



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

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**Deborah Robertson, Rialto**

Transportation  
**Tim Sandoval, Pomona**

## MEETING OF THE

# LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

***Members of the Public are Welcome to Attend  
In-Person & Remotely***

***Tuesday, May 23, 2023  
8:30 a.m. – 10:00 a.m.***

### ***To Attend In-Person:***

**SCAG Main Office – Policy B Meeting Room  
900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017**

### ***To Attend and Participate on Your Computer:***

**<https://scag.zoom.us/j/805439887>**

### ***To Attend and Participate by Phone:***

**Call-in Number: 1-669-900-6833  
Meeting ID: 805 439 887**

## ***PUBLIC ADVISORY***

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at [aguilarm@scag.ca.gov](mailto:aguilarm@scag.ca.gov). Agendas & Minutes are also available at: [www.scag.ca.gov/committees](http://www.scag.ca.gov/committees).

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



## Instructions for Attending the Meeting

**To Attend In-Person and Provide Verbal Comments:** Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Policy B Meeting Room on the 17<sup>th</sup> floor starting at 3:00 p.m.

**To Attend by Computer:** Click the following link: <https://scag.zoom.us/j/805439887>. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select “Join Audio via Computer.” The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

**To Attend by Phone:** Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID: 805 439 887**, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

## Instructions for Participating and Public Comments

**Members of the public can participate in the meeting via written or verbal comments.**

- 1. In Writing:** Written comments can be emailed to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov). Written comments received **by 5pm on Monday, May 22, 2023**, will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Monday, May 22, 2023, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to [aguilarm@scag.ca.gov](mailto:aguilarm@scag.ca.gov).

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### OUR MISSION

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

### OUR VISION

Southern California’s Catalyst for a Brighter Future

### OUR CORE VALUES

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



2. **Remotely:** If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the “raise hand” function on your computer or \*9 by phone and wait for SCAG staff to announce your name/phone number.
3. **In-Person:** If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda.

## General Information for Public Comments

Verbal comments can be presented in real time during the meeting. Members of the public are allowed a total of 3 minutes for verbal comments. The presiding officer retains discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting, including equally reducing the time of all comments.

For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called. Items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

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

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## LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE MEETING AGENDA

### TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS

<p><b>Cindy Allen</b> Long Beach City Hall 11<sup>th</sup> Floor 411 W Ocean Blvd Long Beach, CA 90802</p>	<p><b>Jenny Crosswhite</b> Santa Paula City Hall 970 E. Ventura Street, Santa Paula, CA 93060</p>
<p><b>Wendy Bucknum</b> 16800 Aston Suite 200 Irvine, CA 92606</p>	<p><b>Margaret Finlay</b> 2221 Rim Road Duarte, CA 91008</p>
<p><b>Curt Hagman</b> San Bernardino County Government Center 385 N. Arrowhead Avenue, San Bernardino, CA 92415</p>	<p><b>Laura Hernandez</b> Port Hueneme City Hall 250 N. Ventura Road Port Hueneme, CA 93041-3094</p>
<p><b>Patricia Lock Dawson</b> Riverside City Hall 7<sup>th</sup> Floor Conference Room 3900 Main Street Riverside, CA 92522</p>	<p><b>Clint Lorimore</b> Eastvale City Hall 12363 Limonite Avenue, #910 Eastvale, CA 91752</p>
<p><b>Ray Marquez</b> 15922 Old Carbon Road Chino Hills, CA 91709</p>	<p><b>David J. Shapiro</b> City of Calabasas City Hall 100 Civic Center Way Calabasas, CA 91302</p>
<p><b>Jose Luis Solache</b> City of Lynwood Chamber of Commerce 3651 E. Imperial Highway Lynwood, CA 90262</p>	<p><b>Donald P. Wagner</b> County Administration North Multipurpose Room 101 400 West Civic Center Drive Santa Ana, CA 92701</p>



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

- 1. Hon. Patricia Lock Dawson**  
LCMC Chair, Riverside, RC District 68
- 2. Hon. Jose Luis Solache**  
LCMC Vice Chair, Lynwood, RC District 26
- 3. Hon. Cindy Allen**  
Long Beach, RC District 30
- 4. Hon. Wendy Bucknum**  
Mission Viejo, RC District 13
- 5. Hon. Jenny Crosswhite**  
Santa Paula, RC District 47
- 6. Hon. Margaret Finlay**  
Duarte, RC District 35
- 7. Sup. Curt Hagman**  
San Bernardino County
- 8. Hon. Jan C. Harnik**  
RCTC Representative
- 9. Hon. Laura Hernandez**  
Port Hueneme, RC District 45
- 10. Hon. Clint Lorimore**  
Eastvale, RC District 4
- 11. Hon. Ray Marquez**  
Chino Hills, RC District 10
- 12. Hon. Gil Rebollar**  
Brawley, RC District 1
- 13. Hon. Deborah Robertson**  
Rialto, RC District 8
- 14. Hon. David J. Shapiro**  
Calabasas, RC District 44
- 15. Sup. Donald Wagner**  
Orange County
- 16. Hon. Alan Wapner**  
SBCTA Representative

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## LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700 – Policy B Room  
Los Angeles, CA 90017  
**Tuesday, May 23, 2023**  
**8:30 AM**

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

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

*(The Honorable Patricia Lock Dawson, Chair)*

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

This is the time for public comments on any matter of interest within SCAG’s jurisdiction that is **not** listed on the agenda. For items listed on the agenda, public comments will be received when that item is considered. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time.

### **REVIEW AND PRIORITIZE AGENDA ITEMS**

#### **CONSENT CALENDAR**

**3 Mins.**

#### Approval Items

1. Minutes of the Meeting – March 21, 2023 PPG. 7
2. Minutes of the Special Meeting – April 17-18, 2023 PPG. 13
3. SCAG Memberships and Sponsorships PPG. 18

#### Receive and File

4. Legislative Tracking Report PPG. 20
5. 2023 SCAG General Assembly and Regional Conference Post-Event Recap PPG. 84

#### **ACTION ITEM**

6. Housing & Transportation Bills of Interest Follow-Up **20 Mins.** PPG. 120  
*(Keving Gilhooley, Legislation Manager)*

#### **RECOMMENDED ACTION:**

Staff recommends the Legislative/ Communications and Membership Committee (LCMC) forward an “oppose” position on (AB) 6 (Friedman), AB 7 (Friedman), and (SB) 670 (Allen) and a recommendation that AB 1525 (Bonta) be held as a “two-year bill” to the Regional Council (RC). Staff also recommends the LCMC receive updates on the status of AB 1000 (Gomez Reyes) and AB 1335 (Zbur).



7. 2023 Sacramento Summit Legislation Follow-Up  
*(Francisco Barajas, Legislative Analyst)*

**20 Mins.**

PPG. 144

**RECOMMENDED ACTION:**

Staff recommends a “support” position for AB 585 (Rivas), AB 1181 (Zbur), AB 1488 (Wallis), and SB 860 (Bradford), as well as a “support if amended” position for AB 1332 (Carrillo). Additionally, staff requests committee discussion for SB 834 (Portantino).

8. Safety, Resilience, & Housing Bills - Support  
*(David Angel, Legislative Analyst)*

**15 Mins.**

PPG. 160

**RECOMMENDED ACTION:**

Staff recommends a “support” position for (AB) 364 (Bryan), AB 785 (Santiago), AB 1508 (Ramos), Senate Bill (SB) 517 (Gonzalez), and SB 538 (Portantino). Additionally, staff requests committee discussion on AB 825 (Bryan) and AB 645 (Friedman).

**INFORMATION CALENDAR**

9. Governor’s May Revise Budget Proposal  
*(Cruz Strategies, LLC)*

**10 Mins.**

PPG. 176

**POLICY AND PUBLIC AFFAIRS DIVISION UPDATE**

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

**FUTURE AGENDA ITEMS**

**ANNOUNCEMENTS**

**ADJOURNMENT**

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**LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)**  
**MINUTES OF THE MEETING**  
**TUESDAY, MARCH 21, 2023**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC). A DIGITAL RECORDING OF THE MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>.

The Legislative/Communications and Membership Committee (LCMC) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and virtually (telephonically and electronically). A quorum was present.

**MEMBERS PRESENT**

<b>Jose Luis Solache (Chair)</b>	<b><i>Lynwood</i></b>	<b>District 26</b>
<b>Patricia Lock Dawson (Vice Chair)</b>	<b><i>Riverside</i></b>	<b>District 68</b>
Cindy Allen	<i>Long Beach</i>	District 30
Wendy Bucknum	<i>Mission Viejo</i>	District 13
Curt Hagman		San Bernardino County
Jan Harnik		RCTC
Clint Lorimore	<i>Eastvale</i>	District 4
Ray Marquez	<i>Chino Hills</i>	District 10
Deborah Robertson	<i>Rialto</i>	District 8
David J. Shapiro	<i>Calabasas</i>	District 44
Donald P. Wagner		Orange County
Alan Wapner		SBCTA

**MEMBERS NOT PRESENT**

Margaret Finlay	<i>Duarte</i>	District 35
Laura Hernandez	<i>Port Hueneme</i>	District 45
Gil Rebollar	<i>Brawley</i>	District 1

**CALL TO ORDER**

Chair Jose Luis Solache called the meeting to order at 8:30 a.m. and called upon Hon. Wendy Bucknum, Mission Viejo, District 13, to lead the Pledge of Allegiance. Staff confirmed that a quorum was present.



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

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

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

### **REVIEW AND PRIORITIZE AGENDA ITEM**

There were no prioritized agenda items.

### **CONSENT CALENDAR**

#### Approval Item

1. Minutes of the Meeting – February 21, 2023

#### Receive and File

2. Legislative Tracking Report
3. March Legislative Advocacy Update

There were no public comments for the Consent Calendar.

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

A MOTION was made (Lorimore) to approve Consent Calendar Items 1 through 3. The MOTION was SECONDED (Robertson) and APPROVED by a majority roll call vote as follows:

**AYES:** Allen, Bucknum, Hagman, Harnik, Lock-Dawson, Lorimore, Marquez, Robertson, Shapiro, Solache, and Wapner (11)

**NOES:** None (0)

**ABSTAINS:** None (0)

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**ACTION ITEMS****4. Early Legislative Bills**

Mr. David Angel, Legislative Analyst, gave the committee members a presentation regarding early legislative support for eleven (11) bills and helped guide the committee through the bill package. Mr. Angel provided context on all eleven (11) bills identified by staff as substantially developed and in alignment with the State & Federal legislative platform. He also indicated that staff recommended that the committee adopt a support position on all eleven bills to the Regional Council.

There were no public comments for Item No. 4.

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

Committee members engaged in a robust discussion on the eleven (11) bills discussed. During the discussion, several comments and suggestions were made by the Committee Members. Mr. Angel indicated that staff would take the feedback received to the author's office for further information and clarification to ensure that any Committee Member's questions or concerns are addressed.

A MOTION was made (Wagner) to APPROVE staff recommendation to support AB 57, AB 557, AB 591, AB 610, AB 824, SB 393, SB 825, and SCR 13. The MOTION was SECONDED (Bucknum) and APPROVED by a majority roll call vote as follows:

**AYES:** Allen, Bucknum, Hagman, Harnik, Lock-Dawson, Lorimore, Marquez, Robertson, Shapiro, Solache, Wagner, and Wapner (12)

**NOES:** None (0)

**ABSTAIN:** None (0)

A second MOTION was made (Wagner) to adopt a watch position on AB 413, AB 695, and a support position on AB 761. The MOTION was SECONDED (Robertson) and APPROVED by a majority roll call vote as follows:

**AYES:** Allen, Bucknum, Hagman, Harnik, Lock-Dawson, Lorimore, Marquez, Robertson, Shapiro, Solache, Wagner, and Wapner (12)

**NOES:** None (0)

**ABSTAIN:** None (0)

5. Housing and Transportations Bills of Interest

There were no public comments for Item No. 5.

Mr. Kevin Gilhooley, Legislation Manager, gave the committee members a presentation on seven (7) bills that would require priority attention as well as seek feedback from the committee. Mr. Gilhooley provided context on the seven (7) priority bills identified by staff. He also indicated that staff recommended a watch position on all but one (1) bill based on the committee's feedback and additional research on the legislative proposals. He added that staff would return with updated recommendations for potential positions.

Committee members engaged in a discussion on the seven (7) priority bills. During the discussion, several comments and suggestions were made by the Committee Members.

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

A MOTION was made (Shapiro) to APPROVE staff recommendation that the committee move forward with a support position on AB 930 and a watch position on the remaining six (6) bills. The MOTION was SECONDED (Bucknum) and APPROVED by a majority roll call vote as follows:

**AYES:** Allen, Bucknum, Harnik, Lock-Dawson, Lorimore, Marquez, Robertson, Shapiro, Solache, Wagner, and Wapner (11)

**NOES:** None (0)

**ABSTAIN:** None (0)

**POLICY AND PUBLIC AFFAIRS DIVISION UPDATE**

Ms. Javiera Cartagena, Chief of Government and Public Affairs Officer, began her remarks by stating that the Sacramento Summit would be taking place Monday and Tuesday of April 17 and 18 at the Hyatt Centric in Downtown Sacramento. Ms. Cartagena acknowledged the fourteen (14) members from the LCMC and Executive Administration Committee who would be attending the event. At the event, nine (9) meetings would ensue with State Assembly Members and Senators to advocate for protecting the region's transportation budget priorities, communicating the region's housing progress, recognizing the important role that regions play in helping the state achieve shared climate goals, and asking the legislature to establish a statewide task force to evaluate comprehensive CEQA modernization.



Ms. Cartagena also commented that the California Transportation Commission was hosting its regularly scheduled meeting at Union Station where SCAG would be presenting various topics including work on racial equity through regional projects.

Ms. Cartagena concluded her report by providing the Committee Members with a friendly reminder to register for SCAG's 58<sup>th</sup> Annual Regional Conference and General Assembly taking place on May 4<sup>th</sup> and 5<sup>th</sup>. She shared that the program would focus on conversations that prepare us for the 2024 update of the Connect SoCal Regional Plan and its implementation.

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

Hon. Deborah Robertson asked if staff could disclose the speakers attending the Sacramento Summit and if Assembly Members Dr. Corey Jackson and James Ramos were invited to attend.

Ms. Cartagena deferred to Mr. Kevin Gilhooley who provided the Committee Members with the list of Assembly Members and Senators who would be speaking at the summit.

**FUTURE AGENDA ITEMS**

Hon. Clint Lorimore requested to look at the changes made to AB 1000 (Reyes) and an update at a future meeting.

**ANNOUNCEMENTS**

There were no announcements.

**ADJOURNMENT**

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

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

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Legislative / Communications and Membership Committee

2022-2023																	Total Mtgs Attended YTD
MEMBERS	CITY	Representing	MAY	JUN	JULY	AUG	SEPT	OCT (Dark)	NOV	DEC	JAN	FEB	MAR	APR	MAY		
Hon. Jose Luis Solache, Chair	Lynwood	District 26	1	1	1	1	1		1	1	1	1	1	1		11	
Hon. Cindy Allen	Long Beach	District 30	1	1	1		1		1		1	1	1	1		9	
Hon. Wendy Bucknum	Mission Viejo	District 13										1	1	1		3	
Hon. Margaret Finlay	Duarte	District 35		1	1	1	1			1	1	1				7	
Sup. Curt Hagman		San Bernardino County	1			1	1				1	1	1			6	
Hon. Jan Harnik		RCTC	1	1	1	1	1		1	1	1		1	1		10	
Hon. Laura Hernandez	Port Hueneme	District 45										1		1		2	
Hon. Patricia Lock Dawson, Vice Chair	Riverside	District 68	1	1	1	1	1		1	1		1	1	1		10	
Hon. Clint Lorimore	Eastvale	District 4	1	1	1	1	1		1	1		1	1	1		10	
Hon. Ray Marquez	Chino Hills	District 10	1	1	1	1	1		1	1	1	1	1	1		11	
Hon. Gil Rebolgar	Brawley	District 1										1		1		2	
Hon. Deborah Roberston	Rialto	District 8		1		1	1		1	1	1	1	1	1		9	
Hon. David J. Shapiro	Calabasas	District 44	1	1	1	1	1		1	1	1	1	1			10	
Sup. Donald P. Wagner		Orange County		1	1	1	1		1		1		1			7	
Hon. Alan Wapner		SBCTA	1	1	1	1	1		1	1	1	1	1			10	



**LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)**  
**MINUTES OF THE MEETING**  
**MONDAY, APRIL 17, 2023 - TUESDAY, APRIL 18, 2023**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC).

The Legislative/Communications and Membership Committee (LCMC) of the Southern California Association of Governments (SCAG) held its Sacramento Summit meeting at the Hyatt Centric Downtown Sacramento, 1122 7<sup>th</sup> Street, Sacramento, CA 95814. A quorum was present.

