assembly Constitutional Amendment 14 (Wicks): Housing Opportunities for Everyone Act

Assembly Constitutional Amendment (ACA) 14 would dedicate five percent each year from the state's General Fund over a ten-year period to address California's affordable housing and homelessness crisis.

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

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [3b\\_ACA\\_14\\_\(Wicks\).pdf](#)

**3c. [22-0829](#) Fiscal Year (FY) 2022-23 State Budget Update**

Update on FY 2022-23 State Budget Negotiations and Governor's FY 2022-23 May Revise Proposal.

**Action:** Information

**Presenter:** Rebecca Long

**Attachments:** [3c\\_Fiscal\\_Year\\_2022-23\\_State\\_Budget\\_Update.pdf](#)

**4. Federal Legislation****4a. [22-0769](#) 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:** [4ai MTC May 2022 MTC Report.pdf](#)

**5. Public Comment / Other Business**

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

**6. Adjournment / Next Meeting**

**The next meeting of the Joint MTC ABAG Legislation Committee will be Friday, June 10, 2022 at 9:45 a.m. Any changes to the schedule will be duly noticed to the public.**

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

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

**Record of Meeting:** Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site ([mtc.ca.gov](http://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.

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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.

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 22-0767      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Consent  
**File created:** 4/8/2022      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 5/13/2022      **Final action:**  
**Title:** Approval of Joint MTC ABAG Legislation Committee Minutes of the April 8, 2022 Meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [2a\\_2022-04-08\\_Joint\\_MTC\\_ABAG\\_Legislation\\_Committee\\_Meeting\\_Minutes\\_Draft.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

**Subject:**  
Approval of Joint MTC ABAG Legislation Committee Minutes of the April 8, 2022 Meeting

**Recommended Action:**  
Committee Approval

**Attachments:**



Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105

## Meeting Minutes - Draft

### Joint MTC ABAG Legislation Committee

*Jesse Arreguin, Chair      Sam Liccardo, Vice Chair*  
*Members*

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

*Non-Voting Members*  
*Dorene M. Giacomini and Vacant*

Friday, April 8, 2022

9:45 AM

REMOTE (In person option available)

#### 1. Call to Order / Roll Call / Confirm Quorum

**Present:** 10 - Committee Member Fleming, Committee Member Hudson, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Mitchoff and Committee Member Dutra-Vernaci

**Absent:** 7 - Committee Member Schaaf, Committee Member Rabbitt, Vice Chair Liccardo, Chair Arreguin, Committee Member Ramos, Committee Member Mar and Committee Member Canepa

Non-Voting Member Absent: Commissioner Giacomini

Ex Officio Voting Member Present: Commission Chair Pedroza

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

#### 2. Consent Calendar

**Upon the motion by Committee Member Spering and second by Committee Member Dutra-Vernaci, the Consent Calendar was unanimously approved. The motion carried by the following vote:**

**Aye:** 10 - Committee Member Fleming, Committee Member Hudson, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Mitchoff and Committee Member Dutra-Vernaci

**Absent:** 7 - Committee Member Schaaf, Committee Member Rabbitt, Vice Chair Liccardo, Chair Arreguin, Committee Member Ramos, Committee Member Mar and Committee Member Canepa

**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 Draft.pdf](#)

**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](#)

Upon the motion by Committee Member Spering and second by Committee Member Hudson, a support position on AB 2805 (Bauer-Kahan) 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 AB 2805 (Bauer-Kahan) prior to the Commission meeting date. Chair Arreguin indicated her concurrence. This is in conformance with MTC Resolution No. 1058, Revised, MTC Commission Procedures Manual. The motion carried unanimously by the following vote:

**Aye:** 10 - Committee Member Fleming, Committee Member Hudson, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Mitchoff and Committee Member Dutra-Vernaci

**Absent:** 7 - Committee Member Schaaf, Committee Member Rabbitt, Vice Chair Liccardo, Chair Arreguin, Committee Member Ramos, Committee Member Mar and Committee Member Canepa

**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](#)

Upon the motion by Committee Member Ahn and second by Committee Member Spering, a support position on AB 2094 (R. Rivas) was adopted to be forwarded to the Executive Board for approval. Staff requested Chair Arreguin to concur with the emergency procedure to communicate a position on AB 2094 (R. Rivas) prior to the Executive Board meeting date. Chair Arreguin indicated her concurrence. This is in conformance with MTC Resolution No. 1058, Revised, MTC Commission Procedures Manual. The motion carried unanimously by the following vote:

- Aye:** 10 - Committee Member Fleming, Committee Member Hudson, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Mitchoff and Committee Member Dutra-Vernaci
- Absent:** 7 - Committee Member Schaaf, Committee Member Rabbitt, Vice Chair Liccardo, Chair Arreguin, Committee Member Ramos, Committee Member Mar and Committee Member Canepa

**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](#)

**Upon the motion by Committee Member Halliday and second by Committee Member Fleming, a support and seek amendments position on AB 1640 (Ward) was adopted to be forwarded to the Commission and Executive Board for approval. The motion carried unanimously by the following vote:**

- Aye:** 10 - Committee Member Fleming, Committee Member Hudson, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Mitchoff and Committee Member Dutra-Vernaci
- Absent:** 7 - Committee Member Schaaf, Committee Member Rabbitt, Vice Chair Liccardo, Chair Arreguin, Committee Member Ramos, Committee Member Mar and Committee Member Canepa

**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](#)

[3di\\_Public Comment BAYAREA COUNCIL et. all-SB942\\_Support040722.pdf](#)

Written public comments was received in a joint letter from SPUR, TransForm, Bay Area Council, Seamless Bay Area, Silicon Valley Leadership Group, and Joint Venture Silicon Valley.

Upon the motion by Committee Member Dutra-Vernaci and second by Committee Member Mitchoff, a support and seek amendments position on SB 942 (Newman) 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 942 (Newman) prior to the Commission meeting date. Chair Arreguin indicated her concurrence. This is in conformance with MTC Resolution No. 1058, Revised, MTC Commission Procedures Manual. The motion carried unanimously by the following vote:

**Aye:** 10 - Committee Member Fleming, Committee Member Hudson, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Mitchoff and Committee Member Dutra-Vernaci

**Absent:** 7 - Committee Member Schaaf, Committee Member Rabbitt, Vice Chair Liccardo, Chair Arreguin, Committee Member Ramos, Committee Member Mar and Committee Member Canepa

**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](#)

Helen-Marie Gordon spoke on this item.

#### 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

#### 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.

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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|                      |                     |                      |   |                                      |  |
|----------------------|---------------------|----------------------|---|--------------------------------------|--|
| <b>File #:</b>       | 22-0768             | <b>Version:</b>      | 1 | <b>Name:</b>                         |  |
| <b>Type:</b>         | Report              | <b>Status:</b>       |   | Consent                              |  |
| <b>File created:</b> | 4/8/2022            | <b>In control:</b>   |   | Joint MTC ABAG Legislation Committee |  |
| <b>On agenda:</b>    | 5/13/2022           | <b>Final action:</b> |   |                                      |  |
| <b>Title:</b>        | Legislative History |                      |   |                                      |  |

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

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2b\\_May Legislative History.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

**Subject:**

Legislative History

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

**Presenter:**

Georgia Gann Dohrmann

**Recommended Action:**

Information

**Attachments:**



| Bill Number                                     | Current Text         | Status                          | Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | MTC Position | ABAG Position |
|-------------------------------------------------|----------------------|---------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|---------------|
| <a href="#">AB 162</a><br>Committee on Budget   | Amended<br>2/16/2022 | Senate Budget and Fiscal Review | <b>Budget Act of 2022.</b> Would express the intent of the Legislature to enact statutory changes relating to the Budget Act of 2022.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |              |               |
| <a href="#">AB 168</a><br>Committee on Budget   | Amended<br>3/11/2022 | Senate Budget and Fiscal Review | <b>California Environmental Quality Act: public higher education: campus population.</b> 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. |              |               |
| <a href="#">AB 411</a><br><a href="#">Irwin</a> | Amended<br>1/24/2022 | Assembly M. & V.A.              | <b>Veterans Housing and Homeless Prevention Bond Act of 2022.</b> 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.                                                                                                                                                                               |              |               |

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|--------------------------------------------------|-------------------------|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| <a href="#">AB 660</a><br><a href="#">Cooper</a> | Introduced<br>2/12/2021 | Senate Transportation | <p><b>Department of Motor Vehicles: records: pull-notice system.</b> 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.</p> |  |  |
| <a href="#">AB 682</a><br><a href="#">Bloom</a>  | Amended<br>1/13/2022    | Senate Housing        | <p><b>Planning and zoning: density bonuses: cohousing buildings.</b> 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.</p>                                                                                                                                                                                                                                                                                                                                                                                      |  |  |

|                                                            |                      |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |
|------------------------------------------------------------|----------------------|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| <a href="#">AB 983</a><br><br><a href="#">Kalra</a>        | Amended<br>5/5/2022  | Senate Rules   | <p><b>Employee obligations: exclusivity options.</b> Current law, except as specified, prohibits enforcement of a personal service contract beyond 7 years from the commencement of service under the contract. Under current law, an employee who is a party to a contract to render personal services in the production of specified phonorecords is prohibited from invoking this provision without first giving written notice to the employer that the employee, from and after a specified date, will no longer render service under the contract by reason of the above provision. Current law specifies that a party to a contract to render personal services in the production of specified phonorecords may still pursue an action for certain damages. This bill would authorize any music talent who is a party to a contract to render personal services in the production of specified phonorecords to invoke that limitation by giving written notice and paying a third party any contractual advances actually paid by the third party, as specified.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |  |
| <a href="#">AB 1288</a><br><br><a href="#">Quirk-Silva</a> | Amended<br>1/24/2022 | Senate Housing | <p><b>Taxation: income: insurance: tax credits: low-income housing.</b> 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.</p> |  |  |

|                                                          |                      |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |  |
|----------------------------------------------------------|----------------------|------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| <a href="#">AB 1322</a><br><a href="#">Rivas, Robert</a> | Amended<br>4/25/2022 | Senate Environmental Quality | <b>California Global Warming Solutions Act of 2006: sustainable aviation fuel: production incentives plan.</b> The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Current law requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board, on or before July 1, 2024, to develop a plan, consistent with federal law, that identifies augmentations of existing incentives and new incentives necessary to increase the production and use in the state of sustainable aviation fuel to no less than 1,500,000,000 gallons per year by 2030, thereby enabling a reduction in aviation greenhouse gas emissions and supporting the achievement of the state's goal of net-zero greenhouse gas emissions by 2045. The bill would require the state board, on or before December 31, 2025, to implement the plan to achieve these goals. |  |  |
| <a href="#">AB 1384</a><br><a href="#">Gabriel</a>       | Amended<br>8/26/2021 | Senate Third Reading         | <b>Resiliency Through Adaptation, Economic Vitality, and Equity Act of 2022.</b> 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |
| <a href="#">AB 1445</a><br><a href="#">Levine</a>        | Amended<br>1/3/2022  | Senate Housing               | <b>Planning and zoning: regional housing need allocation: climate change impacts.</b> 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |  |

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| <a href="#">AB 1551</a><br><a href="#">Santiago</a> | Amended<br>1/13/2022   | Senate Housing                           | <b>Planning and zoning: development bonuses: mixed-use projects.</b> 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. |  |  |
| <a href="#">AB 1602</a><br><a href="#">McCarty</a>  | Introduced<br>1/3/2022 | Assembly Appropriations<br>Suspense File | <b>Student, faculty, and staff housing: California Student Housing Revolving Loan Fund Act of 2022.</b> 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.               |  |  |

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| <a href="#">AB 1626</a><br><a href="#">Nguyen</a> | Introduced<br>1/10/2022 | Assembly Print                           | <b>Motor Vehicle Fuel Tax Law: limitation on adjustment.</b> 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.                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                   |                                   |
| <a href="#">AB 1640</a><br><a href="#">Ward</a>   | Amended<br>3/23/2022    | Assembly Appropriations<br>Suspense File | <b>Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans.</b> 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.                                                                                                  | Support and<br>Seek<br>Amendments | Support and<br>Seek<br>Amendments |
| <a href="#">AB 1644</a><br><a href="#">Flora</a>  | Amended<br>3/30/2022    | Assembly Consent Calendar                | <b>Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021.</b> 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. |                                   |                                   |

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| <a href="#">AB 1654</a><br><a href="#">Rivas, Robert</a> | Amended<br>5/2/2022  | Assembly Appropriations | <p><b>Low-income housing: insurance tax: income tax: credits: farmworker housing.</b> Current law requires the Department of Housing and Community Development to develop and publish specified reports, including an annual report containing specified information on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. This bill would additionally require the department to commission a study of farmworker housing conditions, needs, and solutions. The bill would also require the department to develop a comprehensive strategy for meeting the housing needs of the state's farmworkers based on that study.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |  |
| <a href="#">AB 1680</a><br><a href="#">Lee</a>           | Amended<br>3/24/2022 | Senate Rules            | <p><b>Transportation: prohibition orders.</b> 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.</p> |  |  |

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| <a href="#">AB 1695</a><br><a href="#">Santiago</a>                           | Amended<br>4/18/2022 | Assembly Appropriations | <b>Affordable housing loan and grant programs: adaptive reuse.</b> Current law establishes various programs and funding sources administered by the Department of Housing and Community Development to enable the development of affordable housing, including, among others, the Building Homes and Jobs Act, the Multifamily Housing Program, and the Housing for a Healthy California Program. This bill would provide that any notice of funding availability issued by the department for an affordable multifamily housing loan 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" for these purposes to mean the retrofitting and repurposing of an existing building to create new residential units.                                                                                                                                                                                                                                                                                                                                                                                            |  |  |
| <a href="#">AB 1713</a><br><a href="#">Boerner</a><br><a href="#">Horvath</a> | Amended<br>3/21/2022 | Assembly Third Reading  | <b>Vehicles: required stops: bicycles.</b> 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. |  |  |
| <a href="#">AB 1721</a><br><a href="#">Rodriguez</a>                          | Amended<br>3/21/2022 | Assembly Appropriations | <b>California Emergency Services Act: emergency preparedness: mutual aid: seismic retrofitting soft story multifamily housing.</b> Would establish the Emergency Medical Services Mutual Aid Program, to be administered by the Office of Emergency Services (OES), to support local government efforts in responding to surges in demand for emergency medical services and provide effective mutual aid during disasters, as defined. The bill would, upon appropriation by the Legislature, require OES to provide noncompetitive grant funding to local governments, special districts, and tribes for the purpose of acquiring emergency medical services, as specified. The bill would also require OES to provide an annual report to the Legislature regarding the program, as specified. The bill would, upon appropriation by the Legislature, require the Controller to transfer \$50,000,000 to the Director of Emergency Services to effectuate these provisions.                                                                                                                                                                                                                                        |  |  |

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| <a href="#">AB 1738</a><br><br><a href="#">Boerner</a><br><a href="#">Horvath</a> | Amended<br>4/25/2022 | Assembly Appropriations       | <p><b>Building standards: installation of electric vehicle charging stations: existing buildings.</b> Current law requires the Department of Housing and Community Development to propose to the California Building Standards Commission for consideration mandatory building standards for the installation of future electric vehicle charging infrastructure for parking spaces in multifamily dwellings, as specified. Current law requires the commission to adopt, approve, codify, and publish mandatory building standards for the installation of electric vehicle charging infrastructure for parking spaces in multifamily dwellings and nonresidential development. Current law requires the commission to approve and adopt building standards and to codify those standards in the California Building Standards Code. 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 researched, developed, and proposed for adoption (1) by the Department of Housing and Community Development for the installation in existing parking facilities serving multifamily dwellings, hotels, and motels and (2) by the commission for the installation in parking facilities serving existing nonresidential buildings, as specified.</p> |  |  |
| <a href="#">AB 1771</a><br><br><a href="#">Ward</a>                               | Amended<br>3/22/2022 | Assembly Revenue and Taxation | <p><b>The California Housing Speculation Act: income taxes: capital gains: sale or exchange of qualified asset: housing.</b> 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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |  |

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| <a href="#">AB 1778</a><br><br><a href="#">Garcia,</a><br><a href="#">Cristina</a> | Amended<br>3/24/2022   | Assembly Appropriations       | <b>State transportation funding: freeway projects: poverty and pollution: Department of Transportation.</b> 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. |  |  |
| <a href="#">AB 1850</a><br><br><a href="#">Ward</a>                                | Amended<br>4/25/2022   | Senate Rules                  | <b>Public housing: unrestricted multifamily housing.</b> 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 aggregate initial rent for all units postconversion is at least 10% less than the average aggregate monthly rent charged for all units over the 12-month period prior to conversion and at least 20% less than the small area fair market rent for at least half of the units. The bill would specify that those provisions do not apply to a development that is or will be subject to a regulatory agreement with the California Tax Credit Allocation Committee or the Department of Housing and Community Development.                                                                                                                                                                   |  |  |
| <a href="#">AB 1873</a><br><br><a href="#">Boerner</a><br><a href="#">Horvath</a>  | Introduced<br>2/8/2022 | Assembly Revenue and Taxation | <b>Personal Income Tax Law: Corporation Tax Law: credits: electric vehicle charging stations.</b> 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.                                                                                                                                                                                                                                                                     |  |  |