**MONDAY, APRIL 17, 2023 – 7:00 PM – 9:30 PM**

**MEMBERS PRESENT**

<b>Jose Luis Solache (Chair)</b>	<b><i>Lynwood</i></b>	<b>District 26</b>
<b>Patricia Lock Dawson (Vice Chair)</b>	<b><i>Riverside</i></b>	<b>District 68</b>
Cindy Allen	<i>Long Beach</i>	District 30
Wendy Bucknum	<i>Mission Viejo</i>	District 13
Jan Harnik		RCTC
Laura Hernandez	<i>Port Hueneme</i>	District 45
Clint Lorimore	<i>Eastvale</i>	District 4
Ray Marquez	<i>Chino Hills</i>	District 10
Gil Rebolgar	<i>Brawley</i>	District 1
David J. Shapiro	<i>Calabasas</i>	District 44

**MEMBERS NOT PRESENT**

Margaret Finlay	<i>Duarte</i>	District 35
Curt Hagman		San Bernardino County
Deborah Robertson	<i>Rialto</i>	District 8
Donald P. Wagner		Orange County
Alan Wapner		SBCTA

**OTHER MEMBERS PRESENT**

Art Brown	<i>Buena Park</i>	District 21
Jenny Crosswhite	<i>Santa Paula</i>	District 47
Lucy Dunn		Business Representative

Frank Yokoyama

*Cerritos*

District 23

**STAFF PRESENT**

Kome Ajise, Executive Director  
Darin Chidsey, Chief Operating Officer  
Javiera Cartagena, Chief Government and Public Affairs Officer  
Sarah Jepson, Chief Planning Officer  
Kevin Gilhooley, State and Federal Legislative Affairs Manager  
Francisco Barajas, Senior Legislative Analyst  
David Angel, Legislative Analyst

**CALL TO ORDER**

Chair Jose Luis Solache called the meeting to order at 7:00 p.m. Staff confirmed that a quorum was present.

**PUBLIC COMMENT PERIOD**

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

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

**REVIEW AND PRIORITIZE AGENDA ITEM**

There were no prioritized agenda items.

**INFORMATION/DISCUSSION ITEMS**

1. Legislative Dinner with Special Guest Speaker(s)  
Location: Hyatt Centric Downtown Sacramento, The 7<sup>th</sup> St. Standard

Chair Solache opened the Public Comment Period for Item 1. Seeing and hearing no public comment speakers, Chair Solache closed the public comment period.

Members of the SCAG delegation were joined by Assembly Speaker Anthony Rendon, who welcomed the group to Sacramento and provided remarks. President Harnik presented Speaker Rendon with a small, SCAG-branded candy dish on behalf of SCAG to thank him for his commitment



and service to Southern California. Additional welcoming comments were made by LCMC Chair Jose Solache, LCMC Vice Chair Patricia Lock Dawson, and SCAG Executive Director Kome Ajise.

Dinner commenced at 7:26 p.m.

**ADJOURNMENT**

There being no further business, Chair Solache adjourned the LCMC meeting at 9:30 p.m. to Tuesday, April 18, at 8:00 a.m.

**TUESDAY, APRIL 18, 2023 – 8:00 AM – 9:30 AM**

**MEMBERS PRESENT**

<b>Jose Luis Solache (Chair)</b>	<i>Lynwood</i>	<b>District 26</b>
Cindy Allen	<i>Long Beach</i>	District 30
Wendy Bucknum	<i>Mission Viejo</i>	District 13
Jan Harnik		RCTC
Laura Hernandez	<i>Port Hueneme</i>	District 45
Clint Lorimore	<i>Eastvale</i>	District 4
Ray Marquez	<i>Chino Hills</i>	District 10
Gil Rebollar	<i>Brawley</i>	District 1
David J. Shapiro	<i>Calabasas</i>	District 44

**MEMBERS NOT PRESENT**

Patricia Lock Dawson (Vice Chair)	<i>Riverside</i>	District 68
Margaret Finlay	<i>Duarte</i>	District 35
Curt Hagman		San Bernardino County
Deborah Robertson	<i>Rialto</i>	District 8
Donald P. Wagner		Orange County
Alan Wapner		SBCTA

**OTHER MEMBERS PRESENT**

Art Brown	<i>Buena Park</i>	District 21
Jenny Crosswhite	<i>Santa Paula</i>	District 47
Lucy Dunn		Business Representative
Frank Yokoyama	<i>Cerritos</i>	District 23

**STAFF PRESENT**

Kome Ajise, Executive Director  
Darin Chidsey, Chief Operating Officer  
Javiera Cartagena, Chief Government and Public Affairs Officer



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Sarah Jepson, Chief Planning Officer  
Kevin Gilhooley, State and Federal Legislative Affairs Manager  
Francisco Barajas, Senior Legislative Analyst  
David Angel, Legislative Analyst

**CALL TO ORDER**

Chair Jose Luis Solache called the meeting to order at 8:21 a.m. and staff confirmed that a quorum was present. Chair Solache called upon Hon. David Shapiro, City of Calabasas, District 44, to lead the Pledge of Allegiance.

**PUBLIC COMMENT PERIOD**

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

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

**INFORMATION/DISCUSSION ITEMS**

1. Administration Breakfast with Special Guest Speaker(s)

Location: Hyatt Centric Downtown Sacramento, Baby Grand Ballroom

Chair Solache opened the Public Comment Period for Item 1. Seeing and hearing no public comment speakers, Chair Solache closed the public comment period.

Members of the SCAG delegation were joined by Bill Higgins, Executive Director of the California Association of Councils of Governments, who provided remarks and insights into current policy issues in discussion by the State Legislature.

SCAG President Harnik presented Mr. Higgins with a small, SCAG-branded candy dish gift on behalf of SCAG to thank him for commitment and service to California's regional agencies. Following, staff provided remarks on the schedule of meetings for the day.

**ADJOURNMENT**

There being no further business, Chair Solache adjourned the Legislative/ Communications and Membership Committee meeting at 9:15 a.m.

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

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

Southern California Association of Governments  
May 23, 2023

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** SCAG Memberships and Sponsorships

**RECOMMENDED ACTION:**

Approve up to \$18,500 for memberships with 1) the LA County Business Federation (BizFED) (\$6,000) and 2) the University of Southern California Sol Price School of Public Policy – Executive Education Forum for Policy (USC EXED) (\$12,500).

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The Legislative/Communications and Membership Committee (LCMC) is asked to approve up to \$18,500 for memberships with 1) the LA County Business Federation (BizFED) (\$6,000) and 2) the University of Southern California Sol Price School of Public Policy – Executive Education Forum for Policy (USC EXED) (\$12,500).*

**BACKGROUND:**

**Item 1:** LA County Business Federation (BizFED)

**Type:** Membership      **Amount:** \$6,000

The LA County BizFed is made up of more than 180 business organizations representing over 400,000 employers with 3.5 million employees throughout Los Angeles County, along with Southern California’s leading civic-minded corporations and public agencies. The organization advocates for policies and projects that strengthen the regional economy. This membership will allow SCAG access to continue to utilize BizFed’s massive business networks to actively promote SCAG’s initiatives such as the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Southern California Economic Summit, and other planning activities.

The Bronze Level membership would provide SCAG with the following benefits:

- One (1) voting seat on the BizFed Board of Directors;
- One (1) voting seat on the BizFed Advocacy Committee;
- SCAG's website link on the BizFed website – BizFed.org; and
- Access for up to five (5) representatives from SCAG to all BizFed intelligence sharing and events.

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**Item 2:** University of Southern California (USC) Sol Price School of Public Policy – Executive Education (EXED) Forum for Policy  
**Type:** Membership      **Amount:** \$12,500

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The USC EXED Forum for Policy offers specialized, non-degree certificate programs for local and global leaders. The EXED Forum is a suite of programs targeting public sector and other senior, mid-level, and emerging leaders. It is designed to deepen their understanding of substantive policy issues, augment their ability to leverage existing public sector capacity, and foster leadership – all with the purpose of improving public and nonprofit administration and solving public problems. The Forum achieves this by bringing together world-renowned faculty of USC Price, experienced practitioners and a dynamic curriculum to teach and reach across boundaries.

The EXED Forum offers the Local Leaders Program and the Global Leaders Program. The Local Leaders Program is designed for local elected officials and offers a focused curriculum in ethics, governance, leadership, and public policy to promote and enhance commitment to public value and to reach across sectors. The target learners for this program are mayors, council members, supervisors, and special district board members.

SCAG has been a supporter of the USC Price EXED Forum since the 2011-2012 program and is a Strategic Alliance Partner. The program has been on hiatus since we last supported it in 2020 due to the pandemic but is now resuming operations. Several SCAG city leaders have participated in the Local Leaders Program, including former SCAG Presidents Pam O'Connor, Larry McCallon, Alan Wapner, and Rex Richardson. SCAG staff is recommending a sponsorship in the amount of \$12,500.

**FISCAL IMPACT:**

\$6,000 for membership with the LA BizFED is included in the approved FY 22-23 General Fund Budget. \$12,500 for membership with USC EXED is included in the approved FY 23-24 General Fund Budget.



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

Southern California Association of Governments  
May 23, 2023

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** Legislative Tracking Report

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The Legislative Tracking Report is provided to keep the Legislative/ Communications and Membership Committee (LCMC) apprised of the bills in Sacramento that have a nexus to the Regional Council’s adopted Legislative Platform. The attached report includes 216 such legislative bills.*

**BACKGROUND:**

SCAG’s Legislative Tracking Report serves as a resource for the Committee to remain informed on bills moving through the legislative process in Sacramento. The Report tracks 216 measures with a nexus to the Regional Council’s adopted 2023 State and Federal Legislative Platform.

The California Legislature reconvened on January 4, 2023, and kick-started the 2023-2024 Legislative Session. The Governor released his \$297 billion budget blueprint with a projected \$22.5 billion deficit on January 10, 2023. Legislators reconvened from their Spring Recess on April 10, 2023, and returned to work, passing legislation and working through the various deadlines in May. The Governor also released his May Budget Revision, which projects a deficit nearly \$9 billion higher than in the January budget proposal and includes an additional \$150 million in transportation funding shifts and an additional \$1.1 billion in General Fund shifts across climate resilience programs, as compared to the January Budget. Cruz Strategies will share a full budget update during the May LCMC.

May contains a plethora of legislative deadlines, including the May 5 deadline for policy committees to pass and send non-fiscal bills to the floor, as well as the May 12 deadline for policy committees to meet until June 5. May 19 was the last day for fiscal committees to pass and send bills to the floor in their house of origin and for fiscal committees to meet until June 5. The Legislature will only have floor sessions from May 30 until June 2, which is also the deadline for bills to pass in their house of origin. Committee meetings will resume on June 5 so the Legislature can work to pass a budget by the constitutionally required June 15 deadline, at which point, the Governor will have until July 1 to sign the bill. The Legislature will continue its process until July 14, the deadline for policy committees to meet and report bills, and the start of the Summer Recess, which will last until August 14.

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

Date	Deadline
<b>May 5, 2023</b>	Last day for policy committees to report non-fiscal bills to the floor in their house of origin.
<b>May 12, 2023</b>	Last day for policy committees to meet prior to June 5.
<b>May 19, 2023</b>	Last day for fiscal committees to hear and report to the Floor bills introduced in their house. Last day for fiscal committees to meet prior to June 5.
<b>May 30-June 2, 2023</b>	Floor Session Only.
<b>June 2, 2023</b>	Last day for each house to pass bills introduced in that house.
<b>June 5, 2023</b>	Committee meetings may resume.
<b>June 15, 2023</b>	Budget Bill Deadline.
<b>July 14, 2023</b>	Last day for policy committees to meet and report bills. Summer Recess begins upon adjournment of session provided Budget Bill has been passed.
<b>August 14, 2023</b>	Legislature reconvenes from Summer Recess.

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. 04a - LCMC - 052323 - Legislative Tracking Bill Report

# SCAG Bill Report 5/12/2023

## [AB 12](#)

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

**Current Text:** Amended: 4/5/2023 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Last Amend:** 4/5/2023

**Status:** 4/21/2023-Measure version as amended on April 5 corrected.

**Location:** 4/12/2023-A. THIRD READING

**Calendar:** 5/15/2023 #9 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

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

## [AB 22](#)

### **(Gipson D) Mobilehomes.**

**Current Text:** Amended: 3/23/2023 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Last Amend:** 3/23/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/23/2023 (May be acted upon Jan 2024))

**Location:** 4/28/2023-A. 2 YEAR

**Summary:** Current law defines "mobilehome" for purposes of the enforcement of highway safety laws and regulations as a trailer coach which is in excess of 102 inches in width or in excess of 40 feet in overall length measured from the foremost point of the trailer hitch to the rear extremity of the trailer. This bill would increase the width in the above-specified definition from 102 inches to 110 inches.

## [AB 42](#)

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

**Current Text:** Amended: 4/18/2023 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Last Amend:** 4/18/2023

**Status:** 5/11/2023-Read second time. Ordered to third reading.

**Location:** 5/11/2023-A. THIRD READING

**Calendar:** 5/15/2023 #73 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**Summary:** Would, until January 1, 2027, prohibit a local agency from imposing or enforcing any requirement to provide fire sprinklers for a temporary sleeping cabin with a total floor area of less than 250 square feet that is on a site with 50 or fewer units. The bill would define "temporary sleeping cabin" to mean a nonpermanent fixture that is intended to provide temporary housing to people experiencing homelessness or at risk of homelessness, has a total floor area of less than 250 feet, and does not include plumbing. The bill would require a temporary sleeping cabin with a total floor area of less than 250 square feet that does not include fire sprinklers to comply with alternative fire life and safety standards that include providing, among other things, a smoke alarm and carbon monoxide alarm in the unit, a fire extinguisher in the unit, and ingress and egress that facilitates rapid exit of the temporary sleeping cabin. By requiring local agencies to impose alternative fire life and safety standards for these units, the bill would impose a state-mandated local program.

## [AB 49](#)

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

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

**Introduced:** 12/5/2022

**Status:** 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 12/5/2022) (May be acted upon Jan 2024)

**Location:** 5/5/2023-A. 2 YEAR

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

## [AB 57](#)

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

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

**Introduced:** 12/6/2022

**Status:** 4/19/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/19/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

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

**[AB 59](#)**

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

**Current Text:** Amended: 4/5/2023 [html](#) [pdf](#)

**Introduced:** 12/6/2022

**Last Amend:** 4/5/2023

**Status:** 5/2/2023-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (May 1). Re-referred to Com. on APPR.

**Location:** 5/2/2023-A. APPR.

**Calendar:** 5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair

**Summary:** The Personal Income Tax Law authorizes various credits against the taxes imposed by that law, including a credit for qualified renters in the amount of \$120 for spouses filing joint returns, heads of household, and surviving spouses if adjusted gross income is \$50,000, as adjusted, or less, and in the amount of \$60 for other individuals if adjusted gross income is \$25,000, as adjusted, or less. Current law requires the Franchise Tax Board to annually adjust for inflation these adjusted gross income amounts. For 2021, the adjusted gross income limit is \$87,066 and \$43,533, respectively. Current law establishes the continuously appropriated Tax Relief and Refund Account in the General Fund and provides that payments required to be made to taxpayers or other persons from the Personal Income Tax Fund are to be paid from that account. This bill, for taxable years beginning on or after January 1 of the taxable year that includes the date on which funding is first authorized for purposes of this bill and for the succeeding 4 taxable years, and only when specified in a bill relating to the Budget Act, would increase the credit amount to \$2,000 for spouses filing joint returns, heads of households, and surviving spouses and \$1,000 for other individuals. In the event the increased credit amount is not specified in a bill relating to the Budget Act, the existing credit amounts, as described above, would be the credit amounts for that taxable year.

**[AB 62](#)**

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

**Current Text:** Amended: 4/20/2023 [html](#) [pdf](#)

**Introduced:** 12/6/2022

**Last Amend:** 4/20/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Current law establishes within the Natural Resources Agency the State Water Resources Control Board and the California regional water quality control boards. Current law requires the work of the state board to be divided into at least 2 divisions, known as the Division of Water Rights and the Division of Water Quality. This bill would establish a statewide goal to increase above- and below-ground water storage capacity by a total of 3,700,000 acre-feet by the year 2030 and a total of 4,000,000 acre-feet by the year 2040. The bill would require the Department of Water Resources, in consultation with the state board, to take reasonable actions to promote or assist efforts to achieve the statewide goal, as provided. The bill would require the department, beginning July 1, 2027, and on or before July 1 every 2 years thereafter until January 1, 2043, in consultation with the state board, to prepare and submit a report to the Legislature on the progress made to achieve the statewide goal.

**[AB 67](#)**

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

**Current Text:** Amended: 3/13/2023 [html](#) [pdf](#)

**Introduced:** 12/7/2022

**Last Amend:** 3/13/2023

**Status:** 4/19/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/19/2023-A. APPR. SUSPENSE FILE



**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Would, upon an appropriation by the Legislature, create the Homeless Courts Pilot Program, which would remain in effect until January 1, 2029, to be administered by the Judicial Council for the purpose of providing comprehensive community-based services to achieve stabilization for, and address the specific legal needs of, homeless individuals who are involved with the criminal justice system. The bill would require applicant cities or counties seeking grant funds to provide a number of specified services or program components, including, but not limited to, a diversion program enabling participating defendants to have specified charges dismissed upon completion of a program, provision of temporary, time-limited, or permanent housing during the duration of the program, and a dedicated representative to assist defendants with housing needs. The bill would require an applicant for grant funding under the program to submit a plan for a new homeless court program or expansion of an existing homeless court program, and would require any funding awarded to an applicant to be used in accordance with that plan.