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| <a href="#">AB 1909</a><br><a href="#">Friedman</a> | Amended<br>3/21/2022 | Senate Rules                             | <b>Vehicles: bicycle omnibus bill.</b> 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |  |
| <a href="#">AB 1911</a><br><a href="#">Gabriel</a>  | Amended<br>4/19/2022 | Assembly Appropriations                  | <b>Income taxes: credits: low-income housing.</b> The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill, for taxable years beginning on or after January 1, 2023, and before January 1, 2028, would allow a credit against those taxes to a taxpayer that is transferred, and allocated, credits pursuant to the sale of a specified multifamily rental housing development to a qualified developer, that has received a credit reservation from the California Tax Credit Allocation Committee, in specified amounts. The bill would define a qualified developer for purposes of this bill, in part, as a specified entity that commits, at application to the committee and under penalty of perjury, to employing a tax credit reservation allowed by the bill in the acquisition of a qualified development. By expanding the crime of perjury, this bill would impose a state-mandated local program.                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |  |
| <a href="#">AB 1919</a><br><a href="#">Holden</a>   | Amended<br>4/6/2022  | Assembly Appropriations<br>Suspense File | <b>Youth Transit Pass Pilot Program: free youth transit passes: eligibility for state funding.</b> Current law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Current law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, as specified. Current law establishes the State Transit Assistance Program for the purpose of providing a source of state funding to eligible public transportation operators and other transportation agencies in order to support their local and regional transit operating and capital needs. Current law establishes the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Existing law conditions transit funding from certain programs on achieving specified ratios of fare revenues to operating costs. This bill would require local authorities, school districts, and colleges to maintain their funding for free or reduced fare youth transit as provided in the 2018-19 fiscal year. |  |  |

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| <a href="#">AB 1935</a><br><a href="#">Grayson</a>  | Amended<br>4/19/2022 | Assembly Appropriations                  | <b>California Environmental Quality Act: redevelopment: Concord Naval Weapons Station.</b> The California Environmental Quality Act (CEQA) establishes administrative procedures for the review and certification of the EIR for a project .This bill would require the lead agency to prepare and certify the EIR for the Concord Base Reuse Project, which the bill would define as any activity related to the approval and adoption of a specific plan for the former Concord Naval Weapons Station in the City of Concord, in a specified manner that includes the concurrent preparation of the record of proceedings. By increasing the duties of the lead agency, this bill would impose a state-mandated local program.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                   |                                   |
| <a href="#">AB 1938</a><br><a href="#">Friedman</a> | Amended<br>3/7/2022  | Assembly Appropriations<br>Suspense File | <b>Transit and Intercity Rail Recovery Task Force.</b> 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                   |                                   |
| <a href="#">AB 1944</a><br><a href="#">Lee</a>      | Amended<br>4/18/2022 | Assembly Third Reading                   | <b>Local government: open and public meetings.</b> The Ralph M. Brown Act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. 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 require the agenda to identify any member of the legislative body that will participate in the meeting remotely. | Support and<br>Seek<br>Amendments | Support and<br>Seek<br>Amendments |

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| <a href="#"><b>AB 1945</b></a><br><a href="#">Aguiar-Curry</a> | Introduced<br>2/10/2022 | Assembly Appropriations<br>Suspense File | <b>Affordable Disaster Housing Revolving Development and Acquisition Program.</b> 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.                                                                                                                                                                                                                                                                                                                                                                                      |  |  |
| <a href="#"><b>AB 1961</b></a><br><a href="#">Gabriel</a>      | Amended<br>4/25/2022    | Assembly Appropriations                  | <b>Affordable housing: Department of Housing and Community Development.</b> Current law establishes the Department of Housing and Community Development in the Business, Consumer Services, and Housing Agency and makes the department responsible for administering various housing programs throughout the state, including, among others, the Multifamily Housing Program, the Housing for a Healthy California Program, and the California Emergency Solutions Grants Program. This bill would require the department to create an online database of affordable housing listings, information, and applications, as provided. The bill would authorize the department to contract with one or more vendors to carry out this requirement. The bill would also require the department to cooperate and coordinate with relevant stakeholders, including specified public and private parties, and local, state, and federal governmental entities. The bill would make these provisions operable only upon appropriation by the Legislature, and would require the department to make the database accessible no later than 24 months after the appropriation. |  |  |
| <a href="#"><b>AB 1975</b></a><br><a href="#">Nazarian</a>     | Amended<br>4/18/2022    | Assembly Appropriations                  | <b>Local government: bus shelters.</b> Would require each city, including a charter city, county, or city and county, to submit a report to the appropriate policy committees of the Legislature on or before January 1, 2024, and annually thereafter, that identifies the number of bus shelters within the local agency. By imposing additional duties on local agencies, the bill would impose a state-mandated local program.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |  |

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| <a href="#">AB 2011</a><br><br><a href="#">Wicks</a> | Amended<br>4/18/2022 | Assembly Rules          | <p><b>Affordable Housing and High Road Jobs Act of 2022.</b> The Planning and Zoning Law authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process and not subject to a conditional use permit if the development satisfies specified objective planning standards. This bill would make certain housing developments that meet specified affordability and site criteria and objective development standards a use by right within a zone where office, retail, or parking are a principally permitted use, and would subject these development projects to one of 2 streamlined, ministerial review processes. The bill would require a development proponent for a housing development project approved pursuant to the streamlined, ministerial review process to require, in contracts with construction contractors, that certain wage and labor standards will be met, including that all construction workers shall be paid at least the general prevailing rate of wages, as specified. The bill would require a development proponent to certify to the local government that those standards will be met in project construction.</p>         |  |  |
| <a href="#">AB 2053</a><br><br><a href="#">Lee</a>   | Amended<br>4/6/2022  | Assembly Appropriations | <p><b>The Social Housing Act.</b> Would enact the Social Housing Act and would create the California Housing Authority, as an independent state body, the mission of which would be to produce and acquire social housing developments for the purpose of eliminating the gap between housing production and regional housing needs assessment targets, as specified. The bill would prescribe a definition of social housing that would describe, in addition to housing owned by the authority, housing owned by other entities, as specified, provided that all social housing developed by the authority would be owned by the authority. The bill would prescribe the composition of the California Housing Authority Board, which would govern the authority, and would be composed of appointed members and members who are elected by residents of social housing developments, as specified. The bill would prescribe the powers and duties of the authority and the board. The bill would provide that the authority is bound to revenue neutrality, as defined, and would require the authority to recover the cost of development and operations over the life of its properties through the mechanism of rent cross-subsidization, as defined.</p> |  |  |

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| <a href="#">AB 2061</a><br><a href="#">Ting</a>   | Amended<br>4/18/2022 | Assembly Appropriations | <b>Transportation electrification: electric vehicle charging infrastructure.</b> Current law requires the Public Utilities Commission (PUC), in consultation with the Energy Commission and the State Air Resources Board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to, among other things, reduce dependence on petroleum and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. The PUC is required to approve, or modify and approve, programs and investments in transportation electrification, including those that deploy charging infrastructure, through a reasonable cost recovery mechanism, if certain requirements are met. 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, to the Energy Commission. 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. |  |  |
| <a href="#">AB 2063</a><br><a href="#">Berman</a> | Amended<br>4/21/2022 | Assembly Appropriations | <b>Density bonuses: affordable housing impact fees.</b> 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 and in-lieu 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. By imposing new restrictions on the ability of a local government to impose affordable housing impact fees, the bill would impose a state-mandated local program.                                                                                                                                                                                                                                                                             |  |  |

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| <a href="#">AB 2074</a><br><a href="#">Gipson</a> | Introduced<br>2/14/2022 | Assembly Appropriations<br>Suspense File | <p><b>Air Quality Improvement Program: micromobility devices.</b> 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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |  |
| <a href="#">AB 2075</a><br><a href="#">Ting</a>   | Amended<br>5/2/2022     | Assembly Appropriations                  | <p><b>Energy: electric vehicle charging standards.</b> Current law requires the California Building Standards Commission to adopt, approve, codify, and publish mandatory building standards for the installation of future electric vehicle charging infrastructure for parking spaces in multifamily dwellings and nonresidential development, as specified. Current law requires the California Building Standards Commission and the Department of Housing and Community Development, in proposing and adopting those mandatory building standards, to consult interested parties. This bill would specify the State Energy Resources Conservation and Development Commission (Energy Commission) is an interested party that the California Building Standards Commission and the Department of Housing and Community Development are required to consult with in proposing and adopting those standards. The bill would require the California Building Standards Commission, as part of each triennial California Building Standards Code rulemaking cycle that commences on or after January 1, 2023, to convene a workshop or other collaborative process on electric vehicle charging infrastructure standards, and would require the Energy Commission, as part of its participation in the workshop or collaborative process, to incorporate the most recent update to a specified statewide assessment of electric vehicle charging infrastructure, any relevant electric load forecasts, and the statewide transportation electrification goals, as specified.</p> |  |  |

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| <a href="#">AB 2094</a><br><a href="#">Rivas, Robert</a> | Introduced<br>2/14/2022 | Senate Rules            | <p><b>General plan: annual report: extremely low-income housing.</b> 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.</p>                                                                                                                                                                                                                                                                                 |  | Support |
| <a href="#">AB 2097</a><br><a href="#">Friedman</a>      | Introduced<br>2/14/2022 | Assembly Appropriations | <p><b>Residential and commercial development: remodeling, renovations, and additions: parking requirements.</b> 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. The bill would exempt certain commercial parking requirements from these provisions if the requirements of the bill conflict with an existing contractual agreement of the public agency that was executed before January 1, 2023.</p> |  |         |

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| <a href="#">AB 2120</a><br><br><a href="#">Ward</a>   | Amended<br>3/21/2022 | Assembly Appropriations<br>Suspense File | <p><b>Transportation finance: federal funding: bridges.</b> 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.</p>                                                                                                                                                                                                                                                                                                                                                                                          | Support |  |
| <a href="#">AB 2181</a><br><br><a href="#">Berman</a> | Amended<br>5/2/2022  | Assembly Appropriations                  | <p><b>Santa Clara Valley Transportation Authority: board of directors.</b> Current law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Current law vests the government of the VTA in a 12-member board of directors, which consists of 2 representatives of the County of Santa Clara who are members of, and appointed by, the county's board of supervisors, 5 representatives of the City of San Jose who are city council members or the mayor and appointed by the city council, and 5 representatives of the other cities in the county who are city council members or mayors of those cities as provided by agreements among those cities, whose terms of office are 2 years, as specified. This bill, on and after July 1, 2023, would revise the membership of the board of directors to instead consist of 2 representatives of the county who are community members and appointed by the president of the board of supervisors with board of supervisors approval, 5 representatives of the City of San Jose, including at least 2 city council members or the mayor and 2 community members, appointed by the mayor with city council approval, and 5 representatives of the other cities in the county, including at least 2 community members and 2 city council members or mayors of those cities, elected through a ranked choice voting process by the city councils of those cities, as specified.</p> |         |  |

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| <a href="#">AB 2186</a><br><br><a href="#">Grayson</a> | Amended<br>5/2/2022     | Assembly Appropriations | <p><b>Housing Cost Reduction Incentive Program.</b> 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 a public entity that receives grant funds 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.</p> |  |  |
| <a href="#">AB 2197</a><br><br><a href="#">Mullin</a>  | Introduced<br>2/15/2022 | Assembly Transportation | <p><b>Caltrain electrification project: funding.</b> 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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |  |

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| <a href="#">AB 2206</a><br><br><a href="#">Lee</a>  | Amended<br>4/20/2022 | Senate Rules            | <p><b>Nonattainment basins: employee parking: parking cash-out program.</b> Current law requires, in any air basin designated as nonattainment for certain air quality standards, an employer, defined as an employer of 50 persons or more that provides a parking subsidy to employees, to also offer a parking cash-out program. Current law defines “parking cash-out program” as an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. Current law defines a “parking subsidy” as the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space. This bill would revise the definitions of “employer,” “parking cash-out program,” and “parking subsidy.” The bill would require a lessor that enters into or renews a lease on or after January 1, 2023, with a lessee that is an employer and that offers parking to the employer to list the market-rate parking costs as a separate line item in the lease, as provided, or to provide a list of parking costs to the employer within 30 days after the lease is entered into or renewed.</p>                                                                                                                                                                                                                                                                   |  |  |
| <a href="#">AB 2211</a><br><br><a href="#">Ting</a> | Amended<br>5/2/2022  | Assembly Appropriations | <p><b>Shelter crisis: homeless shelters.</b> Upon declaration of a shelter crisis, current law, among other things, suspends certain state and local laws, regulations, and ordinances, including those prescribing standards of housing, health, or safety to the extent that strict compliance would in any way prevent, hinder, or delay the mitigation of the effects of the shelter crisis. 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 people experiencing homelessness 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 extend the repeal date of these provisions to January 1, 2030.</p> |  |  |

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| <a href="#"><b>AB 2218</b></a><br><a href="#">Quirk-Silva</a> | Amended<br>3/9/2022  | Assembly Rules          | <b>California Environmental Quality Act: standing: proposed infill housing projects.</b> 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |  |
| <a href="#"><b>AB 2221</b></a><br><a href="#">Quirk-Silva</a> | Amended<br>5/2/2022  | Assembly Appropriations | <b>Accessory dwelling units.</b> 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 an application to create an accessory dwelling unit or a junior accessory dwelling unit within specified timeframes. This bill would require a permitting agency to act on an application to serve an accessory dwelling unit or a junior accessory dwelling unit within the same timeframes. The bill would provide that the requirement for a permitting 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.                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |
| <a href="#"><b>AB 2233</b></a><br><a href="#">Quirk-Silva</a> | Amended<br>4/21/2022 | Assembly Appropriations | <b>Excess state land: development of affordable housing.</b> 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. The bill would require the DGS to create, no later than April 30, 2024, a digitized inventory of all excess state land, as defined, by, among other things, conducting a comprehensive survey of all state-owned property. |  |  |

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| <a href="#">AB 2237</a><br><a href="#">Friedman</a> | Amended<br>4/18/2022 | Assembly Appropriations | <p><b>Transportation planning: regional transportation improvement plan: sustainable communities strategies: climate goals.</b> 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."</p> |  |  |
| <a href="#">AB 2244</a><br><a href="#">Wicks</a>    | Amended<br>3/24/2022 | Assembly Third Reading  | <p><b>Religious institution affiliated housing: colocated place of worship.</b> 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.</p>                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |

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| <a href="#">AB 2264</a><br><a href="#">Bloom</a>   | Amended<br>3/17/2022    | Assembly Appropriations<br>Suspense File | <p><b>Pedestrian crossing signals.</b> 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.</p> |  |  |
| <a href="#">AB 2270</a><br><a href="#">Seyarto</a> | Introduced<br>2/16/2022 | Senate Transportation                    | <p><b>Authorized emergency vehicles.</b> Current law provides for the exemption of authorized emergency vehicles, as defined, from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven under specified conditions, including that the vehicle displays public agency identification and is being driven while responding to, or returning from, an urgent or emergency call. Under current law, an authorized emergency vehicle returning from being driven under those specified conditions is not exempt from a requirement to pay a toll or other charge imposed while traveling on a HOT lane. This bill would require the owner or operator of a toll facility, upon the request of the local emergency service provider, to enter into an agreement for the use of a toll facility.</p>                                                                                                                                                                                                                                                    |  |  |

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| <a href="#">AB 2295</a><br><br><a href="#">Bloom</a>   | Amended<br>5/2/2022     | Assembly Appropriations | <p><b>Local educational agencies: housing development projects.</b> Would deem a housing development project an allowable use on any real property owned by a local educational agency, as defined, if the housing development satisfies certain conditions, including other local objective zoning standards, objective subdivision standards, and objective design review standards, as described. The bill would deem a housing development that meets these requirements consistent, compliant, and in conformity with local development standards, zoning codes or maps, and the general plan. The bill, among other things, would authorize the land used for the development of the housing development to be jointly used or jointly occupied by the local educational agency and any other party, subject to specified requirements. The bill would exempt a housing development project subject to these provisions from various requirements regarding the disposal of surplus land. The bill would repeal its provisions on January 1, 2033.</p>                                                                                                                                                                                                                                                                                                                                                          |  |  |
| <a href="#">AB 2305</a><br><br><a href="#">Grayson</a> | Introduced<br>2/16/2022 | Assembly Appropriations | <p><b>Housing Finance: Coordinated Housing Finance Committee.</b> Would establish the Coordinated Affordable Housing Finance Committee and would require that the committee be comprised of representatives from HCD, CalHFA, CTCAC, the Treasurer, and the Controller. This bill would require the committee to allocate state-controlled resources for the finance of affordable rental housing, as defined, through a single process and competition. This bill would require the committee to develop an application, threshold requirements, a rating and ranking system, as specified, for applicants seeking these resources. 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. This bill would also authorize the committee to adopt, amend, or repeal emergency rules and regulations to implement this chapter that are exempt from the rulemaking provisions of the Administrative Procedures Act, as specified.</p> |  |  |

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| <a href="#">AB 2319</a><br><a href="#">Bonta, Mia</a> | Amended<br>4/21/2022 | Assembly Appropriations | <p><b>Surplus land: former military base land.</b> 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," 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.</p>                                                                                                                                                                                                                                                        |  |  |
| <a href="#">AB 2325</a><br><a href="#">Rivas, Luz</a> | Amended<br>4/25/2022 | Assembly Appropriations | <p><b>Coordinated homelessness response: Office of the Interagency Council on Homelessness.</b> Current law requires the Governor to establish the California Interagency Council on Homelessness, formerly known as the Homeless Coordinating and Financing Council, and to appoint specified members of that coordinating council. Current law requires agencies and departments administering state programs created on or after July 1, 2017, to collaborate with the council to adopt guidelines and regulations to incorporate core components of Housing First, as defined. Current law establishes the goals of the council, which include identifying mainstream resources, benefits, and services that can be accessed to prevent and end homelessness in California. Current law requires that the coordinating council be under the direction of an executive director, who is under the direction of the Business, Consumer Services, and Housing Agency, and staffed by employees of that agency. This bill would place the California Interagency Council on Homelessness under the jurisdiction of the Office of the Interagency Council on Homelessness, which the bill would establish within the Governor's office, under the control of a director, on or before September 30, 2023.</p> |  |  |

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| <a href="#">AB 2334</a><br><br><a href="#">Wicks</a>    | Amended<br>5/2/2022  | Assembly Appropriations | <p><b>Density Bonus Law: affordability: incentives or concessions in very low vehicle travel areas: parking standards: definitions.</b> 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). Current 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.</p> |         |         |
| <a href="#">AB 2336</a><br><br><a href="#">Friedman</a> | Amended<br>4/21/2022 | Assembly Appropriations | <p><b>Vehicles: Speed Safety System Pilot Program.</b> Would authorize, until January 1, 2028, the Cities of Los Angeles, Oakland, San Jose, Glendale, and Palm Springs, 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. The bill would require the participating cities or city and county to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. The bill would require the participating cities or city and county to develop uniform guidelines for, among other things, the processing and storage of confidential information.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Support | Support |

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| <a href="#">AB 2339</a><br><br><a href="#">Bloom</a> | Amended<br>5/2/2022 | Assembly Appropriations | <p><b>Housing element: emergency shelters: regional housing need.</b> 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 delete language regarding emergency shelter standards structured in relation to residential and commercial developments and instead require that emergency shelters only be subject to specified written, objective standards.</p> |  |  |
| <a href="#">AB 2357</a><br><br><a href="#">Ting</a>  | Amended<br>4/5/2022 | Assembly Appropriations | <p><b>Surplus land.</b> 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.</p>                                                                                                                                                                                                                                                                |  |  |

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| <a href="#">AB 2367</a><br><a href="#">Ward</a>                               | Amended<br>4/27/2022 | Senate Rules            | <b>Regional transportation plans: implementation authority: San Diego Association of Governments.</b> Current law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization. Existing law provides for the consolidation of certain regional transportation planning, programming, and related functions in the County of San Diego from various agencies. Current law provides for the consolidated agency, commonly known as the San Diego Association of Governments (SANDAG), to be governed by a 21-member board of directors, each of whom is selected by the governing body of a city in the county or the San Diego County Board of Supervisors, as specified. Current law authorizes SANDAG to exercise specified rights and powers including, among other things, adopting a regional transportation plan and issuing bonds, as provided. This bill would explicitly authorize SANDAG to implement every component of the regional transportation plan and to seek resources and funding for projects identified in the sustainable communities strategy, as provided. The bill would also authorize SANDAG to exercise its bonding authority to implement the regional transportation plan, as provided. |  |  |
| <a href="#">AB 2387</a><br><a href="#">Garcia,</a><br><a href="#">Eduardo</a> | Amended<br>3/21/2022 | Assembly Appropriations | <b>Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022.</b> 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |  |
| <a href="#">AB 2438</a><br><a href="#">Friedman</a>                           | Amended<br>3/21/2022 | Assembly Appropriations | <b>Transportation funding: alignment with state plans and greenhouse gas emissions reduction standards.</b> 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.                                                                                                                                                                                                                                                                                                                                   |  |  |

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| <a href="#"><b>AB 2441</b></a><br><a href="#">Kalra</a>         | Introduced<br>2/17/2022 | Senate L., P.E. & R.   | <p><b>Public employment: local public transit agencies: new technologies.</b> 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.</p> |  |  |
| <a href="#"><b>AB 2449</b></a><br><a href="#">Rubio, Blanca</a> | Introduced<br>2/17/2022 | Assembly Third Reading | <p><b>Open meetings: local agencies: teleconferences.</b> 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.</p>            |  |  |

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| <a href="#">AB 2514</a><br><a href="#">Dahle, Megan</a> | Amended<br>4/18/2022 | Assembly Appropriations | <p><b>Transportation: underserved rural communities: study.</b> Under current law, the Transportation Agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. This bill would require the agency, in consultation with the commission and rural counties, to conduct a study that includes a comprehensive evaluation of the current state of transportation in underserved rural communities and a transportation needs assessment of the cost to operate, maintain, and provide for the transportation system in underserved rural communities, as specified. The bill would require the agency to submit the study to the Legislature on or before January 1, 2024.</p>                                                                                                                                                                                                                                                                                                                                                                                                                  |  |  |
| <a href="#">AB 2517</a><br><a href="#">Bonta, Mia</a>   | Amended<br>4/19/2022 | Assembly Appropriations | <p><b>California Coordinated Neighborhood and Community Services Grant Program.</b> Current law requires the Department of Community Services and Development to, among other things, plan and evaluate strategies for overcoming poverty in the state, mobilize resources in support of antipoverty and community services programs, and administer public and private funds designed to support antipoverty programs that are not currently administered by other departments. This bill, the It Takes a Village Act of 2022, subject upon an appropriation in the annual Budget Act or another statute for these purposes, would establish the California Coordinated Neighborhood and Community Services Grant Program to be administered by the State Department of Social Services or another department within the California Health and Human Services Agency. The bill would require the department to grant awards on a competitive basis to eligible entities that are 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.</p> |  |  |

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| <a href="#">AB 2592</a><br><a href="#">McCarty</a> | Amended<br>4/25/2022 | Assembly Appropriations | <p><b>Housing: underutilized state buildings.</b> Current law requires each state agency annually to review certain proprietary state lands over which it has jurisdiction to determine what land, if any, is in excess of its foreseeable needs and report this in writing to the Department of General Services. Current law requires the department to create a database of information on lands identified by a local government as suitable and available for residential development and information regarding the state lands determined or declared excess, as specified. Current law requires the department to report to the Legislature annually the land declared excess and to request authorization to dispose of the land by sale or otherwise. Current law authorizes the department to dispose of real property declared surplus by the Legislature, as specified. This bill would require, by January 1, 2024, the department to prepare and report to the Legislature a streamlined plan to transition underutilized multistory state buildings into housing for the purpose of expanding affordable housing development and adaptive reuse opportunities.</p> |  |  |
| <a href="#">AB 2594</a><br><a href="#">Ting</a>    | Amended<br>4/18/2022 | Assembly Appropriations | <p><b>Vehicle registration and toll charges.</b> 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. This bill contains other related provisions and other existing laws.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |  |

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| <a href="#">AB 2647</a><br><br><a href="#">Levine</a>      | Amended<br>4/19/2022 | Assembly Third Reading  | <p><b>Local government: open meetings.</b> 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 less than 72 hours before a meeting available for public inspection, as specified, at a public office or location that the agency designates. Current law also requires the local agency to list the address of the office or location on the agenda for all meetings of the legislative body of the agency. Current law authorizes a local agency to 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. This bill would instead require a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including the local agency immediately posts the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.</p> |  |  |
| <a href="#">AB 2705</a><br><br><a href="#">Quirk-Silva</a> | Amended<br>4/21/2022 | Assembly Appropriations | <p><b>Housing: fire safety standards.</b> Current law requires the State Fire Marshal to prepare, adopt, and submit building standards and other fire and life safety regulations to the California Building Standards Commission for approval establishing minimum requirements for the storage, handling, and use of hazardous materials. Current law requires the State Fire Marshal to seek the advice of the Secretary for Environmental Protection in establishing those requirements. This bill would prohibit the legislative body of a city or county from approving a discretionary entitlement, as defined, that would result in a new residential development project, as defined, being located within a very high fire hazard severity zone, unless the city or county finds that the residential development project will meet specified standards intended to address wildfire risks, as specified, and would provide that these provisions do not limit or prohibit a legislative body of a city or county from adopting more stringent standards.</p>                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |

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| <a href="#"><b>AB 2805</b></a><br><a href="#">Bauer-Kahan</a> | Amended<br>4/18/2022 | Assembly Appropriations | <p><b>Department of Fish and Wildlife: advance mitigation and regional conservation investment strategies.</b> Under current law, the Department of Fish and Wildlife has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. Current law authorizes the department, 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. Existing 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.</p> | Support |  |
| <a href="#"><b>AB 2807</b></a><br><a href="#">Bonta, Mia</a>  | Amended<br>4/21/2022 | Assembly Appropriations | <p><b>Transportation funding programs: eligibility: public transportation ferries.</b> 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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |         |  |

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| <a href="#">AB 2817</a><br><a href="#">Reyes</a> | Amended<br>3/29/2022 | Assembly Appropriations | <p><b>House California Challenge Program.</b> 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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |  |
| <a href="#">AB 2889</a><br><a href="#">Wicks</a> | Amended<br>4/26/2022 | Assembly Appropriations | <p><b>Wildfire mitigation plans: electrical infrastructure: hardening.</b> Under its current authority, the Public Utilities Commission requires certain electrical corporations to implement the California Overhead Conversion Program to provide financial assistance to local governments to facilitate projects that are in the public interest and replace overhead infrastructure with infrastructure in underground trenches. Current law requires each electrical corporation to annually prepare and submit a wildfire mitigation plan to the Office of Energy Infrastructure Safety for review and approval. Current law also requires the office to oversee and complete a review of each electrical corporation’s compliance with its plan. Current law requires the commission to authorize the electrical corporation to establish a memorandum account to track costs incurred to implement the wildfire mitigation plan and requires the commission to consider whether the cost of implementing the wildfire mitigation plan is just and reasonable, as provided. This bill would additionally require each electrical corporation to prepare and submit to the office a multiyear wildfire mitigation plan, covering at least 7 years and not more than 10 years, that includes, among other things, a methodology for identifying and prioritizing circuits for mitigation based on wildfire risk reduction, public safety, and reliability benefits, and a comparison of undergrounding versus aboveground hardening of electrical equipment.</p> |  |  |

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| <a href="#">AB 2949</a><br><a href="#">Lee</a>        | Amended<br>3/17/2022    | Assembly Appropriations   | <b>Vehicles: toll exemptions.</b> 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.                                                                                                                                                        |  |  |
| <a href="#">ACA 1</a><br><a href="#">Aguiar-Curry</a> | Introduced<br>12/7/2020 | Assembly Local Government | <b>Local government financing: affordable housing and public infrastructure: voter approval.</b> 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.                                                                                                                      |  |  |
| <a href="#">ACA 7</a><br><a href="#">Muratsuchi</a>   | Introduced<br>3/16/2021 | Assembly Print            | <b>Local government: police power: municipal affairs: land use and zoning.</b> 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. |  |  |

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| <a href="#">ACA 14</a><br><a href="#">Wicks</a>     | Introduced<br>3/24/2022 | Assembly Housing and<br>Community Development | <b>Homelessness and affordable housing.</b> 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.                                                                                                                                       |  |  |
| <a href="#">SB 234</a><br><a href="#">Wiener</a>    | Amended<br>4/26/2021    | Assembly Housing and<br>Community Development | <b>Transition Aged Youth Housing Program.</b> 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.                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |  |
| <a href="#">SB 490</a><br><a href="#">Caballero</a> | Amended<br>4/22/2021    | Assembly Housing and<br>Community Development | <b>Housing acquisition and rehabilitation: technical assistance.</b> Would, upon appropriation by the Legislature, establish the Housing Acquisition and Rehabilitation Technical Assistance Program, with the purpose of providing technical assistance to qualified entities engaged in acquisition-rehabilitation projects. The bill would defined "acquisition-rehabilitation project" as a project to acquire and preserve unsubsidized housing units and attaching long-term affordability restrictions on the housing units. The bill would define "qualified entity" to include an eligible nonprofit corporation, community land trust, public housing authority, a nonprofit, limited-equity, or workforce housing cooperative, a resident association or organization, and a local or regional government agency administering an acquisition-rehabilitation project funding program. |  |  |
| <a href="#">SB 513</a><br><a href="#">Hertzberg</a> | Amended<br>1/3/2022     | Assembly Housing and<br>Community Development | <b>Homeless shelters grants: pets and veterinary services.</b> 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.                                                                                             |  |  |

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| <a href="#"><b>SB 625</b></a><br><a href="#">Caballero</a> | Amended<br>5/28/2021 | Assembly Jobs, Economic<br>Development and the<br>Economy | <b>Community development financial institutions: grant program.</b> 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |  |
| <a href="#"><b>SB 771</b></a><br><a href="#">Becker</a>    | Amended<br>4/28/2022 | Assembly Health                                           | <b>Prenatal screening program.</b> Current law requires a clinical laboratory performing laboratory tests or examinations classified as moderate or high complexity under the federal Clinical Laboratory Improvement Amendments of 1988 (CLIA) to obtain a clinical laboratory license from the State Department of Public Health. Current law generally exempts specified clinical laboratories from rules and regulations of the department, including clinical laboratories owned and operated by the United States and certified under CLIA. Under current regulations, a certificate of accreditation issued by the United States Department of Health and Human Services is considered a state license or registration issued by the department, as specified. Current law requires a city or county public health laboratory, as specified, to be approved by the department and to comply with the requirements of CLIA. This bill would prohibit the department, by way of rule, regulation, contract, or any other manner, from preventing a laboratory with both a CLIA certificate of accreditation and a current state clinical or public health laboratory license from offering noninvasive prenatal tests to pregnant women who have opted out of the California Prenatal Screening Program or have chosen to have testing done in addition to the genetic tests offered as part of the California Prenatal Screening Program. |  |  |

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| <a href="#">SB 843</a><br><br><a href="#">Glazer</a> | Amended<br>3/21/2022 | Senate Appropriations<br>Suspense File | <p><b>Taxation: renters' credit.</b> 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.</p> |  |  |
| <a href="#">SB 844</a><br><br><a href="#">Min</a>    | Amended<br>3/16/2022 | Senate Consent Calendar                | <p><b>California Cybersecurity Integration Center: cybersecurity improvement: reports.</b> 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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |  |

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| <a href="#">SB 847</a><br><br><a href="#">Hurtado</a> | Amended<br>4/28/2022 | Senate Appropriations | <p><b>COVID-19 relief: tenancy: grant program.</b> The COVID-19 Tenant Relief Act, until October 1, 2025, establishes procedural requirements and limitations on evictions for nonpayment of rent due to COVID-19 rental debt, as defined. Current law, among other things, prohibits a tenant that delivers to a landlord or files with the court a declaration, under penalty of perjury, of COVID-19-related financial distress, as defined, from being deemed in default with regard to the COVID-19 rental debt, as prescribed. This bill would, until January 1, 2025, create a grant program under the administration of the department and would require the department to, among other things, award a program grant, as defined, to a qualified applicant who submits a complete application, as defined, on a first-come, first-served basis, except that the bill would require the program to provide grants to all tier one applicants, as defined, before processing the applications of other applicants, as specified. The bill would define "qualified applicant" to mean a landlord who 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.</p> |  |  |
| <a href="#">SB 852</a><br><br><a href="#">Dodd</a>    | Amended<br>5/2/2022  | Senate Appropriations | <p><b>Climate resilience districts: formation: funding mechanisms.</b> Would authorize a city, county, city and county, special district, or a combination of any of those entities to form a climate resilience district, as defined, for the purposes of raising and allocating funding for eligible projects and the operating expenses of eligible projects. The bill would deem each district to be an enhanced infrastructure financing district and would require each district to comply with existing law concerning enhanced infrastructure financing districts, unless the district is specified as otherwise. The bill would require a district to finance only specified projects that meet the definition of an eligible project. The bill would define "eligible project" to mean projects that address sea level rise, extreme heat, extreme cold, the risk of wildfire, drought, and the risk of flooding, as specified. The bill would establish project priorities and would authorize districts to establish additional priorities.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |  |