**AB 68**

**(Ward D) Land use: streamlined housing approvals: density, subdivision, and utility approvals.**

**Current Text:** Amended: 4/12/2023 [html](#) [pdf](#)

**Introduced:** 12/8/2022

**Last Amend:** 4/12/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/16/2023)(May be acted upon Jan 2024)

**Location:** 4/28/2023-A. 2 YEAR

**Summary:** Would require a local government to approve a proposed housing development pursuant to a streamlined, ministerial approval process if the development meets certain objective planning standards, including, but not limited to, a requirement that the proposed parcel for the development be a climate-smart parcel, as described, or be included in the applicable region's sustainable communities strategy as a priority development area. The bill would set forth procedures for approving these developments and would set forth various limitations for these developments. The bill would authorize the Department of Housing and Community Development to review, adopt, amend, and repeal guidelines, rules, and regulations to implement uniform standards or criteria that supplement or clarify the terms, references, or standards set forth by this process.

**AB 84**

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

**Current Text:** Amended: 5/3/2023 [html](#) [pdf](#)

**Introduced:** 12/16/2022

**Last Amend:** 5/3/2023

**Status:** 5/4/2023-Re-referred to Com. on APPR.

**Location:** 5/2/2023-A. APPR.

**Calendar:** 5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair

**Summary:** Current property tax law, in accordance with the California Constitution, provides for a "welfare exemption" for property used exclusively for religious, hospital, scientific, or charitable purposes and that is owned or operated by certain types of nonprofit entities, if certain qualifying criteria are met. Under current property tax law, property that meets these requirements that is used exclusively for rental housing and related facilities is entitled to a partial exemption, equal to that percentage of the value of the property that is equal to the percentage that the number of units serving lower income households represents of the total number of residential units, in any year that any of certain criteria apply, including that the acquisition, rehabilitation, development, or operation of the property, or any combination of these factors, is financed with tax-exempt mortgage revenue bonds or general obligation bonds, or is financed by local, state, or federal loans or grants and the rents of the occupants who are lower income households do not exceed those prescribed by deed restrictions or regulatory agreements pursuant to the terms of the financing or financial assistance. This bill would expand this partial exemption to property acquired, rehabilitated, developed, or operated, or any combination of these factors, with financing from qualified 501(c)(3) bonds, as defined.

**AB 96**

**(Kalra D) Public employment: local public transit agencies: autonomous transit vehicle technology.**

**Current Text:** Amended: 5/1/2023 [html](#) [pdf](#)

**Introduced:** 1/9/2023

**Last Amend:** 5/1/2023

**Status:** 5/9/2023-In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 5/9/2023-S. RLS.

**Summary:** Would require a public transit employer, at least 10 months before beginning a procurement process to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of a workforce, to provide written notice to the exclusive employee representative of the workforce affected by the autonomous transit vehicle technology of its determination to begin that procurement process. The bill would require the public transit employer

and exclusive employee representative, upon written request by the exclusive employee representative, to commence collective bargaining within a specified time period on certain subjects, including creating plans to train and prepare the affected workforce to fill new positions created by the autonomous transit vehicle technology.

**AB 241**

**(Reyes D) Clean Transportation Program: Air Quality Improvement Program: funding.**

**Current Text:** Amended: 3/23/2023 [html](#) [pdf](#)

**Introduced:** 1/13/2023

**Last Amend:** 3/23/2023

**Status:** 4/25/2023-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 3.) (April 24). Re-referred to Com. on APPR.

**Location:** 4/25/2023-A. APPR.

**Calendar:** 5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair

**Summary:** Current law establishes the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. Current law requires the commission to give preference to those projects that maximize the goals of the program based on specified criteria and to fund specified eligible projects, including, among others, alternative and renewable fuel projects to develop and improve alternative and renewable low-carbon fuels. Current law creates the Alternative and Renewable Fuel and Vehicle Technology Fund, to be administered by the commission, and requires the moneys in the fund, upon appropriation by the Legislature, to be expended by the commission to implement the program. This bill would expand the purpose of the program to include developing and deploying innovative technologies that transform California's fuel and vehicle types to help reduce criteria air pollutants and air toxics. The bill would no longer require the commission to provide certain project preferences.

**AB 251**

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

**Current Text:** Amended: 3/2/2023 [html](#) [pdf](#)

**Introduced:** 1/18/2023

**Last Amend:** 3/2/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

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

**AB 281**

**(Grayson D) Planning and zoning: housing: postentitlement phase permits.**

**Current Text:** Amended: 4/13/2023 [html](#) [pdf](#)

**Introduced:** 1/24/2023

**Last Amend:** 4/13/2023

**Status:** 5/4/2023-Read third time. Passed. Ordered to the Senate. (Ayes 75. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 5/4/2023-S. RLS.

**Summary:** Would require a special district that receives an application from a housing development project for service from a special district or an application from a housing development project for a postentitlement phase permit, as specified, to provide written notice to the applicant of next steps in the review process, including, but not limited to, any additional information that may be required to begin to review the application for service or approval. The bill would require the special district to provide this notice within 30 business days of receipt of the application for a housing development with 25 units or fewer, and within 60 business days for a housing development with 26 units or more. The bill would define various terms for these purposes. By imposing additional duties on special districts, the bill would impose a state-mandated local program.

**AB 287**

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

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

**Introduced:** 1/24/2023

**Status:** 4/19/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/19/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100

Attachment: 04a - LCMC - 052323 - Legislative Tracking Bill Report (Legislative Tracking Report)

ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

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

**AB 295 (Fong, Vince R) Department of Transportation: maintenance projects.**

**Current Text:** Amended: 4/10/2023 [html](#) [pdf](#)

**Introduced:** 1/25/2023

**Last Amend:** 4/10/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100  
ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Would require the Department of Transportation to establish a rapid response unit within the Division of Maintenance in order to expedite roadside maintenance for specified projects related to roadside maintenance and the removal and clearing of material, as provided. The bill would also authorize local governmental entities, fire protection districts, fire safe councils, and tribal entities to notify the department of those projects related to roadside maintenance and the removal and clearing of material that have not been completed in an efficient and timely manner if the continued failure to complete these projects poses a clear and imminent danger, as provided. The bill would require the rapid response unit to begin the maintenance project within 90 days of being notified.

**AB 350 (Aguiar-Curry D) Regional transportation plans: Sacramento Area Council of Governments.**

**Current Text:** Amended: 3/30/2023 [html](#) [pdf](#)

**Introduced:** 1/31/2023

**Last Amend:** 3/30/2023

**Status:** 5/11/2023-Read second time. Ordered to Consent Calendar.

**Location:** 5/10/2023-A. CONSENT CALENDAR

**Calendar:** 5/15/2023 #121 ASSEMBLY CONSENT CALENDAR 1ST DAY-ASSEMBLY BILLS

**Summary:** Current law requires each regional transportation plan to include, among other things, a sustainable communities strategy prepared by each metropolitan planning organization, as specified, which is designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. After adopting a sustainable communities strategy, current law requires a metropolitan planning organization to submit the strategy to the state board for review to determine whether the strategy, if implemented, would achieve the greenhouse gas emission reduction targets. Current law requires each transportation planning agency to adopt and submit to the California Transportation Commission and the Department of Transportation an updated regional transportation plan every 4 or 5 years, as specified. This bill would require the updated regional transportation plan, sustainable communities strategy, and environmental impact report adopted by the Sacramento Area Council of Governments (SACOG) on November 18, 2019, to remain in effect for all purposes until the SACOG adopts its next update to its regional transportation plan, which the bill would require it to adopt and submit on or before December 31, 2025.

**AB 382 (Cervantes D) High-occupancy vehicle lanes: County of Riverside.**

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

**Introduced:** 2/2/2023

**Status:** 5/11/2023-Read second time. Ordered to Consent Calendar.

**Location:** 5/10/2023-A. CONSENT CALENDAR

**Calendar:** 5/15/2023 #123 ASSEMBLY CONSENT CALENDAR 1ST DAY-ASSEMBLY BILLS

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

transportation policy committees of the Legislature on that same topic and on the feasibility and appropriateness of removing from high-occupancy vehicle lanes in the County of Riverside, except for certain high-occupancy toll lanes, any double parallel solid lines to restrict the entrance into or exit from those lanes, including the use of the appropriate markings and signage.

**AB 397** **(Essayli R) California Global Warming Solutions Act of 2006: scoping plan.**

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

**Introduced:** 2/2/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 2/9/2023)(May be acted upon Jan 2024)

**Location:** 4/28/2023-A. 2 YEAR

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

**AB 411** **(Bennett D) California Recreational Trails and Greenways Act.**

**Current Text:** Amended: 3/16/2023 [html](#) [pdf](#)

**Introduced:** 2/2/2023

**Last Amend:** 3/16/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Would require the Department of Parks and Recreation to establish the California Recreational Trails and Greenways Program to, beginning in 2024, award competitive grants on a biennial basis for new, expanded, or improved public access opportunities through nonmotorized recreational trail creation, improvement, enhancement, and restoration projects. The bill would create the California Recreational Trails and Greenways Fund in the State Treasury, and would require that specified moneys, including, to the extent consistent with Proposition 68, unexpended Proposition 68 moneys that revert to the administering agency for allocation, upon appropriation by the Legislature, be deposited into the fund and, upon appropriation by the Legislature, be available for allocation by the department for purposes of the program, as specified. In order to reduce the financial burdens associated with frontloaded cost structures and match requirements, the bill would authorize the department to create a loan or grant process for advanced payment and match assistance to reduce barriers to participation in the program.

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

**Current Text:** Amended: 3/22/2023 [html](#) [pdf](#)

**Introduced:** 2/2/2023

**Last Amend:** 3/22/2023

**Status:** 5/11/2023-Read second time. Ordered to third reading.

**Location:** 5/11/2023-A. THIRD READING

**Calendar:** 5/15/2023 #77 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

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

**AB 414** **(Reyes D) Communications: Digital Equity Bill of Rights.**

**Current Text:** Amended: 4/3/2023 [html](#) [pdf](#)

**Introduced:** 2/2/2023

**Last Amend:** 4/3/2023

**Status:** 5/3/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/3/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** The California Internet Consumer Protection and Net Neutrality Act of 2018 prohibits fixed and mobile internet service providers, as defined, that provide broadband internet access service, as defined, from engaging in specified actions concerning the treatment of internet traffic. The act also prohibits fixed and mobile internet service providers from offering or providing services other than

broadband internet access service that are delivered over the same last-mile connection as the broadband internet access service, if those services have the purpose or effect of evading the above-described prohibitions or negatively affect the performance of broadband internet access service. This bill, the Digital Equity Bill of Rights, would state that it is the principle of the state, to ensure digital equity for all residents of the state, that residents shall have access to broadband that meets specific requirements, and that broadband internet subscribers benefit from equal access to broadband, as those terms are defined.

**[AB 426](#) (Jackson D) Department of Housing and Community Development: California Statewide Housing Plan.**

**Current Text:** Amended: 3/20/2023 [html](#) [pdf](#)

**Introduced:** 2/6/2023

**Last Amend:** 3/20/2023

**Status:** 4/19/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/19/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Current law requires that the California Statewide Housing Plan incorporate, among other things, a statement of housing goals, policies, and objectives, and requires the Department of Housing and Community Development to update and provide a revision of the plan to the Legislature every 4 years, as specified. Current law requires each update and revision to the plan to include, among other things, an inventory of the number of affordable units needed to meet the state's affordable housing needs for the plan period, as defined. This bill would require the plan to also include a strategy for the state to keep pace with building housing units and affiliated infrastructure during an economic downturn, as specified.

**[AB 430](#) (Bennett D) Community land trusts: welfare exemption: assessment: foreclosure sales: financial assistance.**

**Current Text:** Amended: 3/23/2023 [html](#) [pdf](#)

**Introduced:** 2/6/2023

**Last Amend:** 3/23/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Current property tax law, pursuant to constitutional authorization, provides for a "welfare exemption" for property used exclusively for religious, hospital, scientific, or charitable purposes and that is owned or operated by certain types of nonprofit entities, if certain qualifying criteria are met. For the 2022-23 fiscal year through the 2027-28 fiscal year, in the case of an owner of property that is a community land trust, as defined, current property tax law requires that a unit continue to be treated as occupied by a lower income household for these purposes if the occupants were lower income households on the lien date in the fiscal year in which their occupancy of the unit commenced and the unit continues to be rent restricted, notwithstanding an increase in the income of the occupants of the unit to 140% of area median income, adjusted for family size. Current law requires that a lease between a community land trust and a lower income household satisfy specified requirements in order for these provisions to apply, including being a renewable 99-year ground lease and a public agency official must make a finding that the contract serves the public interest of creating or preserving affordable housing, as provided. This bill would eliminate specified requirements of a lease agreement between a lower income household and a community land trust in order for the unit to continue to be treated as occupied by a lower income household, as described above.

**[AB 440](#) (Wicks D) Density Bonus Law: maximum allowable residential density.**

**Current Text:** Amended: 3/30/2023 [html](#) [pdf](#)

**Introduced:** 2/6/2023

**Last Amend:** 3/30/2023

**Status:** 5/4/2023-Read second time. Ordered to third reading.

**Location:** 5/4/2023-A. THIRD READING

**Calendar:** 5/15/2023 #52 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**Summary:** Current law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct certain types of housing. Current law provides for the calculation of the amount of density bonus for each type of housing development that qualifies under these provisions. Current law defines the term "density bonus" for these purposes to mean a density increase over the otherwise maximum allowable gross residential density as of the date of the application, as described. Current law defines the term "maximum allowable residential density" for these purposes to mean the maximum number of units allowed under the zoning ordinance, specific plan, or land use element of the general plan, or, if a range of density is permitted, the maximum number of units allowed by the specific zoning range,

specific plan, or land use element of the general plan applicable to the project. Current law provides under that definition that if the density allowed under the zoning ordinance is inconsistent with the density allowed under the land use element of the general plan or specific plan, the greater density prevails. This bill would instead define "maximum allowable residential density" to mean the greatest number of units allowed under the zoning ordinance, specific plan, or land use element of the general plan, or, if a range of density is permitted, the greatest number of units allowed by the specific zoning range, specific plan, or land use element of the general plan applicable to the project.

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

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

**Introduced:** 2/6/2023

**Status:** 4/26/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/26/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Current law requires the Public Utilities Commission to establish priorities among the types or categories of customers of every electrical corporation and every gas corporation, and among the uses of electricity or gas by those customers, to determine which of those customers and uses provide the most important public benefits and serve the greatest public need, and to categorize all other customers and uses in order of descending priority based on these standards. Current law requires the commission, in establishing those priorities, to consider, among other things, the economic, social, and other effects of a temporary discontinuance in electrical or gas service to certain customers or for certain uses, as specified. If an electrical or gas corporation experiences a shortage of capacity or capability and is unable to meet all demands by its customers, existing law requires the commission to order that service be temporarily reduced by an amount that reflects the established priorities for the duration of the shortage. This bill would require the commission, in establishing those priorities, to also consider the economic, social equity, and mobility impacts of a temporary discontinuance in electrical service to the customers that rely on electrical service to operate public transit vehicles.

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

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

**Introduced:** 2/7/2023

**Status:** 3/27/2023-Read second time. Ordered to third reading.

**Location:** 3/27/2023-A. THIRD READING

**Calendar:** 5/15/2023 #6 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

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

**[AB 515](#) (Ward D) Housing programs: loans: prepayment.**

**Current Text:** Amended: 4/24/2023 [html](#) [pdf](#)

**Introduced:** 2/7/2023

**Last Amend:** 4/24/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Current law establishes the Department of Housing and Community Development and requires it to administer various programs intended to promote the development of housing and to provide housing assistance and home loans, including the Multifamily Housing Program, pursuant to which the department provides assistance in the form of deferred payment loans to pay for the eligible costs of development of specified types of housing. This bill would require the department to allow an owner of a property subject to a regulatory agreement with the department to take out additional debt on the development to finance rehabilitation of the property or investment in new affordable housing, if specified conditions are met, including that all hard debt is underwritten with a debt-service coverage ratio of 1.15 and demonstrates positive cash flow for 15 consecutive years.

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

**Current Text:** Amended: 4/5/2023 [html](#) [pdf](#)

**Introduced:** 2/7/2023

**Last Amend:** 4/5/2023

**Status:** 4/27/2023-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 8. Noes 0.) (April 26). Re-referred to Com. on APPR.

**Location:** 4/26/2023-A. APPR.

**Calendar:** 5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair

**Summary:** The Mitigation Fee Act imposes certain requirements on a local agency that imposes a fee as a condition of approval of a development project that is imposed to provide for an improvement to be constructed to serve the development project, or a fee for public improvements, as specified. In this regard, the Mitigation Fee Act requires the local agency to deposit the fee in a separate capital facilities account or fund, and to make certain information about the account or fund public annually, as specified. The Mitigation Fee Act requires that information to include an identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement, as specified. The Mitigation Fee Act also requires that information to include the amount of refunds made to the owners of the lots or units of the development project, as specified. This bill would require the report to include an identification of each public improvement identified in a previous report, whether construction began on the approximate date noted in the previous report, the reason for the delay, if any, and a revised approximate date that the local agency will commence construction, if applicable.

**AB 519 (Schiavo D) Affordable Housing Finance Workgroup: affordable housing: consolidated application process.**

**Current Text:** Amended: 4/17/2023 [html](#) [pdf](#)

**Introduced:** 2/7/2023

**Last Amend:** 4/17/2023

**Status:** 4/27/2023-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 8. Noes 0.) (April 26). Re-referred to Com. on APPR.

**Location:** 4/26/2023-A. APPR.

**Calendar:** 5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair

**Summary:** Current law establishes the Department of Housing and Community Development and sets forth its powers and duties, including promoting the development of affordable housing in the state. Current law creates the California Housing Finance Agency within the department and authorizes the agency to make loans to finance affordable housing. Current law establishes the California Tax Credit Allocation Committee to allocate specified federal low-income housing tax credits. Current law also establishes the California Debt Limit Allocation Committee for the purpose of implementing the volume limit for the state on private activity bonds established pursuant to federal law. Under current law, the committee's duties include annually determining a state ceiling on the aggregate amount of private activity bonds that may be issued, and allocating that amount among state and local agencies. This bill would require the above-described entities to jointly convene an Affordable Housing Finance Workgroup to develop a consolidated application for housing developers to use to obtain grants, loans, tax credits, tax exempt bonds, credit enhancement, and other types of financing for building affordable housing, and develop a coordinated review process for the application, as described. The bill would require the workgroup to include representatives of the above-described entities, nonprofit and for-profit affordable housing developers, and local and tribal governments.

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

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

**Introduced:** 2/8/2023

**Status:** 3/27/2023-In committee: Set, first hearing. Hearing canceled at the request of author.

**Location:** 3/2/2023-A. TRANS.

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

**AB 591 (Gabriel D) Electric vehicle service equipment: universal connectors and public accessibility.**

**Current Text:** Amended: 3/13/2023 [html](#) [pdf](#)

**Introduced:** 2/9/2023

**Last Amend:** 3/13/2023

**Status:** 5/10/2023-Referred to Coms. on TRANS. and E., U. & C.

**Location:** 5/10/2023-S. TRANS.

**Summary:** Would require an electric vehicle charging station that requires payment of a fee to allow a person desiring to use the station to pay via credit card. The bill would require that any electric vehicle

service equipment that is capable of charging a light-duty electric vehicle and is installed or substantially retrofitted, as defined, except for private use at a single-family residence or multifamily residence, include universal connectors, as defined, and be publicly accessible, including by enabling a person desiring to use the electric vehicle charging station to pay via credit card.

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

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

**Introduced:** 2/9/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Current law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Current law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by the department, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program, as specified. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program, as provided. The bill would authorize a transit agency with an existing fare free program that enables a person 18 years of age or younger to use a transit agency's bus and rail services without paying any additional fare or charge to submit an application without an educational institution partner, as provided.

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

**Current Text:** Amended: 4/3/2023 [html](#) [pdf](#)

**Introduced:** 2/9/2023

**Last Amend:** 4/3/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/17/2023 (May be acted upon Jan 2024)

**Location:** 4/28/2023-A. 2 YEAR

**Summary:** Would, commencing on January 1, 2035, and except as specifically exempted, prohibit the operation of a heavy-duty diesel-fueled vehicle, as defined, within the city limits of any city identified by the State Air Resources Board as containing a disadvantaged community and meeting specified air pollution criteria with respect to diesel particulate matter, as specified. A violation of this prohibition, as a provision within the Vehicle Code, would be punishable as an infraction. By expanding the scope of an existing crime, the bill would impose a state-mandated local program.

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

**Current Text:** Amended: 5/1/2023 [html](#) [pdf](#)

**Introduced:** 2/9/2023

**Last Amend:** 5/1/2023

**Status:** 5/2/2023-Re-referred to Com. on APPR.

**Location:** 4/25/2023-A. APPR.

**Calendar:** 5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair

**Summary:** Would authorize, until January 1, 2032, the Cities of Los Angeles, San Jose, Oakland, Glendale, and Long Beach, and the City and County of San Francisco to establish a Speed Safety System Pilot Program if the system meets specified requirements. The bill would require a participating city 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 participating 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 a participating city 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.

**[AB 653](#) (Reyes D) Federal Housing Voucher Acceleration Program.**

**Current Text:** Amended: 5/1/2023 [html](#) [pdf](#)

**Introduced:** 2/9/2023

**Last Amend:** 5/1/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100



ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Would establish the Federal Housing Voucher Acceleration Program, and would require the Department of Housing and Community Development to establish, administer, and fund a grant application process and award grants to public housing authorities in geographically diverse communities, as determined by the department, on or before July 1, 2024. The bill would authorize applicants to use grant funds to provide specified services to the eligible population. The bill would require the department to allocate grant funds to applicants based upon the number of public housing and Section 8 vouchers maintained by the housing authority and by a housing authority's success rate defined as the percentage of new voucher families that successfully lease a qualifying unit.

**AB 662**

**(Boerner D) Federal Broadband Equity, Access, and Deployment Program funds: administration.**

**Current Text:** Amended: 3/9/2023 [html](#) [pdf](#)

**Introduced:** 2/9/2023

**Last Amend:** 3/9/2023

**Status:** 4/21/2023-Measure version as amended on March 9 corrected.

**Location:** 4/19/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100  
ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Current law vests the Public Utilities Commission with regulatory authority over public utilities. Pursuant to its existing authority, the commission supervises administration of the state's telecommunications universal service programs, including, among others, the California Advanced Services Fund (CASF). Current law requires the commission to develop, implement, and administer the CASF program to encourage deployment of high-quality advanced communications services to all Californians that will promote economic growth, job creation, and the substantial social benefits of advanced information and communications technologies. Current law requires the commission to establish specified accounts within the CASF, including, among other accounts, the Broadband Infrastructure Grant Account and the Federal Funding Account. This bill would require the commission, in administering federal Broadband Equity, Access, and Deployment Program funds pursuant to the federal Infrastructure Investment and Jobs Act, to use processes and procedures that are consistent with guidelines adopted by the National Telecommunications and Information Administration for the use of the program funds. The bill would prohibit the commission from imposing any additional rules, processes, procedures, prohibitions, funding prioritizations, or eligibility criteria on any applicant that are not consistent with or explicitly required by the federal guidelines.

**AB 670**

**(Wilson D) Housing.**

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

**Introduced:** 2/13/2023

**Status:** 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/13/2023)  
(May be acted upon Jan 2024)

**Location:** 5/5/2023-A. 2 YEAR

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

**AB 713**

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

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

**Introduced:** 2/13/2023

**Status:** 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/13/2023)  
(May be acted upon Jan 2024)

**Location:** 5/5/2023-A. 2 YEAR

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

**AB 744**

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

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

**Introduced:** 2/13/2023

**Status:** 5/3/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/3/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100

Attachment: 04a - LCMC - 052323 - Legislative Tracking Bill Report (Legislative Tracking Report)

ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Current law establishes the California Transportation Commission in the Transportation Agency. Current law vests the California Transportation Commission with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. Upon the appropriation of funds by the Legislature, this bill would require the commission to acquire public domain or procure commercially available or open-source licensed solutions for data, modeling, and analytic software tools to support the state's sustainable transportation, congestion management, affordable housing, efficient land use, air quality, and climate change strategies and goals. The bill would require the commission to provide access to the data, modeling, and analytic software tools to state and local agencies, as specified.

**AB 761** (Friedman D) Transit Transformation Task Force.

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

**Introduced:** 2/13/2023

**Status:** 5/3/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/3/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100  
ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

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

**AB 768** (Boerner D) Communications: The Office of Broadband and Digital Equity.

**Current Text:** Amended: 3/9/2023 [html](#) [pdf](#)

**Introduced:** 2/13/2023

**Last Amend:** 3/9/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was C. & C. on 3/9/2023)  
(May be acted upon Jan 2024)

**Location:** 4/28/2023-A. 2 YEAR

**Summary:** Would establish within state government the Office of Broadband and Digital Equity. This bill would establish the Office of Broadband and Digital Equity Board with members, as specified. The bill would provide the purpose of the office is to serve as a centralized state office for broadband and digital activities within the state. The bill would also specify the office has the powers and authorities to develop and implement policies to promote broadband service and to protect consumers from unfair business practices relating to broadband services.

**AB 770** (Kalra D) Residential care facilities for the elderly.

**Current Text:** Amended: 4/27/2023 [html](#) [pdf](#)

**Introduced:** 2/13/2023

**Last Amend:** 4/27/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100  
ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** The California Residential Care Facilities for the Elderly Act (act) requires the State Department of Social Services to license, inspect, and regulate residential care facilities for the elderly and imposes criminal penalties on a person who violates the act or who willfully or repeatedly violates any rule or regulation adopted under the act. Under current law, whether or not unrelated persons are living together, a residential care facility for the elderly that serves 6 or fewer persons is considered a residential use of property, as specified. Current law makes certain violations of the act a crime. This bill would revise those provisions by deleting the restriction to facilities that serve 6 or fewer and instead referring to residential care facilities for the elderly that are licensed by the State Department of Social Services and provide onsite services.

**AB 772** (Jackson D) State Foster Care Ombudsperson.

**Current Text:** Amended: 4/17/2023 [html](#) [pdf](#)

**Introduced:** 2/13/2023

**Last Amend:** 4/17/2023

**Status:** 4/26/2023-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 8. Noes 0.) (April 25). Re-referred to Com. on APPR.

**Location:** 4/25/2023-A. APPR.

**Summary:** Current law requires the Office of the State Foster Care Ombudsperson to be established in the State Department of Social Services with prescribed powers and duties relating to the management of foster children. Current law authorizes the ombudsperson, as part of the office's efforts to resolve complaints related to foster care, to conduct whatever investigation reasonably related to the complaint and to foster care that the ombudsperson deems necessary, including access to, and investigation of, premises within the control of a state or local agency or a contractor with a state and local agency, and access to, and inspection of, a licensed or approved children's residential facility at any time, upon providing identification. The California Community Care Facilities Act provides for the licensure and regulation of community care and residential facilities, including specified residential facilities that provide care for foster youth. Under current law, the definition of a community care facility includes children's residential facilities, foster family agencies, foster family homes, and small family homes. This bill would specify that for purposes of the ombudsperson's access and inspection authority, "children's residential facility" also includes foster family agencies, foster family homes, and small family homes, as defined in the California Community Care Facilities Act.

**[AB 776](#)**

**(Holden D) Route 210.**

**Current Text:** Amended: 3/15/2023 [html](#) [pdf](#)

**Introduced:** 2/13/2023

**Last Amend:** 3/15/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Would require the Department of Transportation, through the erection of highway signs and appropriate markers, to provide recognition of the historical and cultural importance of the California Indian tribes local to, or historically located in, the Counties of Los Angeles and San Bernardino. The bill would require the department to work with certain entities, including, but not limited to, California Indian tribes local to, or historically located along, Route 210, to name Route 210 and to identify appropriate locations for signs to recognize tribal lands along Route 210 in the Counties of Los Angeles and San Bernardino. The bill would specify that Route 210 shall be known and designated as the Southern California Native American Freeway or by the name developed by the department with the specified entities.

**[AB 785](#)**

**(Santiago D) California Environmental Quality Act: exemption: City of Los Angeles: County of Los Angeles: affordable housing and transitional housing.**

**Current Text:** Amended: 5/1/2023 [html](#) [pdf](#)

**Introduced:** 2/13/2023

**Last Amend:** 5/1/2023

**Status:** 5/11/2023-Read second time. Ordered to Consent Calendar.

**Location:** 5/10/2023-A. CONSENT CALENDAR

**Calendar:** 5/15/2023 #134 ASSEMBLY CONSENT CALENDAR 1ST DAY-ASSEMBLY BILLS

**Summary:** Current law, until January 1, 2025, exempts from the requirements of the California Environmental Quality Act (CEQA) certain activities approved or carried out by the City of Los Angeles and other eligible public agencies, as defined, related to supportive housing and emergency shelters, as defined, in the City of Los Angeles. Under current law, this exemption requires the lead agency, if it determines that an activity is not subject to CEQA and approves or carries out that activity, to file a notice of exemption with the Office of Planning and Research and the county clerk for the County of Los Angeles. This bill would extend, until January 1, 2030, that CEQA exemption. The bill would also exempt from the requirements of CEQA certain activities undertaken by the City of Los Angeles and other eligible public agencies related to affordable housing and transitional housing, as defined, in the City of Los Angeles. The bill would exempt from the requirements of CEQA certain activities undertaken by the County of Los Angeles related to affordable housing, emergency shelters, supportive housing, and transitional housing in the unincorporated areas of the County of Los Angeles. The bill would define the Los Angeles County Development Authority as an eligible public agency. The bill would broaden the definitions of "emergency shelter" and "supportive housing."

**[AB 812](#)**

**(Boerner D) Housing development approvals: reserving affordable units in a cultural district for artists.**

**Current Text:** Amended: 4/10/2023 [html](#) [pdf](#)

**Introduced:** 2/13/2023

**Last Amend:** 4/10/2023

**Status:** 4/26/2023-Read second time. Ordered to third reading.

**Location:** 4/26/2023-A. THIRD READING

**Calendar:** 5/15/2023 #16 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**Summary:** The Planning and Zoning Law imposes various requirements on cities and counties with regard to their review and approval of certain housing developments. This bill would authorize a city or county that requires, as a condition of approval, that a certain percentage of units of a residential development be affordable housing, as specified, to reserve for artists up to 10 percent of those required affordable housing units if certain conditions are met, including that the units reserved are located within a designated cultural district. The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to a cities, including charter cities.

**AB 823** **(Schiavo D) Clean Transportation Program: eligible projects.**

**Current Text:** Amended: 3/2/2023 [html](#) [pdf](#)

**Introduced:** 2/13/2023

**Last Amend:** 3/2/2023

**Status:** 4/19/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/19/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Current law establishes the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding, upon appropriation by the Legislature, to certain entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. Current law requires the commission to give preference to those projects that maximize the goals of the program based on specified criteria and to fund specified eligible projects, including, among others, alternative and renewable fuel infrastructure, fueling stations, and equipment. This bill would expand the list of eligible projects to include, among other things, roadway integrated fueling and parking surface integrated fueling projects.

**AB 824** **(Calderon D) Highway greening: statewide strategic plan.**

**Current Text:** Amended: 3/14/2023 [html](#) [pdf](#)

**Introduced:** 2/13/2023

**Last Amend:** 3/14/2023

**Status:** 5/10/2023-In committee: Hearing postponed by committee.

**Location:** 3/21/2023-A. APPR.

**Calendar:** 5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair

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

**AB 832** **(Cervantes D) California Transportation Commission: membership.**

**Current Text:** Amended: 3/1/2023 [html](#) [pdf](#)

**Introduced:** 2/13/2023

**Last Amend:** 3/1/2023

**Status:** 4/27/2023-Read second time. Ordered to third reading.

**Location:** 4/27/2023-A. THIRD READING

**Calendar:** 5/15/2023 #23 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**Summary:** Under current law, the California Transportation Commission consists of 13 members, including 9 members appointed by the Governor with the advice and consent of the Senate, one member appointed by the Speaker of the Assembly, and one member appointed by the Senate Committee on Rules, as specified. Current law requires the Governor, in appointing those members to the commission, to make every effort to ensure, among other things, the commission has a diverse membership with expertise in transportation issues, taking into consideration factors, including, but not limited to, socioeconomic background and professional experience, which may include experience working in, or representing, disadvantaged communities. This bill would require that at least one of those Governor-appointed members of the commission have expertise in transportation issues and professional experience that includes experience working in, or representing, disadvantaged communities.

**AB 911** **(Schiavo D) Unlawfully restrictive covenants: affordable housing.**

**Current Text:** Amended: 4/13/2023 [html](#) [pdf](#)

**Introduced:** 2/14/2023

**Last Amend:** 4/13/2023

**Status:** 5/3/2023-In committee: Hearing postponed by committee.

**Location:** 4/18/2023-A. APPR.

**Calendar:** 5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair

**Summary:** Current law permits a person who holds or is acquiring an ownership interest of record in property that the person believes is the subject of an unlawfully restrictive covenant based on, among other things, the number of persons or families who may reside on the property, to record a restrictive covenant modification. Current law entitles the owner of an affordable housing development to establish that an existing restrictive covenant is unenforceable by submitting a restrictive covenant modification document that modifies or removes any existing restrictive covenant language. Before recording the modification document, current law requires the owner to submit to the county recorder a copy of the original restrictive covenant and any documents the owner believes necessary to establish that the property qualifies as an affordable housing development for purposes of these provisions. As part of this process, current law requires the county counsel to determine, among other things, if the property qualifies as an affordable housing development and if a modification document may be recorded. If the county counsel has authorized the county recorder to record the modification document, that authorization is required to be noted on the face of the modification or on a cover sheet affixed to it. This bill would require the county recorder to notify the owner of the county counsel's determination within 5 business days so that notice may be given by the owner regarding the authorization to record the modification document. The bill would permit the owner, upon receipt of that notification, to mail copies of the modification documents and related materials by certified mail to anyone who the owner knows has an interest in the property or the restrictive covenant.