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| <p><a href="#"><b>SB 878</b></a><br/><a href="#">Skinner</a></p> | <p>Amended<br/>4/18/2022</p> | <p>Senate Appropriations<br/>Suspense File</p> | <p><b>School transportation.</b> 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 2027–28 school year, to offer to transport all pupils to and from their neighborhood school, as defined, except as provided.</p>                                                                                                                                                                                                                                                                                                        |  |  |
| <p><a href="#"><b>SB 886</b></a><br/><a href="#">Wiener</a></p>  | <p>Amended<br/>5/2/2022</p>  | <p>Senate Appropriations</p>                   | <p><b>California Environmental Quality Act: exemption: public universities: university housing development projects.</b> Would, until January 1, 2030, exempt from CEQA a university housing development project, as defined, carried out by a public university, as defined, on real property owned by the public university if the project meets certain requirements 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.</p> |  |  |

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| <a href="#">SB 896</a><br><a href="#">Dodd</a>       | Amended<br>5/5/2022  | Senate Third Reading                   | <b>Wildfires: defensible space: grant programs: local governments.</b> Current law requires the Director of Forestry and Fire Protection to establish a statewide program to allow qualified entities, including counties and other political subdivisions of the state, to support and augment the Department of Forestry and Fire Protection in its defensible space and home hardening assessment and education efforts. Current law requires the director to establish a common reporting platform that allows defensible space and home hardening assessment data, collected by the qualified entities, to be reported to the department. This bill would require any local governmental entity that is qualified to conduct these defensible space assessments in very high and high fire hazard severity zones, as specified, and that reports that information to the department, to report that information using the common reporting platform. The bill would require the department, on December 31, 2023, and annually thereafter, to report to the Legislature all defensible space data collected through the common reporting platform, as provided. |         |  |
| <a href="#">SB 897</a><br><a href="#">Wieckowski</a> | Amended<br>4/18/2022 | Senate Appropriations<br>Suspense File | <b>Accessory dwelling units: junior accessory dwelling units.</b> 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.                                                                                                                                                                                                                                                                                                                                                                |         |  |
| <a href="#">SB 917</a><br><a href="#">Becker</a>     | Amended<br>4/18/2022 | Senate Appropriations<br>Suspense File | <b>Seamless Transit Transformation Act.</b> 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 |  |

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| <a href="#"><b>SB 922</b></a><br><a href="#">Wiener</a>     | Amended<br>4/4/2022  | Senate Third Reading  | <b>California Environmental Quality Act: exemptions: transportation-related projects.</b> 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 |  |
| <a href="#"><b>SB 930</b></a><br><a href="#">Wiener</a>     | Amended<br>4/18/2022 | Assembly Desk         | <b>Housing Accountability Act.</b> Current law prohibits a local agency from disapproving a housing development project for very low, low-, or moderate-income households or from conditioning approval in a manner that renders the housing development project infeasible for very low, low-, or moderate-income households, unless it makes specified written findings that either (1) the jurisdiction has met its share of the regional housing need or (2) the project would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact. This bill would clarify that the above-described prohibitions also apply to a housing development project for extremely low income households.                                                                                                                                                                                                                                                         |         |  |
| <a href="#"><b>SB 932</b></a><br><a href="#">Portantino</a> | Amended<br>5/4/2022  | Senate Appropriations | <b>General plans: circulation element: bicycle and pedestrian plans and traffic calming plans.</b> Current law states the Legislature's intention that a county or city general plan and the elements and parts of that general plan comprise an integrated, internally consistent and compatible statement of policies for the adopting agency. This bill would emphasize the intent of the Legislature to fight climate change with these provisions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |  |

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| <a href="#">SB 942</a><br><br><a href="#">Newman</a> | Introduced<br>2/8/2022 | Assembly Desk                          | <p><b>Low Carbon Transit Operations Program: free or reduced fare transit program.</b> 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.</p> | Support and<br>Seek<br>Amendment |  |
| <a href="#">SB 948</a><br><br><a href="#">Becker</a> | Amended<br>3/3/2022    | Senate Appropriations<br>Suspense File | <p><b>Housing finance programs: development reserves.</b> 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.</p>                                                                                                                                                                                                     |                                  |  |

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| <a href="#">SB 1010</a><br><a href="#">Skinner</a> | Amended<br>4/21/2022    | Senate Appropriations<br>Suspense File | <b>Air pollution: state vehicle fleet: zero-emission vehicles.</b><br>Would, beginning December 31, 2024, require at least 50% of newly purchased medium- and heavy-duty vehicles with a gross vehicle weight of 8,501 pounds or more purchased by the Department of General Services and other state entities for the state vehicle fleet to be zero-emission vehicles. The bill would, beginning December 31, 2027, require 100% of newly purchased medium- and heavy-duty vehicles with a gross vehicle weight of 8,501 pounds or more for the state vehicle fleet to be zero-emission vehicles. If, on or after December 31, 2026, the department finds that it cannot meet the needs of the state while meeting these purchasing requirements, and if after at least one year of implementation of the plan described above the department finds that it still cannot meet the needs of the state while meeting the purchasing requirements, the bill would require the department to develop a set of requirements for the purchase of new vehicles with a gross vehicle weight of 8,501 pounds or more that are zero-emission vehicles at as high of a percentage as possible, as soon as possible, while meeting the needs of the state. |                      |  |
| <a href="#">SB 1049</a><br><a href="#">Dodd</a>    | Introduced<br>2/15/2022 | Senate Appropriations<br>Suspense File | <b>Transportation Resilience Program.</b> 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<br>(Sponsor) |  |

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| <a href="#"><b>SB 1050</b></a><br><br><a href="#">Dodd</a>       | Amended<br>3/14/2022 | Senate Appropriations<br>Suspense File | <p><b>State Route 37 Toll Bridge Act.</b> 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.</p> | Support |  |
| <a href="#"><b>SB 1067</b></a><br><br><a href="#">Portantino</a> | Amended<br>4/28/2022 | Senate Appropriations                  | <p><b>Housing development projects: automobile parking requirements.</b> 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. The bill, notwithstanding the above-described prohibition, would authorize a city, county, or city and county to impose or enforce minimum automobile parking requirements on a housing development project if the local government demonstrates to the developer, within 30 days of the receipt of a completed application, that the development would have a negative impact, supported by a preponderance of the evidence, on the city's, county's, or city and county's ability to meet its share of specified housing needs or existing residential or commercial parking within 1/2 mile of the housing development. The bill would create an exception from the above-described provision if the development either dedicates a minimum of 20% of the total number of housing units to very low, low-, or moderate-income households, students, the elderly, or persons with disabilities or contains fewer than 20 housing units.</p>                                                                                                                                                                                                                                      |         |  |

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| <a href="#"><b>SB 1075</b></a><br><a href="#">Skinner</a> | Amended<br>5/4/2022  | Senate Appropriations                  | <p><b>Hydrogen: green hydrogen: emissions of greenhouse gases.</b> 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 I-Bank to administer the fund and would authorize the I-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 I-Bank to prepare, and the I-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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |
| <a href="#"><b>SB 1078</b></a><br><a href="#">Allen</a>   | Amended<br>3/23/2022 | Senate Appropriations<br>Suspense File | <p><b>Sea Level Rise Revolving Loan Pilot Program.</b> 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.</p> |  |  |

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| <a href="#">SB 1094</a><br><a href="#">Becker</a>  | Amended<br>5/2/2022  | Senate Appropriations     | <p><b>Local planning.</b> 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 provide that any city or county that has not met its share of regional housing needs for moderate-, low-, and very low income households is not authorized to substitute up to 25% of its obligation to identify adequate sites through a committed assistance program.</p> |  |  |
| <a href="#">SB 1100</a><br><a href="#">Cortese</a> | Amended<br>4/21/2022 | Assembly Local Government | <p><b>Open meetings: orderly conduct.</b> 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 requires every agenda for regular meetings of a local agency to provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public, before or during the legislative body's consideration of the item, that is within the subject matter jurisdiction of the legislative body. Current law authorizes the legislative body to adopt reasonable regulations to ensure that the intent of the provisions relating to this public comment requirement is carried out, including, but not limited to, regulations limiting the total amount of time allocated for public testimony on particular issues and for each individual speaker. Current law authorizes the members of the legislative body conducting the meeting to order the meeting room cleared and continue in session, as prescribed, if a group or groups have willfully interrupted the orderly conduct of a meeting and order cannot be restored by the removal of individuals who are willfully interrupting the meeting. This bill would authorize the presiding member of the legislative body conducting a meeting to remove an individual for disrupting the meeting.</p>                                                                  |  |  |

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| <p><b><a href="#">SB 1105</a></b><br/><br/><b><a href="#">Hueso</a></b></p> | <p>Amended<br/>4/25/2022</p> | <p>Senate Appropriations<br/>Suspense File</p> | <p><b>San Diego Regional Equitable and Environmentally Friendly Affordable Housing Finance Agency.</b> The San Francisco Bay Area Regional Housing Finance Act establishes the Bay Area Housing Finance Agency to raise, administer, and allocate funding for affordable housing in the San Francisco Bay area, as defined, and provide technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production. This bill, the San Diego Regional Equitable and Environmentally Friendly Housing Act, would establish the San Diego Regional Equitable and Environmentally Friendly Affordable Housing Agency and would state that the agency's purpose is to increase the supply of equitable and environmentally friendly housing in the County of San Diego by providing for significantly enhanced funding and technical assistance across the regional level for equitable and environmentally friendly housing projects and programs, equitable housing preservation, and rental protection programs, as specified.</p>                                                                                                                              |  |  |
| <p><b><a href="#">SB 1161</a></b><br/><br/><b><a href="#">Min</a></b></p>   | <p>Amended<br/>5/2/2022</p>  | <p>Senate Appropriations</p>                   | <p><b>Transit operators: street harassment plans.</b> Would require the University of California Institute of Transportation Studies to, on or before June 30, 2023, develop and make available to transit operators, as defined, a survey for the purpose of promoting consistency in the collection of specified survey data. The bill would require transit operators to, on or before June 30, 2025, develop and implement a plan to reduce the street harassment experienced by its riders, as specified, and to consider the safety concerns and needs of riders impacted by street harassment when planning, designing, and operating their systems. The bill would require transit operators to, on or before June 30, 2024, collect survey data for the purpose of informing the plan. The bill would require the plan to be developed in consultation with certain riders, and would require those transit operators to conduct outreach in multiple languages in order to reach limited-English-proficient persons impacted by street harassment, as specified. The bill would authorize these plans to include changes to policies, design, operations, or other aspects of transit systems, as specified.</p> |  |  |

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| <a href="#"><u>SB 1217</u></a><br><a href="#"><u>Allen</u></a>    | Introduced<br>2/17/2022 | Senate Appropriations                  | <b>State-Regional Collaborative for Climate, Equity, and Resilience.</b> 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.                                                                                                                                                                                                   |  |  |
| <a href="#"><u>SB 1250</u></a><br><a href="#"><u>Limón</u></a>    | Amended<br>4/19/2022    | Senate Third Reading                   | <b>Rental passenger vehicle transactions: fees: toll roads and bridges.</b> Current law generally governs the transactions between a rental car company, also referred to as a rental company, and its customers, including, among other provisions, required disclosures by a rental company, mandatory contract provisions for a vehicle rental agreement, restrictions on a rental company's use of electronic surveillance technology, and authorization for a rental company to collect specific types of fees and charges from its customers. Under current law, a vehicle that enters into or upon a vehicular crossing immediately becomes liable for any tolls and other charges. This bill would require a rental company to provide a written notice to its customers stating the amount a customer may be charged by the rental company if tolls are not paid by the customer, whether there are any methods to avoid those charges, and if there are, instructions as to how the customer can use those methods, as specified. |  |  |
| <a href="#"><u>SB 1251</u></a><br><a href="#"><u>Gonzalez</u></a> | Amended<br>3/29/2022    | Senate Appropriations<br>Suspense File | <b>Office of the Zero-Emission Vehicle Equity Advocate.</b> 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.                                                                                                                                                                                                                                    |  |  |

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| <a href="#"><b>SB 1252</b></a><br><br>Committee on Housing      | Amended<br>4/6/2022 | Senate Third Reading  | <p><b>Housing.</b> The Housing Accountability Act requires a housing development project to be subject only to the ordinances, policies, and standards adopted and in effect when a preliminary application is submitted, except as specified. Current law specifies the act does not prohibit a housing development project that is an affordable housing project from being subject to ordinances, policies, and standards adopted after the preliminary application was submitted if the project has not commenced construction within 3.5 years. Current law defines “affordable housing project” for purposes of those provisions to mean a housing development in which units within the development are subject to a recorded affordability restriction for at least 55 years, among other things. This bill would instead require units within the development to be subject to a recorded affordability restriction for at least 55 years for rental housing and 45 years for owner-occupied housing.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |  |
| <a href="#"><b>SB 1410</b></a><br><br><a href="#">Caballero</a> | Amended<br>5/2/2022 | Senate Appropriations | <p><b>California Environmental Quality Act: transportation impacts.</b> The California Environmental Quality Act (CEQA) requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Current law requires the office to recommend potential metrics to measure transportation impacts, as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. This bill would require the office, by January 1, 2025, to conduct and submit to the Legislature a study on the impacts and implementation of the guidelines described above relating to transportation impacts. The bill would require the office, upon appropriation, to establish a grant program to provide financial assistance to local jurisdictions for implementing those guidelines.</p> |  |  |

|                                                       |                         |                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |  |
|-------------------------------------------------------|-------------------------|-----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| <a href="#">SB 1482</a><br><br><a href="#">Allen</a>  | Introduced<br>2/18/2022 | Senate Appropriations<br>Suspense File        | <p><b>Building standards: electric vehicle charging infrastructure.</b> 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.</p> |  |  |
| <a href="#">SB 1488</a><br><br><a href="#">Glazer</a> | Amended<br>3/16/2022    | Senate Appropriations                         | <p><b>San Francisco Bay Area Rapid Transit District: Office of the BART Inspector General.</b> 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.</p>                                                                                                                                                                                                             |  |  |
| <a href="#">SCA 2</a><br><br><a href="#">Allen</a>    | Introduced<br>12/7/2020 | Assembly Housing and<br>Community Development | <p><b>Public housing projects.</b> 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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |  |

|                                                   |                         |                |                                                                                                                                                                                                                                                                                                                                                                                                   |  |  |
|---------------------------------------------------|-------------------------|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| <a href="#">SCA 9</a><br><a href="#">Gonzalez</a> | Introduced<br>2/18/2022 | Senate Housing | <b>Personal rights: right to housing.</b> Would declare that the fundamental human right to housing exists in this state. The measure would specify that it is the shared obligation of state and local jurisdictions to respect, protect, and fulfill this right through progressively implemented measures, consistent with available resources, within an aggressive but reasonable timeframe. |  |  |
|---------------------------------------------------|-------------------------|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|

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

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**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**

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**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

375 Beale Street, Suite 800  
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## Legislation Details (With Text)

|                       |                                                                                                                                                                                            |                      |   |                                      |  |
|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|---|--------------------------------------|--|
| <b>File #:</b>        | 22-0833                                                                                                                                                                                    | <b>Version:</b>      | 1 | <b>Name:</b>                         |  |
| <b>Type:</b>          | Assembly Bill                                                                                                                                                                              | <b>Status:</b>       |   | Commission Approval                  |  |
| <b>File created:</b>  | 4/22/2022                                                                                                                                                                                  | <b>In control:</b>   |   | Joint MTC ABAG Legislation Committee |  |
| <b>On agenda:</b>     | 5/13/2022                                                                                                                                                                                  | <b>Final action:</b> |   |                                      |  |
| <b>Title:</b>         | Assembly Bill 2237 (Friedman): Transportation Funding and State Climate Goals                                                                                                              |                      |   |                                      |  |
|                       | Prohibits regions from funding projects not aligned with state climate goals and adds state climate goal alignment requirements to projects funded from local transportation tax measures. |                      |   |                                      |  |
| <b>Sponsors:</b>      |                                                                                                                                                                                            |                      |   |                                      |  |
| <b>Indexes:</b>       |                                                                                                                                                                                            |                      |   |                                      |  |
| <b>Code sections:</b> |                                                                                                                                                                                            |                      |   |                                      |  |
| <b>Attachments:</b>   | <a href="#">3a_AB_2237_(Friedman).pdf</a>                                                                                                                                                  |                      |   |                                      |  |

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
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### Subject:

Assembly Bill 2237 (Friedman): Transportation Funding and State Climate Goals

Prohibits regions from funding projects not aligned with state climate goals and adds state climate goal alignment requirements to projects funded from local transportation tax measures.