**AB 965** **(Carrillo, Juan D) Local government: broadband permit applications.**

**Current Text:** Amended: 5/1/2023 [html](#) [pdf](#)

**Introduced:** 2/14/2023

**Last Amend:** 5/1/2023

**Status:** 5/2/2023-Re-referred to Com. on APPR.

**Location:** 4/27/2023-A. APPR.

**Calendar:** 5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair

**Summary:** Would require a local agency to undertake batch broadband permit processing, as defined, upon receiving 2 or more broadband permit applications for substantially similar broadband project sites submitted at the same time by the same applicant, within a presumptively reasonable time, as defined. The bill would define "local agency" for these purposes to mean a city, county, city and county charter city, special district, or, subject to specified exceptions, publicly owned utility. If a local agency does not approve those broadband permit applications for substantially similar broadband project sites and issue permits, or reject the applications and notify the applicants, within the presumptively reasonable time, the bill would require that all of those permits be deemed approved. The bill would authorize a local agency to place reasonable limits on the number of broadband project sites that are grouped into a single permit while undertaking batch broadband permit processing, as specified. The bill would provide that a local agency may only remove a broadband project site from grouping under a single permit under mutual agreement with the applicant or to expedite the approval of other substantially similar broadband project sites. The bill would specify that these provisions do not apply to eligible facility requests, as defined.

**AB 971** **(Lee D) Vehicles: transit-only traffic lanes.**

**Current Text:** Amended: 4/11/2023 [html](#) [pdf](#)

**Introduced:** 2/14/2023

**Last Amend:** 4/11/2023

**Status:** 5/3/2023-Referred to Com. on TRANS.

**Location:** 5/3/2023-S. TRANS.

**Summary:** Current law prohibits a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a portion of the highway designated for the exclusive use of public transit buses, subject to specified exceptions. Current law also requires a public transit agency to place and maintain signs and traffic control devices indicating that a portion of a highway is designated for the exclusive use of public transit buses, as specified. This bill would instead make these provisions applicable to transit-only traffic lanes. The bill would define transit-only traffic lanes as any designated transit-only lane on which use is restricted to mass transit vehicles, or other designated vehicles including taxis and vanpools, during posted times.

**AB 980** **(Friedman D) Active Transportation Program: report.**

**Current Text:** Amended: 3/13/2023 [html](#) [pdf](#)

**Introduced:** 2/15/2023

**Last Amend:** 3/13/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Current law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Current law requires the California Transportation Commission to develop guidelines and project selection criteria for the program and authorizes the commission to amend the adopted guidelines after conducting at least one public hearing. This bill would require an applicant that receives funding under the program for a project to, within one year of completing the project, submit a report to the commission describing how the project met active transportation goals.

**AB 981** **(Friedman D) State highways: pilot highway maintenance and rehabilitation demonstration projects.**

**Current Text:** Amended: 3/20/2023 [html](#) [pdf](#)

**Introduced:** 2/15/2023

**Last Amend:** 3/20/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Would require the Department of Transportation, beginning in 2025 and ending in 2032, to use cold in-place recycling or partial depth recycling, as defined, on at least 12 projects each year. The bill would require the department, beginning in 2027 and ending in 2032, to use full depth recycling, as defined, on at least 5 projects each year. The bill would require the department to submit an annual report to the Legislature regarding these projects. The bill would repeal its provisions on January 1, 2034.

**AB 986** **(Berman D) General plans.**

**Current Text:** Introduced: 2/15/2023 [html](#) [pdf](#)

**Introduced:** 2/15/2023

**Status:** 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/15/2023) (May be acted upon Jan 2024)

**Location:** 5/5/2023-A. 2 YEAR

**Summary:** The Planning and Zoning Law, among other things, requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city and of any land outside its boundaries that relates to its planning, and provides for the adoption and administration of zoning laws, ordinances, rules, and regulations by counties and cities. This bill would make nonsubstantive changes to those provisions.

**AB 1000** **(Reyes D) Qualifying logistics use projects.**

**Current Text:** Amended: 3/30/2023 [html](#) [pdf](#)

**Introduced:** 2/15/2023

**Last Amend:** 3/30/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 4/17/2023) (May be acted upon Jan 2024)

**Location:** 4/28/2023-A. 2 YEAR

**Summary:** The Planning and Zoning Law sets forth various requirements relating to the review of development project permit applications and the issuance of development permits for specified classes of development projects. This bill would prohibit a local agency from approving the development or expansion of any qualifying logistics use, as defined, within 1,000 feet of sensitive receptors, as defined, except as provided. The bill would authorize a local agency to approve the development or expansion of a qualifying logistics use greater than 750 feet from a sensitive receptor and within 1,000 feet of a sensitive receptor only if the local agency takes certain actions, including, among other things, conducting a cumulative analysis of the air quality impacts of the warehouse development project, as specified. The bill would require a local agency, upon receipt of an application for a warehouse development project, to take certain actions, including posting information on its internet website that is easily accessible and easily understandable by the public, as specified. The bill would require the lead agency to conduct at least one scoping meeting at a location within one mile of the project site, except as provided.

**AB 1033** **(Ting D) Accessory dwelling units: local ordinances: separate sale or conveyance.**

**Current Text:** Amended: 5/1/2023 [html](#) [pdf](#)

**Introduced:** 2/15/2023

**Last Amend:** 5/1/2023

**Status:** 5/2/2023-Re-referred to Com. on APPR.

**Location:** 4/27/2023-A. APPR.

**Calendar:** 5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair

**Summary:** 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 requires the ordinance to include specified standards, including prohibiting the accessory dwelling unit from being sold or otherwise conveyed separate from the primary residence, except as provided by a specified law. Current law, notwithstanding the prohibition described above, requires a local agency to allow an accessory dwelling unit to be sold or conveyed separately from the primary residence to a qualified buyer if certain conditions are met, including that the property was built or developed by a qualified nonprofit corporation and that the property is held pursuant to a recorded tenancy in common agreement that meets specified requirements. This bill would, in addition authorize a local agency to adopt a local ordinance to allow the separate conveyance of the primary dwelling unit and accessory dwelling unit or units as condominiums, as specified, and would make conforming changes.

**[AB 1152](#) (Patterson, Joe R) Public agencies: causes of action: local planning and zoning: California Environmental Quality Act.**

**Current Text:** Amended: 4/4/2023 [html](#) [pdf](#)

**Introduced:** 2/16/2023

**Last Amend:** 4/4/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 4/10/2023 (May be acted upon Jan 2024))

**Location:** 4/28/2023-A. 2 YEAR

**Summary:** The Planning and Zoning law generally requires that an action or proceeding challenging specified decisions of a public agency be commenced, and service made on the legislative body of the agency, within 90 days after the legislative body's decision. This bill would stay any timing requirements associated with conditions of approval identified in a local zoning and planning decision during a lawsuit challenging a city, county, or city and county's zoning and planning decision.

**[AB 1183](#) (Holden D) Streamlined housing projects: construction permits: notice.**

**Current Text:** Amended: 3/14/2023 [html](#) [pdf](#)

**Introduced:** 2/16/2023

**Last Amend:** 3/14/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 3/2/2023) (May be acted upon Jan 2024)

**Location:** 4/28/2023-A. 2 YEAR

**Summary:** The Planning and Zoning Law authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specific objective planning standards, including, among others, that the development is a multifamily housing development that contains 2 or more residential units and the development proponent commits to record, prior to the issuance of the first building permit, a land use restriction or covenant providing that any lower or moderate-income housing units remain available at affordable housing costs or rent to persons and families of lower or moderate income for no less than 55 years or 45 years, as specified. This bill, if a city or county approves a construction project through the expedited, streamlined permitting described above, would require the city or county to require the development proponent to place a sign of reasonable dimensions and design on the parcel in which the project is located that includes specified information, including the development proponent's contact information the construction permit numbers, and a brief project description.

**[AB 1250](#) (Friedman D) Department of Transportation: low-carbon materials.**

**Current Text:** Amended: 3/16/2023 [html](#) [pdf](#)

**Introduced:** 2/16/2023

**Last Amend:** 3/16/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Would require the Secretary of Transportation, in consultation with the Director of Transportation, to submit a report to the Legislature that discusses, among other things, the carbon emissions associated with materials currently used in state transportation projects, alternative materials with lower carbon emissions, and benchmarks for using materials with lower carbon materials. The bill would require the department to report to the Legislature annually on the department's progress in meeting the benchmarks described above.

**[AB 1265](#) (Gallagher R) Transportation fuels: gasoline specifications.**

**Current Text:** Amended: 3/9/2023 [html](#) [pdf](#)

**Introduced:** 2/16/2023

**Last Amend:** 3/9/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/9/2023) (May be acted upon Jan 2024)

**Location:** 4/28/2023-A. 2 YEAR

**Summary:** The California Global Warming Solutions Act of 2006 requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 and to ensure the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit by 2030. The act authorizes the state board to include the use of market-based compliance mechanisms in its regulation of greenhouse gas emissions. This bill would specify that transportation fuels are not subject to regulations implementing a market-based compliance mechanism for greenhouse gas emissions.

**AB 1277 (Wallis R) Land use: housing.**

**Current Text:** Introduced: 2/16/2023 [html](#) [pdf](#)

**Introduced:** 2/16/2023

**Status:** 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/16/2023) (May be acted upon Jan 2024)

**Location:** 5/5/2023-A. 2 YEAR

**Summary:** Current law declares the importance of, and general responsibility for, making housing available and affordable for all Californians. This bill would make nonsubstantive changes to those provisions.

**AB 1285 (Wicks D) Homeless Housing, Assistance, and Prevention program and Encampment Resolution Funding program.**

**Current Text:** Amended: 5/1/2023 [html](#) [pdf](#)

**Introduced:** 2/16/2023

**Last Amend:** 5/1/2023

**Status:** 5/2/2023-Re-referred to Com. on APPR.

**Location:** 4/26/2023-A. APPR.

**Calendar:** 5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair

**Summary:** Current law establishes the Encampment Resolution Funding program, administered by the California Interagency Council on Homelessness, to increase collaboration between the council, local jurisdictions, and continuums of care for specified purposes. Current law requires the council to award moneys pursuant to the program as competitive grants, as specified, to be used to support encampment resolution and rehousing efforts for local jurisdictions. Current law requires the council to prioritize funding applicants that demonstrate a commitment to cross-systems collaboration and innovative efforts to resolve encampment issues or have 50 or more individuals living in the encampment. This bill would require a continuum of care that shares geographic boundaries with a city, county, or city and county that is using state funding allocated pursuant to the Homeless Housing, Assistance, and Prevention program or the Encampment Resolution Funding program to submit evidence of collaboration with the city, county, or city and county that addresses how people served through encampment resolution will be prioritized for permanent housing within coordinated entry systems.

**AB 1295 (Friedman D) The Affordable Housing and Sustainable Communities Program: awarded projects: mapping.**

**Current Text:** Amended: 4/20/2023 [html](#) [pdf](#)

**Introduced:** 2/16/2023

**Last Amend:** 4/20/2023

**Status:** 5/3/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/3/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Current law requires the Strategic Growth Council to develop and administer the Affordable Housing and Sustainable Communities Program to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. To support the planning and development of sustainable communities, current law requires the council to manage and award financial assistance to a city or county for preparing, adopting, and implementing a general plan or general plan element that is designed to meet specified objectives, including, among others, reducing greenhouse gas emissions. This bill would require the council, no later than June 1, 2024, in coordination with project and regional agencies, to create a map of the projects awarded funds under the Affordable Housing and Sustainable Communities Program and display that map on a public platform.

**AB 1307 (Wicks D) California Environmental Quality Act: noise impact: residential projects.**

**Current Text:** Amended: 3/16/2023 [html](#) [pdf](#)



**Introduced:** 2/16/2023

**Last Amend:** 3/16/2023

**Status:** 5/4/2023-From Consent Calendar. Ordered to third reading.

**Location:** 5/4/2023-A. THIRD READING

**Calendar:** 5/15/2023 #59 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would specify that noise generated by the unamplified voices of residents is not a significant effect on the environment for residential projects for purposes of CEQA.

**AB 1332 (Carrillo, Juan D) Accessory dwelling units: preapproved plans.**

**Current Text:** Amended: 4/10/2023 [html](#) [pdf](#)

**Introduced:** 2/16/2023

**Last Amend:** 4/10/2023

**Status:** 5/11/2023-Read second time. Ordered to third reading.

**Location:** 5/11/2023-A. THIRD READING

**Calendar:** 5/15/2023 #97 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**Summary:** Would require each local agency, by January 1, 2025, to develop a program for the preapproval of accessory dwelling unit plans, whereby the local agency accepts accessory dwelling unit plan submissions for preapproval and approves or denies the preapproval applications, as specified. The bill would authorize a local agency to charge a fee to an applicant for the preapproval of an accessory dwelling unit plan, as specified. The bill would require the local agency to post preapproved accessory dwelling unit plans and the contact information of the applicant on its internet website. The bill would require a local agency to either approve or deny an application for a permit for a proposed accessory dwelling unit within 30 days that utilizes either a preapproved accessory dwelling unit plan or a plan that is identical to a plan used in an application for a detached accessory dwelling unit approved by the local agency within the current triennial California Building Standards Code rulemaking cycle.

**AB 1333 (Ward D) Residential real property: bundled sales.**

**Current Text:** Amended: 3/23/2023 [html](#) [pdf](#)

**Introduced:** 2/16/2023

**Last Amend:** 3/23/2023

**Status:** 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was JUD. on 3/23/2023) (May be acted upon Jan 2024)

**Location:** 5/5/2023-A. 2 YEAR

**Summary:** Current law prescribes various requirements to be satisfied before the exercise of a power of sale under a mortgage or deed of trust and prescribes a procedure for the exercise of that power. Current law, until January 1, 2031, for purposes of the exercise of a power of sale, prohibits a trustee from bundling properties for the purpose of sale, instead requiring each property to be bid on separately, unless the deed of trust or mortgage provides otherwise. Current law also prohibits specified institutions that, during their immediately preceding annual reporting period, as established with their primary regulator, foreclosed on 175 or more residential real properties, containing no more than 4 dwelling units, from conducting a sale of 2 or more parcels of real property containing one to 4 residential dwelling units, inclusive, at least 2 of which have been acquired through foreclosure under a mortgage or deed of trust. This bill would prohibit a developer of residential one to 4 dwelling units, inclusive, from conducting a sale of 2 or more parcels of real property containing one to 4 residential dwelling units, inclusive, if the occupancy permit was issued on or after January 1, 2024.

**AB 1335 (Zbur D) Local government: transportation planning and land use: sustainable communities strategy.**

**Current Text:** Amended: 5/11/2023 [html](#) [pdf](#)

**Introduced:** 2/16/2023

**Last Amend:** 5/11/2023

**Status:** 5/11/2023-Read third time and amended. Ordered to third reading.

**Location:** 4/20/2023-A. THIRD READING

**Calendar:** 5/15/2023 #13 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**Summary:** Current law requires specified designated transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, as described. Current law requires the plan to include specified information, including a sustainable communities strategy prepared by each metropolitan planning organization, and requires each transportation planning agency to adopt and submit, every 4 years, an updated

plan to the California Transportation Commission and the Department of Transportation. Current law requires the sustainable communities strategy to include specified information, including an identification of areas within the region sufficient to house all the population of the region over the course of the planning period of the regional transportation plan, as specified, and an identification of areas within the region sufficient to house an 8-year projection of the regional housing need for the region, as specified. This bill would additionally require each metropolitan planning organization to include in the sustainable communities strategy the total number of new housing units necessary to house all the population of the region over the course of the planning period of the regional transportation plan, calculated as specified and except as provided, and the total number of new housing units necessary to house the above-described 8-year projection, as specified.

**AB 1349 (Irwin D) Electric vehicle charging station networks: data fields.**

**Current Text:** Amended: 5/1/2023 [html](#) [pdf](#)

**Introduced:** 2/16/2023

**Last Amend:** 5/1/2023

**Status:** 5/9/2023-In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 5/9/2023-S. RLS.

**Summary:** Current law requires the Energy Commission, in consultation with the Public Utilities Commission, to develop uptime recordkeeping and reporting standards for electric vehicle chargers and charging stations by January 1, 2024, as specified. Current law requires the Energy Commission, beginning January 1, 2025, and biennially thereafter, to assess the uptime of charging station infrastructure, including, at a minimum, an assessment of equitable access to reliable charging stations in low-, moderate-, and high-income communities. Current law repeals these provisions on January 1, 2035. This bill would require, on and after June 1, 2024, owners, operators, and infrastructure developers of electric vehicle charging stations for which those parties are awarded a state grant to support the electric vehicle charging stations, including related infrastructure, on or after January 1, 2024, to ensure that specified data fields for the owner's or operator's entire network of electric vehicle charging stations in California are made available, free of charge, to third-party software developers through an application programming interface, as specified. The bill would authorize other owners, operators, and infrastructure developers of electric vehicle charging stations to ensure that those data fields are available to third-party software developers under the same conditions.