### Presenter:

Georgia Gann Dohrmann

### Recommended Action:

Oppose Unless Amended / MTC Commission Approval

### Attachments:

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

**May 13, 2022**

**Agenda Item 3a**

**Assembly Bill 2237 (Friedman): Transportation Funding and State Climate Goals**

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**Subject:**

Prohibits regions from funding projects not aligned with state climate goals and adds state climate goal alignment requirements to projects funded from local transportation tax measures.

**Background:**

**Sustainable Communities Strategies and State Climate Goals**

California's current goal to reduce greenhouse gas emissions (GHGs) to 40 percent below 1990 levels by 2030 was established by Senate Bill 32 (Pavley, 2016), which expanded upon the landmark 2006 Assembly Bill (AB) 32 (Nunez), which required California to reduce GHGs to 1990 levels by 2020. Senate Bill (SB) 375 (Steinberg, 2008) directs the California Air Resources Board (ARB) to set regional greenhouse gas emissions reduction targets from passenger vehicles and requires each region to develop a sustainable communities strategy (SCS) that outlines a land use and transportation investment strategy to achieve those emissions reductions. The SCS is the means by which SB 32 (and AB 32 before it) is achieved for passenger vehicle-related GHG reduction. This relationship is detailed in ARB's Scoping Plan, which incorporates the SB 375 targets into the state's overarching methodology for achieving the SB 32 goal. Sustainable communities strategies are required to be integrated into each region's federally mandated long range regional transportation plan (RTP).

**Plan Bay Area 2050**

MTC and ABAG's most recently adopted RTP/SCS is Plan Bay Area 2050 (Plan). The Plan includes a fiscally constrained list of transportation projects and programs of projects that can reasonably be funded from local, regional, state and federal transportation revenues within the Plan timeframe. The Plan's package of transportation investments paired with transportation and land use policies must achieve ARB's SB 375 target for the Bay Area (19 percent per capita GHG reduction by 2035). In addition, the Plan must meet federal Clean Air Act standards, analyzed and affirmed through a federally required air quality conformity analysis.

Numerous performance assessment activities informed Plan Bay Area 2050, including a robust transportation project-level analysis of proposed major transportation investments. Projects were assessed based on societal benefits as compared to cost—including benefits related to the environment, accessibility, reliability, health, and safety—as well as equity impacts. These assessments helped inform the transportation strategies (including programs of projects) that were incorporated into the Plan. For context on the level of work required for the project-level performance analysis for the Plan, it took multiple staff working for over a year to conduct a thorough analysis of the 94 major projects and programs of projects included in the Plan’s project-level performance assessment.

### **Federal and Regional Transportation Improvement Program**

Federal law requires that MTC and other metropolitan planning organizations (MPOs) further create a near-term investment plan—the federal transportation improvement plan (TIP)—that includes transportation projects with a federal nexus (projects funded with federal funds or that require a federal action). The TIP must be consistent with the RTP/SCS and must independently meet federal air quality conformity requirements. Regarding state highway and transit improvement funding, MTC is required to develop a “regional transportation improvement program” (RTIP)—which assigns states funds to the region’s project priorities in the partially federally-funded State Transportation Improvement Program. RTIPs must also be consistent with the RTP/SCS and the California Transportation Commission (CTC) further requires a performance evaluation of each RTIP, demonstrating how it furthers the goals of the region’s RTP/SCS.

### **AB 2237 Summary**

AB 2237 would make the following updates related to regional project assessments and alignment with state climate goals, defined in the bill as the goals expressed in SB 375, SB 32, the 2021 Climate Action Plan for Transportation Infrastructure and state and federal air quality standards under the federal Clean Air Act:

- **Transportation Project Prioritization:** AB 2237 would require that each regional transportation planning agency or county transportation commission rank all transportation projects and prioritize projects based on their adherence to its most recently adopted RTP/SCS *and* the state’s climate goals. Of note, the bill language

appears to require a ranking of projects within the RTIP, though the author's office has shared that the intent is that regions and county transportation commissions rank all projects in an adopted RTP/SCS. Notably, the bill then requires regional transportation planning agencies and county transportation commissions *to fund and implement projects in the order of this prioritization*. This would significantly curtail regional discretion and the ability to prioritize projects in accordance with local/regional priorities—which *include but aren't limited to* climate goals—as well as funding opportunities.

- **ARB and California Transportation Commission (CTC) Review and Project Funding Prohibition:** The bill would add a new level of ARB oversight of transportation funding decisions by requiring that it review the ranked lists (in consultation with the CTC) to determine each project's consistency with the region's SCS and state climate goals. A regional transportation agency or county transportation commission *would be prohibited from funding any project or program ARB deems inconsistent* with its most recently adopted SCS or state climate goals. Regions that approve projects consistent with the SCS and state climate goals would receive additional resources from surplus state transportation funds and federal funds, upon appropriation by the Legislature.
- **RTIP:** The bill would require that each project and program included in a region's RTIP be consistent with state climate goals. (As noted above, current law already requires that RTIP projects be consistent with the SCS).
- **Local Transportation Tax Measures:** The bill would require that MTC and partner agencies prepare a report for the CTC summarizing all local transportation tax measures within its jurisdiction and analyzing the tax measures' alignment with the SCS and state climate goals. The CTC (in consultation with ARB) would be required to review the reports and prepare recommendations on alignment of local tax measures with the state's climate goals. AB 2237 would further provide that projects funded by local tax measures shall, to the extent permitted by the terms of the local tax measures, be included in each region's RTP/SCS and adhere to the SCS and the state's climate goals.

**Recommendation:** Oppose unless amended / MTC

**Discussion:**

AB 2237 seeks to implement recommendations from the February 2022 Strategic Growth Council's [California Transportation Assessment Report](#) (commonly referred to as the "AB 285 Report" after the 2019 bill authored by Assemblymember Friedman) which analyzes state and regional plans and makes recommendations to better align investments with the ambitious climate visions laid out in those plans. As shared in our comment letter on the report (see Attachment A), we concur with a number of the report's findings, including the need to align the goals of various state programs and agencies. We also believe it's appropriate to review current policies and project pipelines and agree that the mismatch in MPO responsibilities and authorities with respect to transportation investments and land use present challenges to SCS implementation. However, we have several concerns about the approach AB 2237 takes to implementing the findings.

First and foremost, we are concerned about the manner in which the bill elevates climate considerations above all other goals, such as equity, safety, accessibility, state of good repair, and mobility without consideration for the significant consequences that could result. This is a significant overreach of state authority that would enable ARB and CTC to prohibit an MPO/regional transportation planning agency from using resources within its discretion to fund a high-priority project even if it's consistent with its adopted RTP/SCS designed to achieve the state GHG reduction targets for the region. For example, MTC/BATA could be prohibited from implementing a bridge rehabilitation project funded from a federal state of good repair grant because ARB determines the project doesn't provide GHG reduction benefits. Similarly, the requirement to prioritize and implement all transportation projects within a region *solely based on the degree each project accelerates climate goals* could result in the perverse situation where an MPO could be required to advance funding to a multi-billion dollar transit expansion project that's in the early project development phase while a "ready-to-go" equity-focused project like MTC's Clipper START pilot could be forced to wait. Given the wide array of existing funding sources (many of which are not focused on climate change), this approach ignores the complexity of transportation programming which involves matching anticipated formula and competitive funding programs with eligible projects that advance the Plan's various goals. A

more appropriate approach to accelerate the achievement of climate goals would be for the state to focus its discretionary funds on projects that it determines advance state goals.

Additionally, we're concerned that the bill's requirement that regions assess each project's alignment with its SCS *and* the "state climate goals" within SB 375, SB 32 and the Clean Air Act would be duplicative at best and would come at the expense of staff time spent designing, implementing, and overseeing effective policies and programs. Existing state and federal requirements already necessitate consistency with the SCS; if there is a difference between the SCS and state climate goals with respect to transportation, the bill should more clearly delineate those differences or better yet, revise the SCS statute so that it reflects those goals and thus eliminate the need to reference multiple sets of climate and air quality goals.

We also have numerous technical concerns about ambiguities in the bill. As detailed above, it would introduce new parameters for determining which projects regional agencies may fund and implement, but it is unclear if these new parameters would be broadly applicable across all regional, state, and federal fund sources programmed by a regional agency, or more narrowly applied to something like projects "funded" (i.e., listed) in an RTP/SCS or an RTIP. Similarly, it is unclear if the bill would require a project-level evaluation for every individual project in the RTP/SCS (Plan Bay Area 2050 included hundreds of projects and programs of projects). Clarity on these and other similar issues in the bill is needed to inform further analysis.

For these reasons, we recommend MTC oppose AB 2237, unless it is amended to address the concerns identified above.

**Known Positions: See Attachment B**

**Attachments:**

- Attachment A: MTC Comment Letter on AB 285 Report
- Attachment B: Assembly Bill 2237 (Friedman) Positions



Therese W. McMillan



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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Deputy Executive Director, Local  
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April 28, 2022

Lynn von Koch-Liebert, Executive Director  
California Strategic Growth Council  
1400 Tenth Street  
Sacramento, CA 95814

RE: California Transportation Assessment (Pursuant to Assembly Bill 285)

Dear Ms. von Koch-Liebert:

The Metropolitan Transportation Commission and the Association of Bay Area Governments (MTC/ABAG) thank the California Strategic Growth Council and the University of California Institute of Transportation Studies research team on their report on the state of transportation policy, planning, and implementation in California. We appreciate the opportunity to comment on the California Transportation Assessment and look forward to continued partnership with our transportation peers at the local, regional, and state levels to make progress toward shared climate and equity goals.

Regional agencies have spent decades cultivating knowledge and relationships at the local and state levels, and MTC/ABAG firmly supports equipping MPOs with the funding and authority they need to address some of the implementation challenges documented in the California Transportation Assessment. MTC/ABAG urges the state to partner with MPOs to supply regions with the additional tools to accomplish our mandates.

MTC/ABAG concurs with a number of the findings highlighted in the California Transportation Assessment, including the need to align the goals of various state programs and agencies; the benefits of reviewing current policies, programs, and pipeline projects to verify their alignment with state goals and make alterations if needed; the challenges presented by the mismatch in MPO responsibilities and authorities in both the transportation and land use spaces; and the value of instituting and evaluating demonstration programs that deploy innovative solutions to entrenched institutional challenges. As the state now turns to acting on the recommendations included in this report, MTC/ABAG appreciates the opportunity to provide feedback to ensure that resulting changes best empower regional agencies to support shared climate and equity goals.

**To implement RTP/SCS strategies more effectively, MPOs need both increased funding and augmented authority across the interrelated spheres of housing, land use, and transportation.**

MTC/ABAG concur with the report's finding that MPOs are well-suited to implement the recommendations included in RTP/SCS documents, though efficacy is limited by a lack of implementation authority and funding. In particular, housing and land use policies have proved to be among the most effective ways to reduce greenhouse gas emissions, yet the options for an MPO to encourage local implementation are currently limited. For example, MTC/ABAG's Priority Development Area (PDA) grant program funds local planning efforts that will allow more housing and jobs in locally identified growth areas, many of which are near job centers or transit stations. However, the program's efficacy has sometimes been limited by local choices to plan for significantly lower levels of growth than would be necessary to achieve the ambitious climate targets set by the state.

Additional MPO-controlled funding that is flexible enough to support transportation, land use, or housing investments is needed, which could come through the augmentation of existing funding programs or through new state programs, such as a third round of the Regional Early Action Planning Grant. Beyond funding, expanded MPO authority is of equal, if not greater, importance to the successful implementation of RTP/SCS strategies. Namely, MPOs need a more varied array of tools to get from RTP/SCS recommendation to implementation. This could include expanded authority to pilot innovative approaches within their boundaries, stronger partnerships with the state that allow the option for the MPO to spur state implementation action, or augmented regional implementation authorities. Given that the report does not make detailed prescriptions on ways to enact changes to MPO authority, MTC/ABAG strongly recommends involving MPOs at key decision points in order to steer policy changes in the most effective direction.

**To measure RTP/SCS implementation, take a more holistic look that expands beyond the TIP to cover the wide range of funding spent on transportation.**

In an effort to assess the alignment of envisioned investments in the RTP with on-the-ground spending, the California Transportation Assessment includes a modal comparison of RTP investments and TIP investments. As the TIP only includes investments with a federal nexus (i.e., projects that are federally funded, require a federal action, or are considered regionally significant for air quality conformity purposes), this presents a limited picture of regional transportation spending. This excludes the majority of transit operating expenses and projects funded by county sales taxes, which tend to focus on fix-it-first maintenance investments, active transportation, and transit enhancements.

Furthermore, transportation funding actions represent only a fraction of the work needed to implement the coordinated transportation and land use recommendations included in an RTP/SCS. Relying on the TIP excludes impactful policy work like land use changes, public transit fare policy reform, electric vehicle incentives, seamless transit enhancements, and roadway pricing. Rather than utilizing the TIP to assess implementation, MTC/ABAG recommends that the state work with MPOs to develop near-term implementation plans for each RTP/SCS, which would include concrete actions that the state and MPO can track to monitor implementation. For example, Plan Bay Area 2050's Implementation Plan outlines

approximately 80 near-term actions to advance the plan's strategies, and staff will update the Commission and ABAG Executive Board on progress annually.

**To harmonize state planning efforts to best support state goals, focus on the prioritization of cost-effective, equitable solutions.**

MTC/ABAG agrees with the report's conclusions that the state should assess its policies and programs to identify and rectify any conflicting state goals and actions. In pursuing this effort, it is critical that climate and equity goals be advanced together.

To do so, the state must better prioritize its investments while considering financial capacity, weighing tradeoffs across a broad range of policy objectives and goals. This would help to address a deficiency in current state plans, including the California Transportation Plan (CTP) and State Rail Plan, that are largely aspirational in nature, and it could inform future shifts in transportation monies that would better advance local priority projects that support sustainability and equity goals.

Additionally, MTC/ABAG supports streamlining the roles and responsibilities of the various state agencies that currently participate in the transportation planning and programming sphere. Simplifying overlapping authority across state institutions can make the transportation work faster, more efficient, and more transparent. Alignment between state agencies should not come through the addition of new agency review steps within the planning and programming stages, which could result in schedule delays and would further complicate public engagement around state action.

**To reform state funding programs to best support state goals, seek alignment with actions that support RTP/SCS implementation at the regional level.**

Reforming existing state funding programs, while necessary, will require close collaboration with MPOs to ensure that changes do not conflict with steps to further empower MPOs to implement RTP/SCS recommendations (e.g., changes should not reduce flexible funding made available to MPOs for RTP/SCS implementation or otherwise limit RTPA programming authority). Funding sources like the STIP are among the few flexible funding sources available to MPOs, and therefore close collaboration with MPOs on any changes to this program is key. MTC/ABAG supports the use of set-asides, targets, and recommendations as tools for revising existing state funding programs.

When assessing the criteria used to distribute state funding through sources like the SHOPP and the STIP, MTC/ABAG recommends prioritizing projects that cost-effectively advance equity and reduce emissions, even if those projects may not be as high-profile or may not be legacy pipeline projects. Given the urgency of our climate crisis and the need to eliminate racial and economic disparities, it is imperative to act based on the evidence. For example, there is a great degree of opportunity to prioritize programming SHOPP funds toward maintenance and rehabilitation projects that also include complete street elements that benefit transit riders, pedestrians, and cyclists. Directing transit funding toward several rapid bus or BRT projects instead of a single higher-cost rail expansion may similarly have greater climate and equity benefits in a shorter time frame.

Finally, MTC/ABAG understands the importance of taking a fresh look at pipeline projects to ensure that state funds are most effectively aligned with state goals. However, disrupting complex projects that are years, if not decades, in the making, could present political challenges, such as the perception that transportation agencies are breaking commitments made to voters. As such, MTC/ABAG suggests that the state should create opportunities for pipeline projects to improve their alignment with state goals, eliminating projects from the pipeline only when truly necessary. As an example, sponsors of road widening projects currently in the pipeline could be required to improve accessibility for users of shared or active modes of transportation in order to be eligible to receive future funding allocations.

Thank you for your consideration of these comments. We look forward to continuing to work with you to improve planning processes at the local, regional, and state levels to deliver a more sustainable, equitable transportation system to benefit all Californians today and into the future. Please contact Matt Maloney, Director of the Regional Planning Program ([mmaloney@bayareametro.gov](mailto:mmaloney@bayareametro.gov)) with any questions or to discuss further.

Sincerely,

A handwritten signature in dark ink, appearing to read "Therese W. McMillan", with a stylized flourish at the end.

Therese W. McMillan  
Executive Director

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**Bill Positions on Assembly Bill 2237 (Friedman)**

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**Support:**

- American Lung Association in California
- California Bicycle Coalition
- California Environmental Voters
- CivicWell
- Climate Reality Project, San Fernando Valley
- Coalition for Clean Air
- Plug in America
- Streets for All

**Oppose:**

- California Asphalt Pavement Association
- California Association of Councils of Government
- California Building Industry Association
- California State Association of Counties
- League of California Cities
- Madera County Transportation Commission
- Rural County Representatives of California
- San Joaquin Valley Policy Council
- San Louis Obispo Council of Governments
- Santa Barbara County Association of Governments
- Stanislaus County of Governments
- Transportation Agency for Monterey County
- Transportation California
- Urban Counties of California

# Metropolitan Transportation Commission

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## Legislation Details (With Text)

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|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|---|--------------------------------------|--|
| <b>File #:</b>        | 22-0825                                                                                                                                                                                                   | <b>Version:</b>      | 1 | <b>Name:</b>                         |  |
| <b>Type:</b>          | Action Item                                                                                                                                                                                               | <b>Status:</b>       |   | Commission Approval                  |  |
| <b>File created:</b>  | 4/18/2022                                                                                                                                                                                                 | <b>In control:</b>   |   | Joint MTC ABAG Legislation Committee |  |
| <b>On agenda:</b>     | 5/13/2022                                                                                                                                                                                                 | <b>Final action:</b> |   |                                      |  |
| <b>Title:</b>         | Assembly Constitutional Amendment 14 (Wicks): Housing Opportunities for Everyone Act                                                                                                                      |                      |   |                                      |  |
|                       | Assembly Constitutional Amendment (ACA) 14 would dedicate five percent each year from the state's General Fund over a ten-year period to address California's affordable housing and homelessness crisis. |                      |   |                                      |  |
| <b>Sponsors:</b>      |                                                                                                                                                                                                           |                      |   |                                      |  |
| <b>Indexes:</b>       |                                                                                                                                                                                                           |                      |   |                                      |  |
| <b>Code sections:</b> |                                                                                                                                                                                                           |                      |   |                                      |  |
| <b>Attachments:</b>   | <a href="#">3b ACA 14 (Wicks).pdf</a>                                                                                                                                                                     |                      |   |                                      |  |

| Date | Ver. | Action By | Action | Result |
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### Subject:

Assembly Constitutional Amendment 14 (Wicks): Housing Opportunities for Everyone Act

Assembly Constitutional Amendment (ACA) 14 would dedicate five percent each year from the state's General Fund over a ten-year period to address California's affordable housing and homelessness crisis.

### Presenter:

Georgia Gann Dohrmann

### Recommended Action:

Support / ABAG Executive Board Approval  
Support / MTC Commission Approval

### Attachments:

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

**May 13, 2022**

**Agenda Item 3b**

**Assembly Constitutional Amendment 14 (Wicks): Housing Opportunities for Everyone Act**

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**Subject:**

Assembly Constitutional Amendment (ACA) 14 would dedicate five percent each year from the state's General Fund over a ten-year period to address California's affordable housing and homelessness crisis.

**Overview:**

For ten years starting with the 2024–25 fiscal year (FY), ACA 14 would appropriate a sum equal to five percent of estimated General Fund revenues for that fiscal year to the California Business, Consumer Services, and Housing Agency (BCSH) to invest in solutions to address homelessness and to support affordable housing production. This amendment explicitly protects existing constitutional budget commitments including funding for schools and the state's Rainy Day Fund; the bill would provide that those existing General Fund commitments come "off the top" and the BCSH appropriation would equal five percent of the remaining estimated General Fund revenues. Based on the Governor's January budget proposal's estimated FY 2022 revenues of roughly \$200 billion less existing funding commitments, ACA 14 would provide approximately \$9 billion annually to combat the affordable housing and homelessness crises. Funds would be reserved for the following uses:

1. Housing and services to prevent and end homelessness;
2. Development, acquisition, rehabilitation, and preservation of rental housing affordable to extremely low, very low, and low-income households; and
3. Affordable home ownership opportunities for low- and moderate-income households.

With input from stakeholders, BCSH would be required to develop a 10-year investment strategy with specific performance measures and benchmarks to demonstrate how the funding will be used to reduced homelessness and expand affordable housing options. ACA 14 would also require BCSH submit an annual report to the Legislature on its progress in meeting the performance measures and benchmarks.

**Recommendation:** Support /ABAG Executive Board and MTC

**Discussion:**

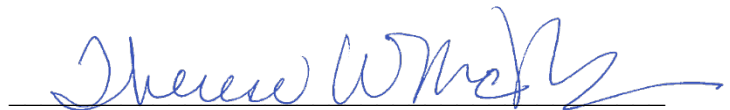
California is facing an affordable housing and homelessness crisis. As of January 2020, approximately 161,000 Californians were experiencing homelessness on any given day and 71 percent of homeless Californians—the highest rate in the nation—were unsheltered, meaning they were living in streets, parks, or other locations not meant for human habitation. According to the [Bay Area Equity Atlas](#), one in four Bay Area residents is a renter and nearly half of those renters are rent-burdened, paying over 30 percent of their income toward housing costs. One small financial setback can push these individuals and families into homelessness. Recent data from the National Low Income Housing Association found the statewide housing shortage for extremely low-income renters exceeds one million homes. Meeting this demand will require substantial new investment and an ongoing financial commitment to doing so by the state, as proposed by ACA 14, would provide a significant contribution towards addressing this need. Although the state has in recent years significantly increased funding for affordable housing and homelessness assistance, the state does not have a multiyear funding strategy. ACA 14 would enable the state to develop and implement a long-term strategy of investments to move people off the streets and into housing and prevent future homelessness by creating more affordable housing. The author's office estimates that ACA 14 would house at least 50,000 people who are homeless and build an additional 40,000 affordable housing units each year.

For these reasons, staff recommends a “support” position on ACA 14.

**Known Positions:** See Attachment A

**Attachments:**

- Attachment A: Assembly Constitutional Amendment 14 Known Positions



Therese W. McMillan

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**Bill Positions on Assembly Constitutional Amendment 14 (Wicks)**

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**Support:**

- Abundant Housing LA
- Bring California Home Coalition
- California Housing Consortium
- California Housing Partnership
- Corporation for Supportive Housing
- Council of Infill Builders
- Housing California
- Los Angeles Homelessness Services Authority
- Mayor Libby Schaaf, City of Oakland
- Mayor Sam Liccardo, City of San Jose
- Mayor Patricia Lock Dawson, City of Riverside
- New Livable California
- Non-profit Housing Association of Northern California

**Oppose:**

- None on file

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

|                       |                                                                                               |                      |   |                                      |  |
|-----------------------|-----------------------------------------------------------------------------------------------|----------------------|---|--------------------------------------|--|
| <b>File #:</b>        | 22-0829                                                                                       | <b>Version:</b>      | 1 | <b>Name:</b>                         |  |
| <b>Type:</b>          | Report                                                                                        | <b>Status:</b>       |   | State                                |  |
| <b>File created:</b>  | 4/18/2022                                                                                     | <b>In control:</b>   |   | Joint MTC ABAG Legislation Committee |  |
| <b>On agenda:</b>     | 5/13/2022                                                                                     | <b>Final action:</b> |   |                                      |  |
| <b>Title:</b>         | Fiscal Year (FY) 2022-23 State Budget Update                                                  |                      |   |                                      |  |
|                       | Update on FY 2022-23 State Budget Negotiations and Governor's FY 2022-23 May Revise Proposal. |                      |   |                                      |  |
| <b>Sponsors:</b>      |                                                                                               |                      |   |                                      |  |
| <b>Indexes:</b>       |                                                                                               |                      |   |                                      |  |
| <b>Code sections:</b> |                                                                                               |                      |   |                                      |  |
| <b>Attachments:</b>   | <a href="#">3c_Fiscal_Year_2022-23_State_Budget_Update.pdf</a>                                |                      |   |                                      |  |

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|------|------|-----------|--------|--------|

**Subject:**

Fiscal Year (FY) 2022-23 State Budget Update

Update on FY 2022-23 State Budget Negotiations and Governor's FY 2022-23 May Revise Proposal.

**Presenter:**

Rebecca Long

**Recommended Action:**

Information

**Attachments:**

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

**May 13, 2022**

**Agenda Item 3c**

**Fiscal Year (FY) 2022-23 State Budget Update**

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**Subject:**

Update on FY 2022-23 State Budget Negotiations and Governor's FY 2022-23 May Revise Proposal.

**Summary:**

The Governor's May Revision to the FY 2022-23 State Budget is anticipated by May 13, 2022 and it is widely expected that Governor Newsom will continue to propose directing a significant share of the General Fund surplus to capital investments, including transportation and housing. Governor Newsom's January Budget proposal projected a roughly \$45 billion budget surplus, however the state's Legislative Analyst's Office in February found that revenues would very likely *exceed* that January budget projection by \$5 billion to \$20 billion.

The Governor in March released an \$11 billion supplementary budget proposal in response to high gasoline prices, including \$9 billion in tax refunds tied to vehicle ownership, \$750 million to subsidize free transit, an additional \$500 million for the Active Transportation Program (ATP) (doubling the January budget proposal for ATP). The Governor also reiterated his request to halt a scheduled increase in the state's gas and diesel excise taxes (an automatic Consumer Price Index adjustment) and proposed a cut to the diesel sales tax. Democratic leadership in both houses are identifying their own spending priorities—including housing and transportation investments.

MTC and our Bay Area transportation partners have shared our support for a transportation package of at least \$10 billion, with at least \$5 billion for public transit statewide, paired with the Governor's request for the legislature to appropriate \$4.2 billion in Proposition 1A bonds for high-speed rail. MTC and ABAG have also requested \$7 billion for affordable housing in this year's budget and \$5 billion over three years for homelessness assistance.

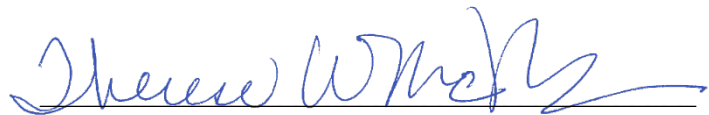
On April 28, Senate Democrats released a new document outlining their budget priorities, “Putting Wealth to Work,” (see Attachment A). The proposal lists multi-year infrastructure investments, a historic climate package, access to home ownership and affordable housing and enhanced homelessness reduction investments among its priorities. Senate Democrats are calling for a \$20 billion, four-year package for transportation with the third and fourth years subject to appropriation. This is double our \$10 billion transportation request for FY 2022-23, though the specific amount proposed for next year is not yet known. With respect to affordable housing, the topline amount is \$2.7 billion, including \$500 million for Multifamily Housing Program (MHP) and \$500 million for the Housing Accelerator Program (HAP). While funding for MHP and HAP is a step forward since neither were proposed for funding in the Governor’s January budget, this is five times below the \$5 billion for these two programs that we endorsed and that is being championed by a statewide affordable housing advocacy coalition. With respect to climate, the proposal includes \$3.3 billion to address sea level rise over multiple years. Lastly, the proposal also includes an \$8 billion tax rebate to assist households with rising costs due to overall inflation and unprecedented energy costs.

Given the May Revise may not be released until the day of the committee meeting, staff will provide a verbal update with any late breaking news.

**Recommendation:** Information

**Attachments:**

- Attachment A: Senate Democrat Budget Proposal



Therese W. McMillan



## **SENATE BUDGET PLAN**

# Putting California's Wealth to Work *for a* More Equitable Economy

**DETAILED SENATE BUDGET PRIORITIES**



**2022-23 STATE BUDGET**

*#PuttingWealthToWork*



# SENATE BUDGET PLAN

## EVOLUTION



**STEP #1:** Key Values.....December 2021

» **STEP #2:** Detailed Senate Budget Priorities.....Included

**STEP #3:** Senate/Legislature Version.....Late May

**STEP #4:** Final Version.....Mid June



Putting California's Wealth to Work *for a More Equitable Economy*





# SENATE BUDGET PLAN

## INTRODUCTION

- » California's rebounding economy is strong, but increasingly, wealth has gone to the top while leaving the middle class and struggling families behind.
- » Additionally, inflation and high energy prices brought on by world events & corporate greed are hurting the middle class and struggling families.
- » Thankfully, California's common sense, voter-approved revenue system ensures those that have prospered the most contribute their share.
- » "Putting Wealth to Work" builds on last year's Senate Plan, providing further opportunity to put California's wealth to work to build a more equitable economy.



Putting California's Wealth to Work *for a More Equitable Economy*





# SENATE BUDGET PLAN

## INTRODUCTION

- » “Putting Wealth To Work” is based on the latest fiscal information and adds \$65 billion\* in combined current year and budget year revenues to the Governor’s forecast.
- » This results in \$68 billion of total unallocated General Fund resources, up from \$29 billion in January forecast, and \$37 billion of total unallocated Proposition 98 resources, up from \$13 billion in January forecast.
- » “Putting Wealth to Work” reflects the significant economic uncertainty in the nation and the world and continues responsible budgeting:
  - Allocates one-time revenues for one-time purposes.
  - Builds reserves to historic levels to protect ongoing programs from future economic downturns.

(\*Based on very early update from LAO, official May forecasts from LAO and DOF will likely differ)



Putting California’s Wealth to Work *for a More Equitable Economy*





# SENATE BUDGET PLAN

## INTRODUCTION

»» “Putting Wealth to Work” includes bold priorities throughout the entire budget, but it is important to set expectations with understanding that not everything will be achieved this year.

Reasons include:

- Fiscal estimates used are preliminary and will be adjusted once the official forecasts are completed in May.
- The Final Budget will need to be negotiated with the Assembly and then the Governor.

»» Priorities outlined in “Putting Wealth to Work” that are not achieved this year will still benefit from being elevated as Senate priorities, helping their inclusion in future budgets.



Putting California's Wealth to Work *for a More Equitable Economy*





# SENATE BUDGET PLAN

## INTRODUCTION

### ***Putting Wealth to Work Priorities***

- Responsible & Resilient Budget.
- Better For Families Rebate Plan.
- Support for Small Businesses and Nonprofits.
- Historic Multi-Year Infrastructure Investments.
- Strengthened Early Care and K-12 Education.
- Improved Higher Education.
- Expanded Financial Aid and Path to Debt Free College.
- Historic Climate Package.
- Support for Struggling Californians and Families.
- Expanded Access to Affordable Healthcare, Improved Public Health, and Strengthened Mental Health Services.
- Access to Home Ownership and Affordable Housing.
- Enhanced Homelessness Reduction Investments.
- Improved Public Safety and Judicial Systems.
- Strengthened Workforce.



Putting California's Wealth to Work *for a More Equitable Economy*





# SENATE BUDGET PLAN



Putting California's Wealth to Work *for a* More Equitable Economy





# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK

### ***To Build A Responsible and Resilient Budget:***

» Historic Reserves. \$43.1 billion in total reserves, including:

- \$24.0 billion: Rainy Day Fund.
- \$10.1 billion: Prop 98 Rainy Day Fund.
- \$3.0 billion: Safety Net Reserve.
- \$6.0 billion: Regular Reserve (SFEU).