**AB 1353 (Quirk-Silva D) Housing.**

**Current Text:** Introduced: 2/16/2023 [html](#) [pdf](#)

**Introduced:** 2/16/2023

**Status:** 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/16/2023) (May be acted upon Jan 2024)

**Location:** 5/5/2023-A. 2 YEAR

**Summary:** The State Housing Law establishes statewide construction and occupancy standards for buildings used for human habitation. That law requires the building department of every city or county to enforce within its jurisdiction the provisions of the State Building Standards Code, the provisions of the State Housing Law, and specified other rules and regulations promulgated pursuant to that law. This bill would make nonsubstantive changes to the provision naming the State Housing Law.

**AB 1377 (Friedman D) Homeless Housing, Assistance, and Prevention Program: Round 3.**

**Current Text:** Amended: 4/13/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 4/13/2023

**Status:** 5/11/2023-Read second time. Ordered to Consent Calendar.

**Location:** 5/10/2023-A. CONSENT CALENDAR

**Calendar:** 5/15/2023 #151 ASSEMBLY CONSENT CALENDAR 1ST DAY-ASSEMBLY BILLS

**Summary:** Current law establishes, among various other programs intended to address homelessness in this state, the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges informed by a best-practices framework focused on moving homeless individuals and families into permanent housing and supporting the efforts of those individuals and families to maintain their permanent housing. Current law provides for the allocation of funding under the program among continuums of care, cities, counties, and tribes in 4 rounds, which are to be administered by the Interagency Council on Homelessness. Current law, beginning with round 3 of the program, requires applicants to provide specified information for all rounds of program allocations through a data collection, reporting, performance monitoring, and accountability framework, as established by the council. This bill would also require data and a narrative summary of specific and quantifiable steps that the applicant has taken to improve the delivery of housing and services to people experiencing homelessness or at risk of homelessness, on transit facilities owned and operated by a transit district, as defined, in their jurisdiction.

**AB 1385 (Garcia D) Riverside County Transportation Commission: transaction and use tax.**

**Current Text:** Amended: 3/23/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 3/23/2023

**Status:** 5/4/2023-Read second time. Ordered to third reading.

**Location:** 5/4/2023-A. THIRD READING

**Calendar:** 5/15/2023 #56 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**Summary:** Current law authorizes the Riverside County Transportation Commission to impose a transactions and use tax for transportation purposes subject to approval of the voters, which, pursuant to the California Constitution, requires approval of 2/3 of the voters. Current law limits the commission to a 1% maximum tax rate, and requires the commission's tax or taxes to be levied at a rate divisible by 1/4%, unless a different rate is specifically authorized by statute. This bill would raise the maximum tax rate the commission may impose from 1% to 1.5%. This bill would make legislative findings and declarations as to the necessity of a special statute for the County of Riverside.

**AB 1401** (**Garcia D**) **Low Carbon Fuel Standard regulations: alternative diesel fuel regulations.**

**Current Text:** Amended: 3/13/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 3/13/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/9/2023) (May be acted upon Jan 2024)

**Location:** 4/28/2023-A. 2 YEAR

**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations. This bill would require the state board, in administering the Low Carbon Fuel Standard, to deem a Tier 2 pathway application certified under specified circumstances.

**AB 1409** (**Lowenthal D**) **Planning and zoning: zoning regulations.**

**Current Text:** Introduced: 2/17/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Status:** 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/17/2023) (May be acted upon Jan 2024)

**Location:** 5/5/2023-A. 2 YEAR

**Summary:** Current law authorizes the legislative body of any county or city to adopt ordinances that, among other things, regulate the use of buildings, structures, and land as between industry, business residences, and open space, as specified. Current law requires those zoning ordinances to be consistent with the general plan of the county or city and authorizes any resident or property owner within a city or a county to bring an action or proceeding in the superior court to enforce this requirement, as specified. This bill would make nonsubstantive changes to those provisions.

**AB 1418** (**McKinnor D**) **Tenancy: local regulations: contact with law enforcement or criminal convictions.**

**Current Text:** Amended: 4/12/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 4/12/2023

**Status:** 5/3/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/3/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Would prohibit a local government from, among other things, imposing a penalty against a resident, owner, tenant, landlord, or other person as a consequence of contact with a law enforcement agency on or near the property, as specified. The bill similarly would prohibit a local government from requiring or encouraging a landlord to evict or penalize a tenant because of the tenant's association with another tenant or household member who has had contact with a law enforcement agency or has a criminal conviction or to perform a criminal background check of a tenant or a prospective tenant. The bill would preempt inconsistent local ordinances, rules, policies, programs, or regulations and prescribe remedies for violations. The bill would require a local government to repeal, or bring into compliance, an inconsistent local ordinance, rule, policy, program, or regulation within one year of the effective date of the provisions. By imposing new duties on local governments, this bill would impose a state-mandated local program.

**AB 1439** (**Garcia D**) **Low-income housing tax credit: farmworker housing.**

**Current Text:** Amended: 5/1/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 5/1/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100  
ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Current law limits the total annual amount of the state low-income housing credit for which a federal low-income housing credit is required to the sum of \$70,000,000, as increased by any percentage increase in the Consumer Price Index for the preceding calendar year, any unused credit for the preceding calendar years, and the amount of housing credit ceiling returned in the calendar year. Current law governing the taxation of insurers, the Personal Income Tax Law, and the Corporation Tax Law provided an allocation of \$500,000,000 for the 2020 calendar year and, for calendar years beginning in 2021, also provides for an additional amount that may be allocated, up to \$500,000,000, to specified low-income housing projects that are new buildings that are federally subsidized, as specified. Current law provides that this additional amount is only available for allocation pursuant to an authorization in the annual Budget Act. Current law requires specified regulatory action by CTCAC aimed at increasing production and containing costs, including a scoring system that maximizes the efficient use of public subsidy and benefit created through the low-income housing tax credit program, as specified. This bill would, for the 2024 calendar year and thereafter, require CTCAC to consider amending the regulatory scoring system to also award 10 points to farmworker housing projects under the housing needs category, and an additional 5 points in the category for amenities beyond those required as additional thresholds.

**AB 1455** **(Papan D) Housing.**

**Current Text:** Introduced: 2/17/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Status:** 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/17/2023)  
(May be acted upon Jan 2024)

**Location:** 5/5/2023-A. 2 YEAR

**Summary:** The State Housing Law establishes statewide construction and occupancy standards for buildings used for human habitation. That law requires the building department of every city or county to enforce within its jurisdiction the provisions of the State Building Standards Code, the provisions of the State Housing Law, and specified other rules and regulations promulgated pursuant to that law. This bill would make nonsubstantive changes to the provision naming the State Housing Law.

**AB 1461** **(Patterson, Jim R) California Advanced Services Fund: Federal Funding Account.**

**Current Text:** Introduced: 2/17/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Status:** 4/26/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 4/26/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100  
ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Existing law requires the Public Utilities Commission , upon the deposit of state or federal infrastructure moneys into the Federal Funding Account, to implement a program using those moneys to expeditiously connect unserved and underserved communities by applicable federal deadlines. Under existing law, of the \$2,000,000,000 appropriated to the commission to fund last-mile broadband infrastructure in the Budget Act of 2021, the commission is required to allocate \$1,000,000,000 for projects in rural counties and \$1,000,000,000 for projects in urban counties, except that any of those moneys that are not encumbered on or before June 30, 2023, will be available to the commission to allocate for the construction of last-mile broadband infrastructure anywhere in the state. This bill would revise those provisions related to the account to also require the commission to implement the program upon the allocation of moneys for purposes of the account, expand the requirement that the commission separately allocate \$1,000,000,000 to projects in rural and urban counties to apply to the \$2,000,000,000 appropriated or otherwise committed to the commission to fund last-mile broadband infrastructure in the Budget Act of 2021, and delete the provision that would make those moneys that have not been encumbered on or before June 30, 2023, available for projects anywhere in the state.

**AB 1474** **(Reyes D) California Statewide Housing Plan.**

**Current Text:** Amended: 3/9/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 3/9/2023

**Status:** 5/4/2023-Read third time. Passed. Ordered to the Senate. (Ayes 75. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 5/4/2023-S. RLS.

**Summary:** Current law requires the California Statewide Housing Plan to incorporate specified segments, including, among others, a housing strategy that coordinates the housing assistance and activities of state and local agencies, including the provision of housing assistance for various population groups, including, but not limited to, elderly persons, persons with disabilities, and other specific population groups as deemed appropriate by the department. Current law, to the extent possible, requires the department to consult with various state departments, including the California Department of Aging and the State Department of Social Services, in developing that housing strategy. This bill would add veterans to the list of population groups included in the housing strategy described

above. The bill would require the department to also consult with the Department of Veterans Affairs in developing the housing strategy, to the extent possible.

**[AB 1475](#) (Fong, Vince R) Transportation Agency: performance dashboard.**

**Current Text:** Amended: 4/10/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 4/10/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Current law requires the Transportation Agency to develop and report on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, coordinated planning and policy formation in the matters of public interest related to the agency. This bill would require the agency to create and maintain on its internet website a performance dashboard that, for every project overseen by the Department of Transportation, provides metrics, fiscal information, and operational information, as specified. The bill would require the agency to update the dashboard quarterly, using publicly available information. The bill would authorize the department to partner with other state or local agencies to collect the data required to be included in the performance dashboard

**[AB 1488](#) (Wallis R) California Environmental Quality Act: environmental leadership development projects water storage, water conveyance, and groundwater recharge projects: streamlined review.**

**Current Text:** Amended: 3/23/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 3/23/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/9/2023)(May be acted upon Jan 2024)

**Location:** 4/28/2023-A. 2 YEAR

**Summary:** The Jobs and Economic Improvement Through Environmental Leadership Act of 2021 authorizes the Governor, until January 1, 2024, to certify environmental leadership development projects that meet specified requirements for certain streamlining benefits related to CEQA. The act, among other things, requires a lead agency to prepare the record of proceedings for an environmental leadership development project, as provided, and to include a specified notice in the draft EIR and final EIR. The act is repealed by its own term on January 1, 2026. This bill would extend the application of the act to water storage projects, water conveyance projects, and groundwater recharge projects that provide public benefits and drought preparedness. The bill would authorize the Governor, until January 1, 2025, to certify water storage projects, water conveyance projects, and groundwater recharge projects as environmental leadership development projects. The bill would make other conforming changes. Because a lead agency would be required to prepare the record of proceedings for water storage projects, water conveyance projects, and groundwater recharge projects pursuant to the act, this bill would impose a state-mandated local program.

**[AB 1508](#) (Ramos D) Department of Housing and Community Development: California Statewide Housing Plan.**

**Current Text:** Amended: 4/10/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 4/10/2023

**Status:** 5/3/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/3/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Current law establishes the California Statewide Housing Plan to serve as a state housing plan for all relevant purposes. Current law requires that the plan incorporate, among other things, a statement of housing goals, policies, and objectives, and requires the Department of Housing and Community Development (department) to update and provide a revision of the plan to the Legislature every 4 years, as specified. Current law requires each update and revision to the plan occurring on or after January 1, 2023, to include an inventory of the number of affordable units needed to meet the state's affordable housing needs for the plan period and to incorporate technical updates and provide technical recommendations, as specified. This bill would require each update and revision to the plan to also include (1) an analysis of first-time home buyer assistance policies, goals, and objectives; (2) recommendations for actions that will contribute to increasing homeownership opportunities for first-time home buyers in California; and (3) an evaluation and summary of demographic disparities in homeownership attainment in California, as specified.

**[AB 1515](#) (Papan D) Planning and zoning.**

**Current Text:** Introduced: 2/17/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Status:** 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/17/2023) (May be acted upon Jan 2024)

**Location:** 5/5/2023-A. 2 YEAR

**Summary:** The Planning and Zoning Law makes declarations of state policy and legislative intent, including finding and declaring that California's land is an exhaustible resource, not just a commodity, and is essential to the economy, environment, and general well-being of the people of California. Current law further declares it is the policy of the state and the intent of the Legislature to protect California's land resource, to ensure its preservation and use in ways that are economically and socially desirable in an attempt to improve the quality of life in California. This bill would make nonsubstantive changes to those provisions.

**AB 1525 (Bonta D) Transportation projects: priority populations.**

**Current Text:** Amended: 4/19/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 4/19/2023

**Status:** 5/10/2023-In committee: Hearing postponed by committee.

**Location:** 4/25/2023-A. APPR.

**Calendar:** 5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair

**Summary:** Would require the agency, the Department of Transportation, and the California Transportation Commission, on or before July 1, 2025, to jointly develop and adopt criteria and an evaluation process for purposes of jointly evaluating each agency, Department of Transportation, or California Transportation Commission project, as defined, to, among other things, determine if the project would be located in a priority population, address an important need of a priority population, and provide a direct, meaningful, and assured benefit to a priority population, as specified. The bill would require the agency, the Department of Transportation, and the California Transportation Commission, on and after July 1, 2025, to jointly evaluate all new proposed projects by the criteria, and, on or before July 1, 2026, and annually thereafter, to jointly submit a report to the Legislature that evaluates how projects funded during the prior year impacted priority populations, as specified.

**AB 1554 (Patterson, Joe R) California Environmental Quality Act: exemption: wildfire fuels reduction projects.**

**Current Text:** Introduced: 2/17/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/9/2023)(May be acted upon Jan 2024)

**Location:** 4/28/2023-A. 2 YEAR

**Summary:** This bill would expressly exempt from CEQA a project reduction of fuels in areas within moderate, high, and very high fire hazard severity zones, as provided. Because a lead agency would be required to determine whether a project qualifies for this exemption, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

**AB 1587 (Ting D) Multifamily Housing Program: report on use of funds.**

**Current Text:** Amended: 4/17/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 4/17/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Current law establishes the Multifamily Housing Program, administered by the Department of Housing and Community Development. Existing law requires that funds appropriated to provide housing for individuals and families who are experiencing homelessness or who are at risk of homelessness and who are impacted by the COVID-19 pandemic be disbursed in accordance with the Multifamily Housing Program for specified uses, including as grants to cities, counties, and cities and counties. Current law requires the department, in coordination with the Business, Consumer Services, and Housing Agency, to report to specified committees of the Legislature on the use of these funds, as provided, on or before April 1, 2021. Current law requires the report to include specified information, including the location of any properties for which the funds are used and the number of usable housing units produced, or planned to be produced, using the funds. This bill would revise the reporting requirement described above by requiring the department to report on the use of those funds on or before July 1, 2026.

**AB 1607 (Carrillo, Wendy D) Los Angeles County Affordable Housing Solutions Agency.**

**Current Text:** Amended: 4/20/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 4/20/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Current law prescribes requirements for the disposal of surplus land, as defined, by a local agency. Current law requires land to be declared surplus land or exempt surplus land, as supported by written findings, before a local agency takes any action to dispose of it consistent with the agency's policies or procedures. The Los Angeles County Regional Housing Finance Act (act) establishes the Los Angeles County Affordable Housing Solutions Agency (agency) to increase the supply of affordable housing in the County of Los Angeles. This bill would exempt, from the above-described requirements applicable to surplus land, land owned by the agency that is disposed of for the production of qualified housing, as defined. The bill would require the agency to submit an annual report containing specified information to the Department of Housing and Community Development.

**[AB 1630](#) (Garcia D) Planning and zoning: housing development approvals: student housing projects.**

**Current Text:** Amended: 3/21/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 3/21/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/9/2023)(May be acted upon Jan 2024)

**Location:** 4/28/2023-A. 2 YEAR

**Summary:** Would enact The Student Housing Crisis Act of 2023. The bill would require a city, county, or city and county to classify student and faculty and staff housing as a permitted use on all real property within 1,000 feet of a university campus, as defined, for zoning purposes. The bill would require a proposed student or faculty and staff housing project, as defined, to be considered ministerially, without discretionary review or a hearing, if specified requirements are met, including that a minimum of 20% of the units in the project be rented by students or faculty and staff of the university. The bill would prohibit a local agency from imposing or enforcing on a student or faculty and staff housing project subject to ministerial consideration certain restrictions, including a minimum automobile parking requirement. The bill would require student or faculty and staff housing to have certain recorded deed restrictions, except as provided, that ensure for at least 55 years that, among other things, at least 20% of the units are affordable to lower income households, as defined, except as provided. In connection with an application submitted pursuant to these provisions, the bill would require a city, county, or city and county to take specified actions, including, upon the request of the applicant, provide a list of permits and fees that are required by the city, county, or city and county. By imposing new duties on local jurisdictions, this bill would impose a state-mandated local program.

**[AB 1633](#) (Ting D) Housing Accountability Act: disapprovals: California Environmental Quality Act.**

**Current Text:** Amended: 4/27/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 4/27/2023

**Status:** 5/1/2023-Re-referred to Com. on APPR.

**Location:** 4/24/2023-A. APPR.

**Calendar:** 5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair

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

**[AB 1654](#) (Addis D) City streets and highways.**

**Current Text:** Introduced: 2/17/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Status:** 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/17/2023) (May be acted upon Jan 2024)

**Location:** 5/5/2023-A. 2 YEAR

**Summary:** Existing law authorizes the legislative body of a city to do any and all things necessary to

lay out, acquire, and construct a section or portion of a street or highway within its jurisdiction as a freeway and to make an existing street or highway a freeway. This bill would make nonsubstantive changes to this provision.