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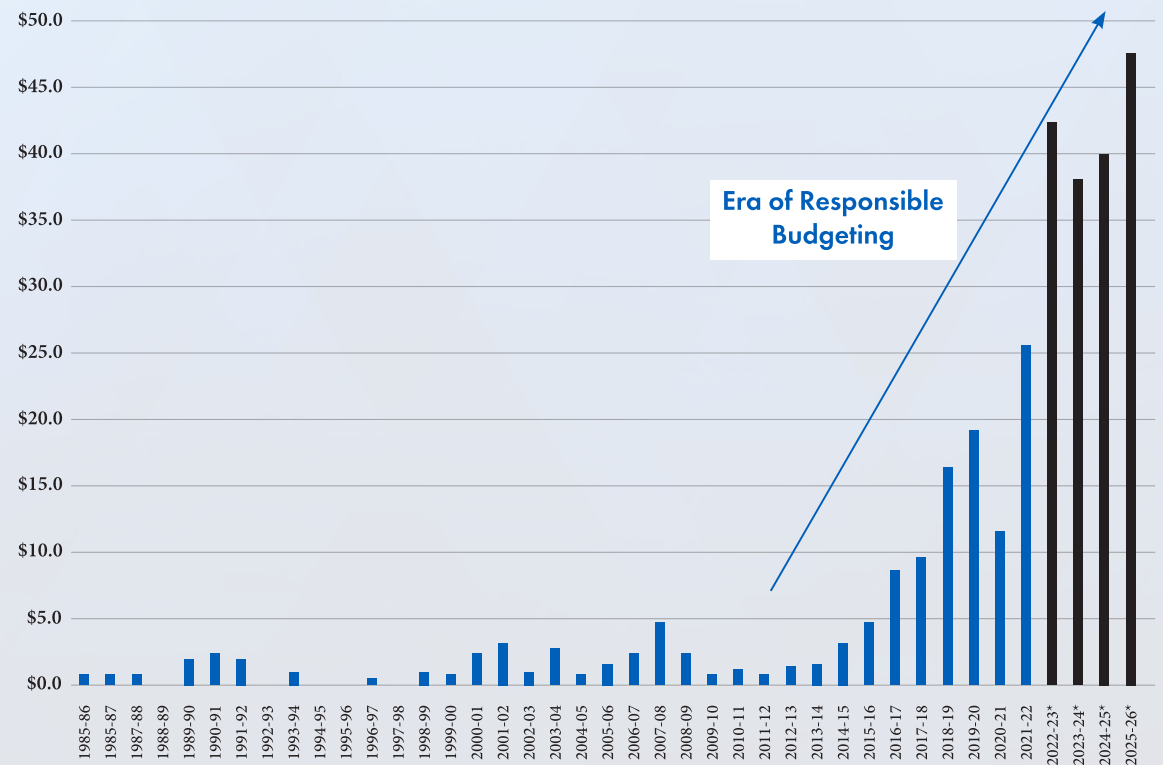
# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK

### To Build A Responsible and Resilient Budget:

**“Putting Wealth to Work”  
Budget Continues Democrats’  
Responsible Budgeting Practices**

*History of Budget Act General  
Fund Reserves (in billions)*



\* “Putting Wealth to Work” Forecast



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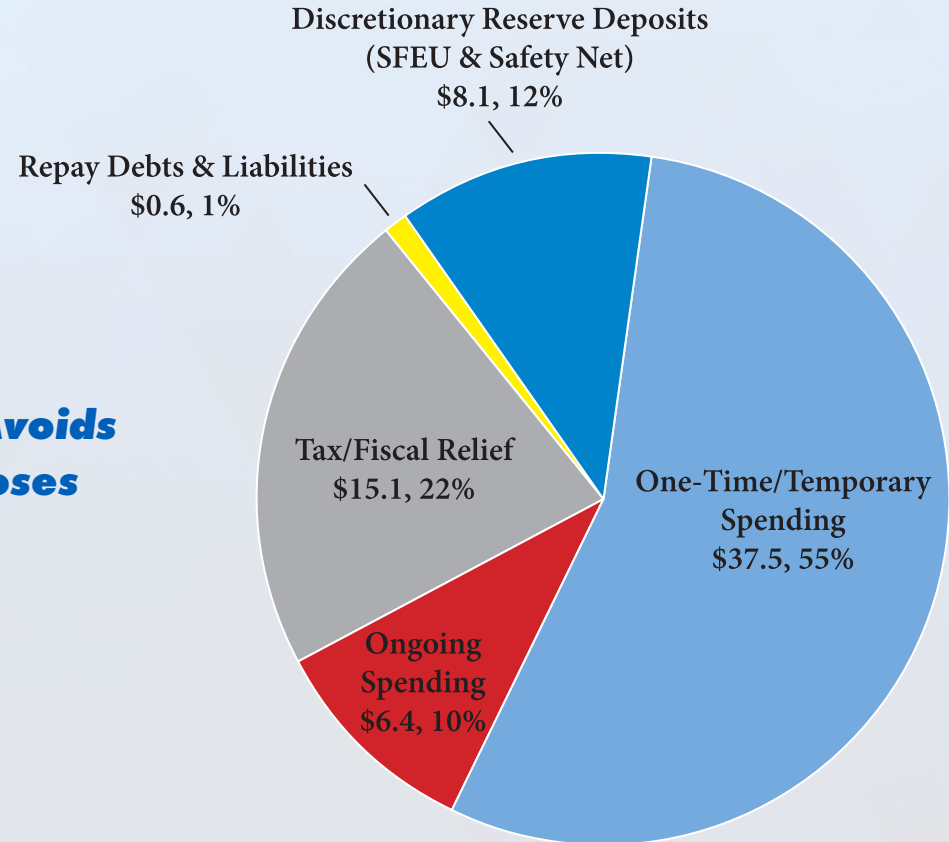
# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK

### *To Build A Responsible and Resilient Budget:*

#### ***“Putting Wealth to Work” Avoids Overcommitting to Ongoing Purposes***

*90% of Available Resources Allocated to Reserves/One-Time Purposes (in billions)*



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# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK

### ***With Early Action to Provide Tax Rebates to Relieve Families from Inflationary Costs:***

» **Better For Families Tax Rebates.** Provides \$8 billion for the “Better For Families Rebate” Program to mitigate impacts of high energy costs and other goods, as well as the economic impacts of the pandemic.

- \$200 per taxpayer plus \$200 for dependents, up to \$125,000/\$250,000 income (Single/Joint filers).
- Supplemental one-time monthly grant for CalWORKs families and SSI/SSP recipients, to ensure Californians struggling the most benefit.
- Grant program for other low-income Californians who are not income tax filers.



Putting California's Wealth to Work *for a More Equitable Economy*





# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK

### **To Support Small Business and Nonprofits:**

- » **Rebates to Reimburse UI Costs.** Provides Small Business, with up to 250 employees, rebates for the costs of repaying federal unemployment debt.
  - Intent is for rebates to be provided through the full 10 year repayment period, roughly a \$10 billion cost over ten years. This plan appropriates funds for the rebates through 2024, with rebates beyond then requiring additional appropriation.
- » **Relief Grants for Paid Sick Leave Costs.** Establishes a third party administered grant program for Small Businesses and Nonprofits, with up to 150 employees, to offset costs incurred by recently enacted Paid Sick Leave program.



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# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK

### **To Build on Governor's \$20 billion for Infrastructure with Historic Multi-Year Proposals.**

- » **Transportation Package.** Builds on the Governor's \$5 billion General Fund proposal to create a \$20 billion, four-year package, with third and fourth years being subject to appropriation.
- » **Climate Package.** Much of the \$18 billion Climate Package is for infrastructure and capital outlay.
- » **Behavioral Health Facilities.** Accelerates implementation of the 2021-22 appropriation of \$2 billion for construction of local behavioral health beds.
- » **Food Banks.** \$180 million to expand capacity and improve facilities for local food banks.

(some items mentioned here are also highlighted in specific policy area slides)



Putting California's Wealth to Work *for a More Equitable Economy*





# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK

### **To Build on Governor's \$20 billion for Infrastructure with Historic Multi-Year Proposals.**

- » **School Facilities and Deferred Maintenance.** \$4.5 billion above the Governor's proposal for school facilities, including \$1 billion for TK, and \$1 billion for K-12 deferred maintenance.
- » **Higher Ed Package Provides.**
  - \$1.5 billion for student housing construction split among all three segments, to build upon last year's \$2 billion investment.
  - \$3.2 billion to reduce deferred maintenance backlog in Higher Ed.
- » **Libraries.** \$750 million for Library Infrastructure Grant Program.
- » **Local Projects.** Significant funding for local legislative project priorities throughout the state.

(some items mentioned here are also highlighted in specific policy area slides)



Putting California's Wealth to Work *for a More Equitable Economy*





# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK

### **To Improve Early Care & Education:**

- » **Secure Child Care Workforce.** \$1 Billion ongoing to increase provider reimbursement rates to the 90th percentile of the regional market rate, with additional funds to support improved benefits for the childcare workforce.
- » **Continue Family Fee Waivers & Provider Hold Harmless Policies.** \$245 million to keep childcare affordable for families and ensure providers have stable funding.
- » **Invest in Infrastructure and Workforce.** \$445 million for child care facilities expansion and infrastructure investments, and professional development and workforce support.
- » **Stabilize and Support California State Preschool.** Increases eligibility for low-income children, increase rate adjustment factors to support Preschool providers and provide planning funds for long-term investments in our early education system.



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# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK

### To Improve K-12 Education:

- » **Statutory Ongoing K-12 Discretionary Funding Increases.** \$5 billion, growing to \$10 billion by 2024-25, for permanent ongoing supplemental base increases for K-12 general purpose funding, allowing flexibility in event policy changes related to enrollment or ADA-based funding are made.
- » **COVID Caused Education Challenges.** \$10 billion in one-time funds, allocated over multiple years, to combat impacts of COVID, including: protecting staffing levels and addressing learning loss and wellness.
- » **Home-to-School Transportation.** Ends the charging for school bus rides; eliminates parent-owed debts; and begins phasing in to universal Home-to-School transportation.
- » **School Facilities and Deferred Maintenance.** \$4.5 billion over three years, above the Governor's proposal, for school facilities, and \$1 billion for K-12 deferred maintenance.



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# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK

### **To Improve Higher Education:**

- » **CSU & UC Base Increase.** \$400 million ongoing for CSU base increase above the Governor's proposal to cover fair and competitive compensation costs for faculty and non-faculty and by \$200 million ongoing for UC base increase.
- » **Community Colleges Base Increase.** \$700 million ongoing base increase above the Governor's proposal.
- » **Community Colleges Flexible Block Grant.** \$450 million over the three year period for flexible block grant for basic needs, mental health needs, and COVID-19 related support.
- » **Student Housing.** \$1.5 billion additional investment in student housing, providing an additional \$500 million for Community Colleges, CSU and UC.
- » **Infrastructure and Deferred Maintenance.** \$3.2 billion, including \$1.2 billion for CCC deferred maintenance, and \$1 billion each for CSU and UC deferred maintenance, modernization, and capital outlay.



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# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK

### **To Make College More Affordable:**

- » **Cal Grant Improvements.** \$176 million for Cal Grant improvements as transition to broader reforms, including increasing the non-tuition award for Cal Grant B and C students, to help offset growing costs of living, and extending elements of last year's improvement for low-income students attending independent, nonprofit colleges and universities.
- » **Double CCC Student Success Completion Grant.** \$250 million ongoing to double the Student Success Completion Grant (SSCG), to provide a total of \$8,000 for students taking 15 units and \$2,600 for students taking 12 units. The SSCG offsets total cost of college attendance, to encourage full time attendance, and successful on-time completion.
- » **Debt Free College by 2025-26.** \$227 million for next step in funding the Middle Class Scholarship to reduce student debt, and fully fund MCS beginning in 2025-26 to provide Debt Free College for all lower and middle income CSU and UC students.



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# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK



### **With \$18 billion Climate Package:**

» **Water and Drought Package.** \$7.5 billion in state and federal funds to build a climate resilient water system:

- \$2 billion to rebalance state water supply and water rights.
  - \$1.5 billion for new CA Water Trust to acquire lands with senior water rights from willing sellers.
  - \$500 million to Dept. of Conservation for acquisition and repurposing of lands to implement the Sustainable Groundwater Management Act.
- \$1.5 billion to ensure all Californians have safe drinking water.
- \$1.5 billion for improving watershed climate resilience regionally.
- \$1.5 billion Drought Resilient Water Supply grants, to assist with recycling, stormwater capture, and groundwater cleanup.
- \$1 billion for Flood Management and Dam Safety grants to improve resilience of flood management system and fund public benefit portion of dam safety projects.



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# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK

### ***With \$18 billion Climate Package:***

» **Wildfire Package.** \$6.6 billion over five years to build on Governor's wildfire proposals, including:

- \$1.5 billion for fuel reduction.
- \$95 million for biomass accumulation.
- \$35 million for workforce development and training.
- \$675 million for Regional Conservancies.
- \$220 million ongoing to expand staffing ratios to 3.0 for all engines.



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# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK

### **With \$18 billion Climate Package:**

» **Sea Level Rise.** \$3.3 billion over multiple years to improve resilience, including funding to:

- Protect communities and natural resources: Urban Waterfront Protection, Ports, Public Infrastructure, and Ecosystem Protection.
- Fund SB 1 and match available federal funds.
- Focus on investments that encourage regional collaboration.

» **Disadvantaged Communities.** \$1 billion to offset the impacts on Climate Change for disadvantaged communities.



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# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK

### ***With \$18 billion Climate Package:***

- » **Biodiversity and Outdoor Access for All.** \$1 billion over multiple years for nature based solutions, including:
- \$500 million for 30X30 Goal (State goal of conserving 30% of state lands and coastal waters by 2030 to advance biodiversity and elevate the role of nature in the fight against climate change).
  - \$200 million for urban greening/urban forestry.
  - \$200 million for outdoor access through WCB/Conservancies/SCC and other existing programs.
  - \$100 million for outdoor equity access grant program.



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# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK

### **With \$18 billion Climate Package:**

- » **Climate Mitigation.** Build on Governor's significant investments in electric vehicles, abandoned oil well cleanup, clean energy projects, and building decarbonization.
- » **Climate Equity Trust Fund.** Establish Climate Equity Trust to help offset rising electricity costs, the Trust will ultimately be funded from various sources, including the GGRF.
- » **Achieve SB 100 Interim Goals.** Ensure funding to achieve interim goals of 90% of electric sales to end-use customers is from renewable energy and zero-carbon resources by 2035 and 95% by 2040.
- » **Carbon Neutrality in State Operations by 2030.** Invest in resources to ensure transition to zero-carbon resources for state operations to meet 2030 carbon neutrality goal.
- » **High Road Labor Agreements for Clean Energy Projects.** Promote high quality jobs with good wages and benefits for projects.



Putting California's Wealth to Work *for a More Equitable Economy*





# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK

### **To Assist Struggling Californians & Families:**

- » **No Child in Deep Poverty.** \$300 million take the final two steps to ensure No Child Lives In Deep Poverty through CalWORKs grant increases. First step is January 1, 2023, final step is January 1, 2025.
- » **Foster Care Services.** \$315 million to improve home-based Foster Care services and reduce reliance on institutional care.
- » **Food Assistance.** \$284 million beginning in 2023-24 to build upon last year's expansion of the California Food Assistance Program regardless of immigration status, to expand to all ages.
- » **Senior and Disabled Support.** \$150 million to accelerate second step SSI/SSP increase approved in 2021-22 Budget Act to April 1, 2023.



Putting California's Wealth to Work *for a More Equitable Economy*





# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK

### **To Assist Struggling Californians & Families:**

- » **End Child Support Takeaways.** \$150 million to end the practice of taking child support payments from struggling families.
- » **CalEITC Improvement.** \$400 million ongoing to provide a minimum CalEITC credit of \$255 to all recipients, providing more benefit to our lowest income earners.
- » **Targeted Tax Relief.** Phase in expansions of targeted tax programs that support families, such as the Young Child Tax Credit and the Renters Tax Credit.



Putting California's Wealth to Work *for a More Equitable Economy*





# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK

### **To Expand Access to Affordable Healthcare:**

- » CoveredCA Middle Income Affordability. \$542 million increase to CoveredCA to make healthcare coverage more affordable, beginning January 1, 2023.
- » Medi-Cal For All. \$1 billion to accelerate implementation of Medi-Cal Coverage Regardless of Immigration status to June 1, 2023.
- » Medi-Cal For Children. \$10 million to provide continuous Medi-Cal coverage for children, ages 0-5.
- » Public Health. \$750 million to increase funding for Public Health Infrastructure.



Putting California's Wealth to Work *for a More Equitable Economy*





# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK

### **To Expand Access to Affordable Healthcare:**

- » **Expanding Health and Behavioral Health Workforce.** \$1 billion for health workforce development, with a focus on behavioral health, including scholarships, stipends, loan repayment, and pipeline programs.
- » **Mental Health Student Services Act.** \$100 million to continue and expand investments in school based mental health services through the Mental Health Student Services Act.
- » **Behavioral Health Facilities.** Accelerates implementation of the 2021-22 appropriation of \$2 billion for construction of local behavioral health beds.



Putting California's Wealth to Work *for a More Equitable Economy*





# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK

### **To Improve Affordable Housing & Home Ownership:**

» Affordable Housing and Home Ownership Package. \$2.7 billion for Affordable Housing and Home Ownership:

- \$500 million for Multifamily Housing Program.
- \$500 million for Housing Accelerator Program.
- \$100 million for the Joe Serna Farmworker Housing Program.
- \$350 million for CalHOME Program.
- \$200 million for the Downpayment Assistance Program.
- \$50 million for ADU Financing Assistance, to help spur increase in housing supply through ADUs.
- \$1 billion for the California Dream For All Program, a new revolving fund program for first time homebuyers to partner with the state and purchase homes with low to no downpayment and 20% reduced cost.



Putting California's Wealth to Work *for a More Equitable Economy*





# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK

### **To Reduce Homelessness:**

- » **Enhance Existing Homelessness Investments.** \$3 billion, over three years, to build on last year's major \$12 billion two year investment with:
- Additional funding for Project Homekey.
  - Funding for Encampment Resolution Funding Program.
  - Increased funding for HHAPP, to continue the state's support of efforts in cities, counties, and Continuums of Care to reduce and eliminate homelessness.



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# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK

### **To Improve Public Safety and Judicial System:**

#### » Support for Victims of Crimes.

- \$150 million in immediate support for victims.
- \$115 million to stabilize the Restitution Fund.
- \$15 million to expand Trauma Recovery Centers.

#### » Reentry Support. Prevents homelessness and reduces crime and recidivism by expanding pre- and post-release transitional housing programs, including \$300 million for the Community Reentry Program and \$100 million for the Adult Reentry Grant Program.

#### » Equitable Access to Justice.

- \$100 million to eliminate civil assessment and related prior debt.
- \$200 million for legal aid for eviction and consumer debt cases.
- \$25 million in recruitment incentives for high-need legal areas.



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# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK

### **To Strengthen California's Workforce:**

- » **Secure Child Care Workforce.** As noted earlier, \$1 Billion ongoing to increase reimbursement rates to retain and increase the child care workforce and ensure families that rely on childcare can re-enter and stay in the workforce.
- » **Behavioral Health Workforce.** \$1 billion to expand investments in behavioral health workforce development, including scholarships, stipends, loan repayment, and pipeline programs.
- » **Returning Caregivers to Work.** \$8.4 million one time and \$4 million ongoing to provide 90% wage replacement for paid family leave for low wage workers, ensures workers can utilize family leave time & be better able to return to work.



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# SENATE BUDGET PLAN

## PUTTING WEALTH TO WORK

### To Strengthen California's Workforce:

- » Workforce Development for students of color and low-income students communities. \$100 million for community change learn-&-earn career pathway programs at 20 selected community colleges over four-year period.
- » Workforce Development for Re-entry Population. \$50 million one-time to fund CBOs to expand reentry service capacity, help fund MC3 programming, and support program participants.
- » Establish Women in Construction Unit at DIR. \$15 million ongoing to promote and support women/nonbinary individuals into skilled trade careers.
- » Nursing Homes. \$10 million to establishing the Quality Standards Board for Nursing Homes.

(some items mentioned here are also highlighted in specific policy area slides)



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# SENATE BUDGET PLAN

## A NOTE REGARDING GANN

- » The Gann Limit has become relevant for the first time in a generation due primarily to the past decade of responsible budgeting, a healthy economy, and voter approved revenues.
- » “Putting Wealth To Work” budget plan, however, does not reflect any budget allocation decisions in direct response to Gann Limit constraints. Instead, with LAO option of updating the definition of local subventions and budget decisions naturally made, this budget plan is under the Gann Limit through 2021-22 and 2022-23.
- » But, in the near future baseline spending growth will exceed the Gann Limit, resulting in the absurd requirement that core programs would need to be cut even though the overall budget can continue to support them.
- » Therefore, by 2024 a constitutional amendment will be needed to harmonize and modernize the Constitution to ensure core programs like health care, higher education, and public safety can continue to be funded and not artificially constrained by the out-of-date Gann Limit.



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# SENATE BUDGET PLAN

## SUB 1

### OTHER KEY EDUCATION PRIORITIES

- » **2021 Budget Improvement Oversight.** Ensure successful implementation of programs established in the 2021 Budget, including Universal School Meals, Expanded Learning, Transitional Kindergarten, and others.
- » **Learning Loss.** Allocate significant flexible one-time funds, to be used over a multi-year period to support staffing costs of helping students recover from any learning loss experienced during the pandemic.
- » **Student Enrichment.** Allocate flexible one-time funds for student enrichment materials in music, arts, technology, instructional materials, and others.



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# SENATE BUDGET PLAN

## SUB 1

### OTHER KEY HIGHER ED PRIORITIES

- **Higher Ed Compacts.** Strengthen higher education compacts and roadmap with segments to advance student outcomes, reduce time to degree, continue enrollment of CA students, and recruitment and retention of low-income and first-generation students.
- **Enrollment increases.** Fund one-percent enrollment increase for both the UC and CSU, starting in 2023-24.
- **Community College District Budgets Improvements.** Address Student Centered Funding Formula to help CCC districts.



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# SENATE BUDGET PLAN

## SUB 1

### OTHER KEY HIGHER ED PRIORITIES

- » **Underrepresented Students Support.** Provide investments for, and direction to, student supports impacting historically underrepresented students:
- CCC: Mathematics, Engineering, Science, and Achievement Program, Next Up program for foster youth, Extended Opportunity Programs and Services, Native American student support services, and the Puente Project.
  - UC: Carceral system-impacted students, foster youth, and undocumented students.
  - CSU: Asian Bilingual Teacher Education Program, Basic Needs, Graduation Initiative 2025, and foster youth support.



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# SENATE BUDGET PLAN

## SUB 2

### OTHER KEY RESOURCES PRIORITIES

- » Senate Caucus Climate Working Group. Work with Senate Caucus Climate Working Group to ensure funding for key working group priorities. Focus on realistic and pragmatic climate solutions.
- » Cap-and-Trade Plan. Craft Cap-and-Trade Plan to maximize efforts in climate resilience and GHG emissions reduction.
- » Zero-Emission Vehicles. Improve investments in zero-emission vehicles and infrastructure.
- » Clean Energy. Invest in clean energy to help the state meet its climate and air quality goals.
- » Short-Lived Climate Pollutants. Reduce emissions from refrigerants, agriculture, municipal waste, and diesel.
- » Organic Waste Infrastructure. Make investment for organic waste infrastructure to reduce methane emissions.
- » Circular Economy. Improve recycling opportunities to reduce litter, conserve resources, and minimize reliance on landfills.



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# SENATE BUDGET PLAN

## SUB 3

### OTHER KEY HUMAN SERVICES PRIORITIES

- » **Child Care System.** Provide additional supports for the child care system, including hold harmless policies to reimburse providers for enrollment and to waive family fees.
- » **Food Banks / Food Assistance.** Permanently authorize the state disaster food assistance program.
- » **Developmental Services Rates.** Accelerate planned rate increases and require regular updates to rates for providers of developmental services and ensure increases are targeted to direct care workers.
- » **Seniors and Adults with Disabilities Housing.** Stabilize and preserve housing options for at-risk seniors and adults with disabilities.
- » **Older Californians Act.** Increase funding to modernize the Older Californians Act.



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# SENATE BUDGET PLAN

## SUB 3

### OTHER KEY HUMAN SERVICES PRIORITIES

- » **Behavioral Health.** Expand on the Governor's investments in behavioral health bridge housing to increase opportunities and options for clinically-enriched and permanent supportive housing.
- » **Advocates for Seniors and Persons with Disabilities.** Provide adequate funding to support public administrators, public guardians, and public conservators.
- » **Health Equity and Racial Justice Fund.** Provide ongoing increase for the Health Equity and Racial Justice Fund.
- » **Protect Access to Reproductive Health for All.** Ensure access to reproductive health care through enhanced funding of services, workforce development, equity, and an abortion support fund.



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# SENATE BUDGET PLAN

## SUB 4

### OTHER KEY GENERAL GOV PRIORITIES

- » **CalEITC Outreach.** Provide additional resources for continued Earned Income Tax Credit outreach to ensure funding is reaching our lowest income workers and prevent the intercept of rebate funds intended to help address poverty.
- » **Supporting Children Impacted by COVID.** Establish a fund to create trust accounts for children who have lost parents/caregivers to COVID and those in long term foster care.
- » **Supporting the Legal Cannabis Market.** Provide tax relief for legal cannabis operators, and backfill lost revenue due to Cannabis Tax Reform and maintain revenue streams for Cannabis tax beneficiaries.
- » **Seismic Safety.** Provide funding for seismic retrofits and safety improvements for at-risk public buildings, including women's and homeless shelters, public hospitals, and children's hospitals.
- » **Small Business and Community Supports.** Provide funding and strengthen supports for small businesses, non-profits and faith-based organizations that provide community services, and youth summeremployment.



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# SENATE BUDGET PLAN

## SUB 5

### OTHER KEY PUBLIC SAFETY PRIORITIES

- » Gun Violence Intervention. Provide funding for firearm relinquishment programs and gun violence prevention programs.
- » Free Phone Calling. Continue the expanded free phone calls at state prison.
- » Office of Inspector General. Restore the Inspector General's authority to initiate investigations.



Putting California's Wealth to Work *for a More Equitable Economy*





# SENATE BUDGET PLAN

**SUB 5**

## OTHER KEY LABOR PRIORITIES

» **Infrastructure Labor Requirements.** Ensure strong labor requirements accompany the significant infrastructure investments to create stable, high-quality, high-road job opportunities across the state.

- This includes enforceable commitments to construction, good manufacturing, service, operations, and maintenance jobs, real training and apprenticeship, and equitable pathways into these jobs as supported or created by the proposed climate and transportation spending.
- Focus our workforce system on the high road by leveraging investments for immediate accountability for good jobs after training.



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# SENATE BUDGET PLAN

## SUB 5

### OTHER KEY LABOR PRIORITIES

- » **Enforcement/Outreach of Wage, Health and Safety, and COVID Laws.** Expand enforcement and worker outreach programs protecting against violations of wage, health and safety, and COVID-19 laws.
- » **UC Labor Centers.** Strengthen and expand the future of labor research and education to advance labor and employment policy, workforce development, education and training.
- » **New Employee Orientation.** Update and modify new employee orientation for public employees.
- » **California Youth Apprenticeship Program.** Establish Office of the California Youth Apprenticeship Program to develop new, or expand on existing apprenticeship programs for 16-24 year olds who are unhoused, in the welfare, or juvenile justice system or otherwise facing barriers to labor market participation.



Putting California's Wealth to Work *for a More Equitable Economy*





# SENATE BUDGET PLAN

## CONCLUSION

» “Putting Wealth to Work” is a product of:

- A thriving economy – but with the benefits going mostly to the wealthiest;
- A commonsense, voter-approved revenue system that results in the wealthiest paying their share, without impacting their financial success; and
- A decade of responsible budgeting by Democrats in full control of the state’s finances.

» Together, the Senate Budget Plan puts California’s wealth to work to build a more equitable economy and to improve the lives of struggling Californians and middle income families.



Putting California’s Wealth to Work *for a More Equitable Economy*





# SENATE BUDGET PLAN



Putting California's Wealth to Work *for a* More Equitable Economy



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 22-0769      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Federal  
**File created:** 4/8/2022      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 5/13/2022      **Final action:**  
**Title:** 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.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4ai MTC May 2022 MTC Report.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
|------|------|-----------|--------|--------|

**Subject:**

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.

**Presenter:**

Georgia Gann Dohrmann

**Recommended Action:**

Information

**Attachments:**

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

**May 13, 2022**

**Agenda Item 4a**

**Washington D.C. Legislative Update**

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**Subject:**

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

**Issues:**

None identified.

**Recommendations:**

Information

**Attachments:**

- Attachment A: Summit Strategies Team Report – May 2022



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Therese W. McMillan



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**Summit Strategies Team Report – May 2022**

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**From: Summit Strategies Team**

**To: Therese McMillan, Executive Director**

**Date: May 4, 2022**

**Subject: May Federal Policy Monthly Report**

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- **Lawmakers Kick Off Fiscal Year 2023 (FY23) Appropriations**
  - **Reconciliation Negotiations Continue Behind the Scenes**
  - **Upcoming Washington Fly In**
  - **Department of Transportation (DOT) and Department of Housing and Urban Development (HUD) 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.

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### **Lawmakers Kick Off FY23 Appropriations**

The FY23 appropriations process began last month, with the Senate and House appropriations committees holding hearings to consider agency funding levels requested in the President's budget. The Senate Transportation, Housing and Urban Development, and Related Agencies (THUD) Subcommittee hosted Transportation Secretary Pete Buttigieg to discuss DOT budgetary resources. Such hearings are typically the first stage in the annual appropriations process. Appropriators will spend the next few months drafting subcommittee bills.

Senate Appropriations Chair Patrick Leahy (D-VT) and Vice Chair Richard Shelby (R-AL), as well as their counterparts in the House, Rosa DeLauro (D-CT) and Kay Granger (R-TX), met this week to discuss topline figures for FY23. Without a budget spending cap in place for FY23, progress is unlikely. Agreement amongst these lawmakers, also known as the "four corners," is the first step toward a broad agreement to fund the government next year. Reports indicate the lead appropriators hope to reach an agreement in the coming weeks.

Earlier this month, members of Congress accepted community project funding (CPF) requests — also known as earmarks — from their constituents to be included in the FY23 appropriations bills. The relevant subcommittees will consider the projects selected by lawmakers and include a subset of those projects in their FY23 spending measures.

### **Reconciliation Negotiations Continue Behind the Scenes**

The White House has continued to work with Senator Joe Manchin (D-WV) to negotiate a more targeted reconciliation measure. These discussions have focused on deficit reduction through taxes on corporations and high-income individuals and clean energy investments. While negotiations remain ongoing, Manchin told the press that he is interested in crafting a deal that can secure support from at least ten Republicans. He plans to meet with a bipartisan group of senators to gauge interest in a climate and energy package. Potential provisions include clean energy investments, oil and gas leasing reforms on federal lands, and other policies to promote domestic energy production.

Given the most recent developments with Manchin, it is unclear if an agreement is possible in the coming months. President Biden and his allies in Congress will continue pressing for a reconciliation bill, but Manchin holds de facto veto authority.

### **Upcoming Washington Fly In**

Your federal affairs team is working hard to prepare for the upcoming June fly-in. We look forward to hosting Metropolitan Transportation Commission (MTC) members in Washington, D.C., including folks we have met only over Zoom. Currently, we are working to set up meetings with key members of Congress, committee staffers, agency personnel, and relevant advocacy groups.

### **DOT and HUD Agency Actions and Competitive Grant Update**

#### **Federal Transit Administration (FTA) Announces Funding to Build Resilience During Natural Disasters Via Transit Buses to Generate Power**

On Thursday, April 12th, FTA announced the availability of \$1 million through a Notice of Funding Opportunity (NOFO) for an organization or partnership to develop standards for exportable power systems from electric and fuel cell-powered buses, which can supply electricity to community buildings, emergency shelters and hospitals during power disruptions. The Bus Exportable Power Systems (BEPS) Program is one of the first steps in an initiative to build community resilience through transit. Previous FTA-supported research showed success in transforming hybrid, electric and fuel cell buses into mobile power generators. Applications are due June 13th. [The NOFO can be found through this link.](#)

#### **FHWA Outlines Actions to Tackle Climate Change with New Programs and Historic Funding**

On Friday, April 22nd, FHWA highlighted actions the agency is taking to protect the environment and combat climate change as part of a suite of announcements to celebrate Earth Day 2022. These include:

- FHWA kicked off the week by announcing the Carbon Reduction Program that will provide \$6.4 billion in formula funding to states over the next five years through the Bipartisan Infrastructure Law (BIL).

- In addition, this week, as part of a department-wide effort to challenge transportation agencies and others to find innovative ways to reduce transportation sector greenhouse gas emissions, FHWA launched its own highway-specific “climate challenge” on Quantifying Emissions of Sustainable Pavements. This challenge presents a unique opportunity to improve the sustainability of pavement structures and work towards goals for net-zero emissions.
- In partnership with the FTA, a joint Flex Funding Website launched this week to help states utilize flex funding and to increase access to transit in order to encourage public transportation projects that reduce single-occupancy vehicle travel and associated air pollution on congested highways.

Over the past year DOT has taken a number of steps to work towards President Biden’s goals of building out a nationwide network of EV chargers and making sure that 50% of new cars sold by 2030 are electric.

- In April 2021, FHWA issued guidance to states clarifying that activities including solar panels and EV charging can be acceptable uses in the right-of-way.
- In December 2021, DOT joined the Department of Energy (DOE) in December in signing a memorandum of understanding to create a Joint Office of Energy and Transportation to support the deployment of a national electric vehicle charging network.
- In February of this year, DOT issued the Rural EV Toolkit to help rural communities build out electric vehicle charging infrastructure.
- Also in February of this year, President Biden, DOT and DOE announced the availability of \$5 billion over five years to help states build out a national EV charging network, with funding from the BIL.

### **HUD Releases Inaugural Equity Action Plan**

On Thursday, April 14th, HUD announced the release of its first ever Equity Action Plan in coordination with the Biden-Harris Administration’s whole-of-government equity agenda. On his first day in office, President Biden signed Executive Order 13985 on “Advancing Racial Equity and Support for Underserved Communities Through the Federal Government,” directing the

federal government to pursue a comprehensive approach to advancing equity for all. In response to the President's directive, HUD commenced a department-wide plan, which included actions to reduce the racial homeownership gap and center equity in the delivery of services to people experiencing homelessness. HUD's Equity Action Plan is one of many steps HUD has taken to reiterate its commitment to advancing equity for all communities across the nation. The Equity Action plan, completed in collaboration with the White House, provided an opportunity to dive into a handful of areas that contributed to the agency's work on the strategic plan, which has equity as an underlining principle. [The Equity Action Plan can be found through this link.](#)

**National Transportation News Roundup (links to articles)**

- [Making the Case for State Infrastructure Czars \(Route Fifty\)](#)
- [As cities redesign bus networks, planners stress community engagement \(Smart Cities Dive\)](#)
- [Why 'Vision Zero' Hit a Wall \(Bloomberg City Lab\)](#)
- [Will the \\$6 billion pledge to make transportation more sustainable be enough? Experts weigh in. \(ABC News\)](#)
- [Pete Buttigieg Touts Infrastructure Funding During Budget Hearing \(Transport Topics\)](#)
- [Biden is Doubling Down on a Push to Roll Back Single-Family Zoning Laws \(Route Fifty\)](#)