**AB 1702 (Hart D) Active Transportation Program.**

**Current Text:** Introduced: 2/17/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Status:** 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/17/2023) (May be acted upon Jan 2024)

**Location:** 5/5/2023-A. 2 YEAR

**Summary:** Current law establishes the Active Transportation Program in the Department of Transportation for purposes of encouraging increased use of active modes of transportation, such as biking and walking. This bill would make nonsubstantive changes to that provision.

**AB 1714 (Wood D) Public utilities: broadband service providers.**

**Current Text:** Introduced: 2/17/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was C. & C. on 3/9/2023) (May be acted upon Jan 2024)

**Location:** 4/28/2023-A. 2 YEAR

**Summary:** The Public Utilities Act imposes requirements, including a requirement that rates charged by a public utility are to be just and reasonable, over public utilities. Under existing law a violation of the act by a public utility is a crime. This bill would define "public utility" to include a corporation providing broadband service to the public or a portion of the public. By including corporations providing broadband service as a public utility, the bill would expand the application of requirements imposed on public utilities by the Public Utilities Act to those corporations and would, therefore, expand the scope of a crime, thereby imposing a state-mandated local program. This bill contains other related provision and other existing laws.

**AB 1734 (Jones-Sawyer D) Local Government: Surplus Land Act: exemptions.**

**Current Text:** Amended: 4/20/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 4/20/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Current law requires land to be declared surplus land or exempt surplus land, as supported by written findings, before a local agency takes any action to dispose of it consistent with the agency's policies or procedures. Current law sets forth procedures for the disposal of surplus land, including, but not limited to, specified notice requirements, and provides that these procedures do not apply to exempt surplus land. This bill would specify that land disposed of by a local agency for certain purposes, including emergency shelters, supportive housing, transitional housing, or affordable housing, as described, is not subject to the above-described requirements, if the local agency meets certain prescribed requirements, including, among others, having received designation as prohousing.

**AB 1737 (Bauer-Kahan D) Local government: zoning and planning.**

**Current Text:** Amended: 3/23/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 3/23/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 3/23/2023) (May be acted upon Jan 2024)

**Location:** 4/28/2023-A. 2 YEAR

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA does not apply to the approval of ministerial projects. This bill would authorize an entity to submit an application for a health facility that will provide reproductive health services if the proposed health facility meets certain requirements, including, among others, that the proposed health facility is located on a legal parcel or group of parcels that is more than 50 miles from the nearest health facility that provides reproductive health services. The bill would make the licensed health facility subject to a streamlined ministerial review process and a use by right, thereby exempting the approval of development project subject to that approval process from CEQA.

**SB 7 (Blakespear D) The Homeless Housing Obligation Act.**

**Current Text:** Amended: 5/1/2023 [html](#) [pdf](#)



**Introduced:** 12/5/2022

**Last Amend:** 5/1/2023

**Status:** 5/5/2023-Set for hearing May 15.

**Location:** 4/27/2023-S. APPR.

**Calendar:** 5/15/2023 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, ANTHONY, Chair

**Summary:** Would, by January 1, 2030, require each city and county to provide housing opportunities, as defined, for homeless individuals within its jurisdiction, based on their most recent point-in-time count. The bill would require each city and county to develop a housing obligation plan that describes how the city or county plans to increase housing opportunities in its jurisdiction so that it can offer at least one housing opportunity to each homeless individual, as specified. In this regard, the bill would require a housing obligation plan to include, among other things, goals and plans to fulfill the city or county's housing obligation, including specific projects and completion timelines, and the city or county's progress in reducing the number of homeless individuals in its jurisdiction. The bill would require a housing obligation plan to identify steps taken by the city or county to consult with other jurisdictions to ensure that the plan is consistent with regional homelessness planning efforts. The bill would require a city or county to submit its housing obligation plan to the Department of Housing and Community Development for review and post the plan to its internet website by January 1, 2025. The bill would require a city or county to update its housing obligation plan on or before January 1 of each subsequent year.

**SB 17**

**(Caballero D) Senior housing: tax credits.**

**Current Text:** Amended: 4/18/2023 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Last Amend:** 4/18/2023

**Status:** 5/8/2023-May 8 hearing: Placed on APPR suspense file.

**Location:** 5/8/2023-S. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair

**Summary:** Current law, enacted to implement a specified low-income housing tax credit established by federal law, requires the California Tax Credit Allocation Committee to annually determine and allocate the state ceiling in accordance with those provisions and in conformity with federal law. Current law authorizes the committee to adopt, amend, or repeal rules and regulations for the allocation of housing credits. Current law requires that specified amounts of the low-income housing tax credits be set aside for allocation to rural areas, small developments, and farmworker housing, as specified. This bill would require the committee to revise its regulations to increase the housing type goal for senior developments to 20 percent.

**SB 23**

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

**Current Text:** Amended: 5/1/2023 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Last Amend:** 5/1/2023

**Status:** 5/5/2023-Set for hearing May 15.

**Location:** 4/26/2023-S. APPR.

**Calendar:** 5/15/2023 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, ANTHONY, Chair

**Summary:** Current law prohibits an entity from substantially diverting or obstructing the natural flow of, or substantially changing or using any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake, except under specified conditions, including requiring the entity to send written notification to the Department of Fish and Wildlife regarding the activity in the manner prescribed by the department. This bill would require a project proponent, if already required to submit a notification to the department, to submit to the department the certified or adopted environmental review document, as applicable, for the activity in the notification. The bill would require the department, under prescribed circumstances, to take certain actions within specified timelines, or within a mutually agreed-to extension of time.

**SB 37**

**(Caballero D) Older Adults and Adults with Disabilities Housing Stability Act.**

**Current Text:** Amended: 3/13/2023 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Last Amend:** 3/13/2023

**Status:** 5/8/2023-May 8 hearing: Placed on APPR suspense file.

**Location:** 5/8/2023-S. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair

**Summary:** Current law establishes various programs to address homelessness, including requiring the Governor to create an Interagency Council on Homelessness and establishing the Homeless

Emergency Aid program for the purpose of providing localities with one-time grant funds to address their immediate homelessness challenges, as specified. Current law commits to the Department of Housing and Community Development the administration of various housing assistance programs, including provisions relating to residential hotel rehabilitation and tasks the department, in consultation with each council of governments, with the determination of each region's existing and projected housing need. This bill would, upon an appropriation by the Legislature for this express purpose, require the Department of Housing and Community Development, commencing January 1, 2024, to begin developing the Older Adults and Adults with Disabilities Housing Stability Program.

**[SB 48](#)**

**(Becker D) Building Energy Savings Act.**

**Current Text:** Amended: 4/18/2023 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Last Amend:** 4/18/2023

**Status:** 5/1/2023-May 1 hearing: Placed on APPR suspense file.

**Location:** 5/1/2023-S. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200  
SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair

**Summary:** Current law requires each utility to maintain records of the energy usage data of all buildings to which they provide service for at least the most recent 12 complete calendar months, and to deliver or otherwise provide that aggregated energy usage data for each covered building, as defined, to the owner, as specified. Current law requires the State Energy Resources Conservation and Development Commission (Energy Commission) to adopt regulations providing for the delivery to the Energy Commission and public disclosure of benchmarking of energy use for covered buildings, and specifies that this requirement does not require the owner of a building with 16 or fewer residential utility accounts to collect or deliver energy usage information to the Energy Commission. This bill would additionally specify that the requirement does not require the owner of a building with less than 50,000 square feet of gross floor space to collect or deliver energy usage information to the Energy Commission.

**[SB 49](#)**

**(Becker D) Renewable energy: Department of Transportation strategic plan.**

**Current Text:** Amended: 4/24/2023 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Last Amend:** 4/24/2023

**Status:** 5/8/2023-May 8 hearing: Placed on APPR suspense file.

**Location:** 5/8/2023-S. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200  
SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair

**Summary:** Would require the Department of Transportation, in coordination with the State Energy Resources Conservation and Development Commission and the Public Utilities Commission, to develop a strategic plan to lease and license department-owned rights-of-way to public utilities or other entities to build and operate renewable energy generation facilities, energy storage facilities connected to renewable energy generation facilities, and electrical transmission facilities, as specified.

**[SB 84](#)**

**(Gonzalez D) Clean Transportation Program: Air Quality Improvement Program: funding.**

**Current Text:** Amended: 3/13/2023 [html](#) [pdf](#)

**Introduced:** 1/13/2023

**Last Amend:** 3/13/2023

**Status:** 5/8/2023-May 8 hearing: Placed on APPR suspense file.

**Location:** 5/8/2023-S. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200  
SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair

**Summary:** Would expand the purpose of the Clean Transportation Program to include developing and deploying innovative technologies that transform California's fuel and vehicle types to help reduce criteria air pollutants and air toxics. The bill would no longer require the commission to provide certain project preferences. The bill would provide that the goals of the program shall be to advance the state's clean transportation, equity, air quality, and climate emission policies and would require the commission to ensure program investments support specified requirements. The bill would require the commission, on and after January 1, 2025, to expend at least 50% of the moneys appropriated to the program on programs and projects that directly benefit or serve residents of disadvantaged and low-income communities and low-income Californians, and would require at least 50% of funding for tangible location-based investments to be expended in disadvantaged and low-income communities.

**[SB 239](#)**

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

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

**Introduced:** 1/24/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 2/1/2023)

(May be acted upon Jan 2024)

**Location:** 4/28/2023-S. 2 YEAR

**Summary:** The California Environmental Quality Act (CEQA) requires a court, in an action or proceeding brought challenging any determination, finding, or decision of a public agency on the grounds of noncompliance with CEQA and a finding by the court of such noncompliance, to enter an order that includes one or more of specified mandates, one of which may be a mandate to suspend any or all specific project activity or activities, as provided. CEQA provides that, except as otherwise specified, it is not intended to limit the equitable powers of the courts. This bill would limit the standing to file and maintain the above action or proceeding to the Attorney General. The bill would authorize the court, upon its own motion or of a party, to conduct a hearing to determine if the Attorney General is bringing and maintaining an action or proceeding for nonenvironmental purposes, as defined. If the court determines that the action is brought or maintained for nonenvironmental purposes, the bill would authorize the court to take necessary actions, including the dismissal of the action or proceeding, award of attorneys' fees, or both dismissal and award.

**SB 244**

**(Eggman D) Right to Repair Act.**

**Current Text:** Amended: 4/13/2023 [html](#) [pdf](#)

**Introduced:** 1/25/2023

**Last Amend:** 4/13/2023

**Status:** 4/24/2023-April 24 hearing: Placed on APPR suspense file.

**Location:** 4/24/2023-S. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200  
SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair

**Summary:** The Song-Beverly Consumer Warranty Act provides a comprehensive set of procedures for the enforcement of express and implied warranties on consumer goods, as defined. Under existing law, every manufacturer making an express warranty with respect to an electronic or appliance product, including televisions, radios, audio or video recording equipment, major home appliances, antennas, and rotators, with a wholesale price to the retailer of not less than \$50 nor more than \$99.99 is required to make available to service and repair facilities sufficient service literature and functional parts to effect the repair of the product for at least 3 years after the date a product model or type was manufactured, regardless of whether the 3-year period exceeds the warranty period for the product. Current law also requires every manufacturer making an express warranty with respect to an electronic or appliance product, as described above, with a wholesale price to the retailer of \$100 or more, to make available to service and repair facilities sufficient service literature and functional parts to effect the repair of the product for at least 7 years after the date a product model or type was manufactured, regardless of whether the 7-year period exceeds the warranty period for the product. This bill would enact the Right to Repair Act. The bill would require, except as specified and regardless of whether any express warranty is made, the manufacturer of an above-described electronic or appliance product, in the above-described circumstances, and in those same circumstances but sold to others outside of direct retail sales, to make available, on fair and reasonable terms, to product owners, service and repair facilities, and service dealers, the means, as described, to effect the diagnosis, maintenance, or repair of the product, as provided.

**SB 261**

**(Stern D) Greenhouse gases: climate-related financial risk.**

**Current Text:** Amended: 4/10/2023 [html](#) [pdf](#)

**Introduced:** 1/30/2023

**Last Amend:** 4/10/2023

**Status:** 5/8/2023-May 8 hearing: Placed on APPR suspense file.

**Location:** 5/8/2023-S. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200  
SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair

**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with the act. The act requires the state board to make available, and update at least annually, on its internet website the emissions of greenhouse gases, criteria pollutants, and toxic air contaminants for each facility that reports to the state board, as provided. This bill would require, on or before December 31, 2024, and annually thereafter, a covered entity, as defined, to prepare a climate-related financial risk report disclosing the entity's climate-related financial risk and measures adopted to reduce and adapt to climate-related financial risk disclosed. The bill would require the covered entity to submit to the state board, and make available to the public on its own internet website, a copy of the report and to submit to the Secretary of State a statement affirming, not under penalty of perjury, that the report discloses climate-related financial risk.

**SB 308**

**(Becker D) Carbon Dioxide Removal Market Development Act.**

**Current Text:** Amended: 4/10/2023 [html](#) [pdf](#)

**Introduced:** 2/2/2023

**Last Amend:** 4/10/2023

**Status:** 5/1/2023-May 1 hearing: Placed on APPR suspense file.

**Location:** 5/1/2023-S. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200  
SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair

**Summary:** Would enact the Carbon Dioxide Removal Market Development Act that would require the State Air Resources Board, no later than December 31, 2027, to adopt a regulation to require certain emitting entities to purchase negative emissions credits equal to a specified amount of their greenhouse gas emissions, as determined by the state board, in each calendar year beginning in the 2028 calendar year in accordance with specified requirements. The bill would require the state board, no later than December 31, 2027, to establish rules and processes for certifying carbon dioxide removal processes that may be used to create negative emissions credits and for tracking negative emissions credits in accordance with certain criteria. The bill would also require negative emissions resulting from the use of negative emissions credits to be included in the calculation of the state's net greenhouse gas emissions, as specified.

**SB 337**

**(Min D) Environmental protection: lands and coastal waters conservation goal.**

**Current Text:** Amended: 4/20/2023 [html](#) [pdf](#)

**Introduced:** 2/7/2023

**Last Amend:** 4/20/2023

**Status:** 5/2/2023-Read second time. Ordered to third reading.

**Location:** 5/2/2023-S. THIRD READING

**Calendar:** 5/15/2023 #44 SENATE SENATE BILLS -THIRD READING FILE

**Summary:** Current law requires the Secretary of the Natural Resources Agency to prepare and submit on or before March 31, 2024, and annually thereafter, a report to the Legislature on the progress made in the prior calendar year toward achieving the goal to conserve 30% of California's lands and coastal waters by 2030. This bill would provide that it is the goal of the state to conserve at least 30% of California's lands and coastal waters by 2030.

**SB 406**

**(Cortese D) California Environmental Quality Act: exemption: financial assistance: housing.**

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

**Introduced:** 2/9/2023

**Status:** 5/8/2023-Read third time. Passed. (Ayes 36. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 5/8/2023-A. DESK

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

**SB 434**

**(Min D) Transit operators: street harassment survey.**

**Current Text:** Amended: 3/16/2023 [html](#) [pdf](#)

**Introduced:** 2/13/2023

**Last Amend:** 3/16/2023

**Status:** 4/17/2023-April 17 hearing: Placed on APPR suspense file.

**Location:** 4/17/2023-S. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200  
SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair

**Summary:** Would require a transit operator, as defined, upon appropriation of funds by the Legislature, to collect and publish specified survey data for the purpose of informing efforts to improve the safety of riders and reduce street harassment on public transit on or before December 31, 2024. The bill would require a transit operator to conduct outreach activities with subpopulations of riders who are underrepresented in surveys and impacted by street harassment to gain insight into the perspectives of these riders based on their experiences. The bill would authorize a transit operator to collect survey data in multiple languages to reach limited-English-proficient riders impacted by street harassment, as provided. The bill would require a transit operator to publish and make publicly available on its internet website the survey data collected pursuant to these provisions and promptly notify the Governor and the Legislature of publication of the survey data. The bill would provide that specified information collected by a transit operator in the 5 years before the effective date of this bill is deemed to be survey data collected by the transit operator for purposes of the bill, and that specified outreach activity conducted by a transit operator in the 5 years before the effective date of this bill is deemed to be outreach activities conducted by the transit operator for purposes of the bill. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program.

**SB 439**

**(Skinner D) Special motions to strike: priority housing development projects.**

**Current Text:** Amended: 3/22/2023 [html](#) [pdf](#)

**Introduced:** 2/13/2023

**Last Amend:** 3/22/2023

**Status:** 5/11/2023-Read third time. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 5/11/2023-A. DESK

**Summary:** Would permit a party to file with the trial court a special motion to strike the whole or any part of a pleading in all civil actions brought by any plaintiff to challenge the approval or permitting of a priority housing development project, as defined. The bill would require the trial court to deny the motion to strike if it determines that the plaintiff has established that there is a probability that the plaintiff will prevail on the claim. The bill would entitle a prevailing defendant on a special motion to strike to recover their attorney's fees and costs, except as specified. The bill would require the filing of a special motion to strike within 60 days of the service of the complaint, or in the court's discretion, at any later time the court deems proper. The bill would provide that an order granting or denying this special motion to strike is appealable, as specified.

**SB 440**

**(Skinner D) Regional Housing Finance Authorities.**

**Current Text:** Amended: 5/1/2023 [html](#) [pdf](#)

**Introduced:** 2/13/2023

**Last Amend:** 5/1/2023

**Status:** 5/5/2023-Set for hearing May 15.

**Location:** 4/27/2023-S. APPR.

**Calendar:** 5/15/2023 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, ANTHONY, Chair

**Summary:** The San Francisco Bay Area Regional Housing Finance Act establishes the Bay Area Housing Finance Authority to raise, administer, and allocate funding for affordable housing in the San Francisco Bay area, as defined, and provide technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production. The Los Angeles County Regional Housing Finance Act similarly establishes the Los Angeles County Affordable Housing Solutions Agency to increase the supply of affordable housing in Los Angeles County, as specified. This bill, the Regional Housing Finance Act, would authorize 2 or more local governments, as defined, to establish a regional housing finance authority to raise, administer, and allocate funding for affordable housing in the jurisdiction of the authority, as defined, and provide technical assistance at a regional level for affordable housing development, including new construction and the preservation of existing housing to serve a range of incomes and housing types. The bill would require an authority to be governed by a board composed of at least 3 directors who are elected officials representing the local governments that are members of the authority.

**SB 450**

**(Atkins D) Housing development: approvals.**

**Current Text:** Amended: 3/16/2023 [html](#) [pdf](#)

**Introduced:** 2/13/2023

**Last Amend:** 3/16/2023

**Status:** 5/5/2023-Set for hearing May 15.

**Location:** 4/27/2023-S. APPR.

**Calendar:** 5/15/2023 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, ANTHONY, Chair

**Summary:** Current law requires a proposed housing development containing no more than 2 residential units within a single-family residential zone to be considered ministerially, without discretionary review or hearing, if the proposed housing development meets certain requirements, including that the proposed housing development does not allow for the demolition of more than 25% of the existing exterior structural walls, except as provided. Current law authorizes a local agency to impose objective zoning standards, objective subdivision standards, and objective design standards, as defined, except as specified, on the proposed housing development. Current law authorizes a local agency to deny a proposed housing development if specified conditions are met, including that the building official makes a written finding that the proposed housing development project would have a specific, adverse impact upon public health and safety or the physical environment, as provided. This bill would remove the requirement that a proposed housing development does not allow for the demolition of more than 25% of the existing exterior structural walls to be considered ministerially. The bill would prohibit a local agency from imposing objective zoning standards, objective subdivision standards, and objective design standards that do not apply uniformly to development within the underlying zone. This bill would remove the authorization for a local agency to deny a proposed housing development if the building official makes a written finding that the proposed housing development project would have a specific, adverse impact upon the physical environment.

**SB 466**

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

**Current Text:** Amended: 4/12/2023 [html](#) [pdf](#)

**Introduced:** 2/13/2023

**Last Amend:** 4/12/2023

**Status:** 4/20/2023-Read second time. Ordered to third reading.

**Location:** 4/20/2023-S. THIRD READING

**Calendar:** 5/15/2023 #24 SENATE SENATE BILLS -THIRD READING FILE

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

**SB 477**

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

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

**Introduced:** 2/14/2023

**Status:** 5/8/2023-Read third time. Passed. (Ayes 36. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 5/8/2023-A. DESK

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

**SB 482**

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

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

**Introduced:** 2/14/2023

**Status:** 5/1/2023-May 1 hearing: Placed on APPR suspense file.

**Location:** 5/1/2023-S. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair

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

**SB 517**

**(Gonzalez D) Economic development: movement of freight.**

**Current Text:** Amended: 3/22/2023 [html](#) [pdf](#)

**Introduced:** 2/14/2023

**Last Amend:** 3/22/2023

**Status:** 5/8/2023-May 8 hearing: Placed on APPR suspense file.

**Location:** 5/8/2023-S. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair

**Summary:** Current law authorizes GO-Biz to undertake various activities relating to economic development, including the provision of prescribed information. Current law requires the Transportation Agency to prepare a state freight plan that provides a comprehensive plan to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. This bill would authorize GO-Biz to serve as the coordinating entity to steer the growth, competitiveness, and sustainability for freight and the supply chain across the state and to promote and assess the continued economic vitality, economic competitiveness, and sustainability of the freight sector. The bill would also authorize GO-Biz to provide freight and supply chain economic competitiveness information.

**SB 523**

**(Laird D) Santa Cruz Metropolitan Transit District.**

**Current Text:** Amended: 3/20/2023 [html](#) [pdf](#)

**Introduced:** 2/14/2023

**Last Amend:** 3/20/2023

**Status:** 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/29/2023) (May be acted upon Jan 2024)

**Location:** 5/5/2023-S. 2 YEAR

**Summary:** Current law authorizes the formation of the Santa Cruz Metropolitan Transit District, with

specified powers and duties related to the operation of public transit services serving the County of Santa Cruz. Current law authorizes the board of directors of the district to establish a retirement system for the officers and employees of the district. Current law authorizes the board of directors of the district to create a retirement board, to administer the retirement system, of not more than 5 members, as specified. This bill would authorize the retirement board to instead have not more than 7 members.

**[SB 529](#) (Gonzalez D) Electric vehicle sharing services: affordable housing facilities.**

**Current Text:** Amended: 4/18/2023 [html](#) [pdf](#)

**Introduced:** 2/14/2023

**Last Amend:** 4/18/2023

**Status:** 5/8/2023-May 8 hearing: Placed on APPR suspense file.

**Location:** 5/8/2023-S. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair

**Summary:** Would require the Energy Commission to create a program to award grants to facilitate electric vehicle sharing services, as defined, operated at affordable housing facilities, as defined. The bill would specify the eligible entities that may be awarded grants pursuant to the program, and would require those eligible entities to submit an application to the Energy Commission, as specified. The bill would require the Energy Commission to consider specified criteria in awarding grants and would require a grant recipient to only use grant funds for specified purposes to facilitate an electric vehicle sharing service operated at an affordable housing facility. The bill would require that a grant recipient, at a minimum, purchases, or commits to purchase, 2 electric vehicles and 2 electric vehicle charging stations with Level 2 electric vehicle service equipment. The bill would provide that a grant recipient may be eligible to purchase up to 2 direct current fast chargers if the grant recipient meets specified requirements. The bill would require, as a condition of receiving a grant, a grant recipient to annually submit a report to the Energy Commission that includes specified information. The bill would require implementation of the program to be subject to an appropriation of funds by the Legislature for purposes of developing and implementing the program.

**[SB 538](#) (Portantino D) Department of Transportation: Chief Advisor on Bicycling and Active Transportation.**

**Current Text:** Amended: 4/18/2023 [html](#) [pdf](#)

**Introduced:** 2/14/2023

**Last Amend:** 4/18/2023

**Status:** 5/9/2023-Read second time. Ordered to third reading.

**Location:** 5/9/2023-S. THIRD READING

**Calendar:** 5/15/2023 #80 SENATE SENATE BILLS -THIRD READING FILE

**Summary:** Current law establishes the Department of Transportation and provides that the Director of Transportation shall perform all duties, exercise all powers and jurisdiction, assume and discharge all responsibilities, and carry out and effect all purposes vested by law in the department, except as otherwise provided by law. This bill would require the director to appoint a Chief Advisor on Bicycling and Active Transportation, to serve as the department's primary advisor on all issues related to bicycle transportation, safety, and infrastructure, as specified.

**[SB 547](#) (Blakespear D) District agricultural associations: real property: affordable housing.**

**Current Text:** Amended: 3/20/2023 [html](#) [pdf](#)

**Introduced:** 2/15/2023

**Last Amend:** 3/20/2023

**Status:** 5/11/2023-Read third time. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 5/11/2023-A. DESK

**Summary:** Current law provides for the establishment of district agricultural associations and authorizes a district agricultural association to engage in various activities, including to purchase, acquire, hold, sell, exchange, or convey any interest in real property with the approval of the Department of General Services. This bill would specify that the construction and maintenance of affordable housing, as defined, is included in that provision.

**[SB 555](#) (Wahab D) Social Housing Act of 2023.**

**Current Text:** Amended: 4/17/2023 [html](#) [pdf](#)

**Introduced:** 2/15/2023

**Last Amend:** 4/17/2023

**Status:** 5/8/2023-May 8 hearing: Placed on APPR suspense file.

**Location:** 5/8/2023-S. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair

**Summary:** Current law establishes various programs providing assistance for, among other things,

emergency housing, multifamily housing, farmworker housing, homeownership for very low and low-income households, and downpayment assistance for first-time homebuyers. This bill, the Stable Affordable Housing Act of 2023, would declare a 10-year goal of creating 1.2 million units of social housing through a mix of acquisition and new production and a 5-year goal of creating 600,000 units of social housing through a mix of acquisition and new production, of which no less than 200,000 units are affordable to extremely low and very low income households, as defined. This bill would require the Department of Housing and Community Development, no later than January 1, 2025, to develop, adopt, and submit to the Legislature a California Social Housing Plan for achieving the aforementioned goals, as specified.

**[SB 576](#) (Nguyen R) General plans: land use element: military sites.**

**Current Text:** Amended: 3/20/2023 [html](#) [pdf](#)

**Introduced:** 2/15/2023

**Last Amend:** 3/20/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was GOV. & F. on 3/29/2023)(May be acted upon Jan 2024)

**Location:** 4/28/2023-S. 2 YEAR

**Summary:** Would, commencing January 1, 2025, would require the legislative body of a city or county, upon any substantive revision of its land use element, to modify that element to prohibit high-density housing, as defined, from being built within a 5-mile radius of a military installation or other site deemed sensitive to national security by the United States Department of Defense, except as specified. By placing new duties on county and city officials with respect to their land use planning, the bill would impose a state-mandated local program.

**[SB 614](#) (Blakespear D) Transportation Development Act.**

**Current Text:** Introduced: 2/15/2023 [html](#) [pdf](#)

**Introduced:** 2/15/2023

**Status:** 2/22/2023-Referred to Com. on RLS.

**Location:** 2/15/2023-S. RLS.

**Summary:** The Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, provides for funding of local public transit systems throughout the state, as provided. The act makes legislative findings and declarations in that regard. This bill would make nonsubstantive changes to the legislative findings and declarations of the act.

**[SB 617](#) (Newman D) Public contracts: progressive design-build: local and regional agencies.**

**Current Text:** Amended: 3/30/2023 [html](#) [pdf](#)

**Introduced:** 2/15/2023

**Last Amend:** 3/30/2023

**Status:** 5/11/2023-Referred to Com. on L. GOV.

**Location:** 5/11/2023-A. L. GOV.

**Summary:** Current law, until January 1, 2029, authorizes local agencies, defined as any city, county, city and county, or special district authorized by law to provide for the production, storage, supply, treatment, or distribution of any water from any source, to use the progressive design-build process for up to 15 public works projects in excess of \$5,000,000 for each project. Current law defines "progressive design-build" as a project delivery process in which both the design and construction of a project are procured from a single entity that is selected through a qualifications-based selection at the earliest feasible stage of the project. Current law requires the selected entity and its general partners or joint venture members to verify specified information under penalty of perjury. This bill would additionally authorize a transit district, municipal operator, consolidated agency, joint powers authority, regional transportation agency, or local or regional agency, as described, to use the progressive design-build process.

**[SB 634](#) (Becker D) Low Barrier Navigation Center: opportunity housing: use by right: building standards**

**Current Text:** Amended: 5/9/2023 [html](#) [pdf](#)

**Introduced:** 2/16/2023

**Last Amend:** 5/9/2023

**Status:** 5/9/2023-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.

**Location:** 4/27/2023-S. APPR.

**Calendar:** 5/15/2023 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, ANTHONY, Chair

**Summary:** Current law provides that the California Environmental Quality Act (CEQA) does not apply to an action taken by a public agency to lease, convey, or encumber land owned by a public entity or to facilitate the lease, conveyance, or encumbrance of land owned by a public agency, or to provide financial assistance to, or otherwise approve, a Low Barrier Navigation Center constructed or allowed by existing law. CEQA does not apply to the ministerial approval of projects. Current law prescribes requirements for notifying a developer that its application for a Low Barrier Navigation Center



development is complete and for the local jurisdiction to complete its review of the application. Current law declares that Low Barrier Navigation Center developments are essential tools for alleviating the homelessness crisis in this state and are a matter of statewide concern and thus applicable to charter cities. Current law repeals these provisions as of January 1, 2027. This bill would additionally require an opportunity housing project, as defined, to be a use by right if the project has a housing transition plan for a situation when the parcel on which the project is located is no longer suitable for opportunity housing projects, as specified. The bill would also expand use by right to include sites used pursuant to Executive Order No. N-23-20 and areas zoned for medical use or faith-based use. The bill would provide that these provisions do not apply to an opportunity housing project located on a site in a nonresidential zone unless the site is located near amenities and services that serve people experiencing homelessness, as specified. The bill, by authorizing additional developments to be a use by right under certain circumstances, would expand the exemption for the ministerial approval of projects under CEQA.

**SB 670**

**(Allen D) State Air Resources Board: vehicle miles traveled: maps.**

**Current Text:** Amended: 4/27/2023 [html](#) [pdf](#)

**Introduced:** 2/16/2023

**Last Amend:** 4/27/2023

**Status:** 5/8/2023-May 8 hearing: Placed on APPR suspense file.

**Location:** 5/8/2023-S. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair

**Summary:** Current law designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution and the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Current law imposes various requirements related to transportation planning, including a requirement that certain transportation planning agencies prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires each regional transportation plan to include, among other things, a sustainable communities strategy prepared by each metropolitan planning organization, as specified, which is designed to achieve certain targets for 2020 and 2035 established by the state board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. This bill would require the state board, in consultation with the Office of Planning and Research and the Department of Transportation, to develop a methodology for assessing and spatially representing light-duty vehicle miles traveled and to develop maps accordingly to display average light-duty vehicle miles traveled per capita in the state at the local, regional, and statewide level, as provided. The bill would require the state board to adopt the methodology no later than January 1, 2025, and to publish the maps no later than 6 months after the methodology is adopted. The bill would require the state board to update the methodology and maps at least once every 4 years.

**SB 677**

**(Blakespear D) Intercity rail: LOSSAN Rail Corridor.**

**Current Text:** Amended: 4/17/2023 [html](#) [pdf](#)

**Introduced:** 2/16/2023

**Last Amend:** 4/17/2023

**Status:** 5/11/2023-Read third time. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 5/11/2023-A. DESK

**Summary:** Current law authorizes the Department of Transportation, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor, including the LOSSAN Rail Corridor. Current law provides for the allocation of state funds by the secretary to a joint powers board under an interagency transfer agreement based on an annual business plan for the intercity rail corridor and subsequent appropriation of state funds. Existing law requires the joint powers board to submit the annual business plan to the secretary for review and recommendation by April 1 of each year. Current law requires the business plan to include, among other things, a report on the performance of the corridor service, an overall operating plan, short-term and long-term capital improvement programs, funding requirements for the upcoming fiscal year, and an action plan with specific performance goals and objectives. This bill would require the LOSSAN Rail Corridor Agency, as part of the annual business plan submitted to the secretary, to include a description of the effects of climate change on the LOSSAN corridor, to identify projects planned to increase climate resiliency on the corridor, and to discuss possible funding options for those identified projects, as specified. To the extent the bill would add to the duties of the LOSSAN Rail Corridor Agency, the bill would impose a state-mandated local program.

**SB 695**

**(Gonzalez D) Department of Transportation: state highway system: public data portal.**

**Current Text:** Introduced: 2/16/2023 [html](#) [pdf](#)

**Introduced:** 2/16/2023

**Status:** 4/17/2023-April 17 hearing: Placed on APPR suspense file.

**Location:** 4/17/2023-S. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair

**Summary:** Would require the Department, beginning November 1, 2024, to annually prepare and make available information and data about activities on the state highway system on a public data portal from the prior fiscal year. The bill would also require the department to prepare and make available, no later than June 30, 2024, data and information about activities on the state highway system on a public data portal covering the period from July 1, 2012, to July 1, 2023. The bill would require the California Transportation Commission to include this data and information in its annual report to the Legislature. The bill would require the department to prepare and make available data and information on a public data portal on planned, pending projects on the state highway system.

**SB 710** (**Durazo D**) **Sale of excess state highway property: State Highway Route 710 Terminus.**

**Current Text:** Amended: 3/20/2023 [html](#) [pdf](#)

**Introduced:** 2/16/2023

**Last Amend:** 3/20/2023

**Status:** 5/8/2023-May 8 hearing: Placed on APPR suspense file.

**Location:** 5/8/2023-S. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair

**Summary:** Current law authorizes the California Transportation Commission to relinquish a portion of State Highway Route 710. This bill would require the department to establish and administer a Terminus Regional Planning Committee, as provided, to meet quarterly and complete and submit a report to the Legislature on the issues of traffic and potential land use related to this portion of Route 710.

**SB 736** (**McGuire D**) **Planning and zoning: housing: postentitlement phase permits.**

**Current Text:** Introduced: 2/17/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Status:** 5/1/2023-Read third time. Passed. (Ayes 37. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 5/1/2023-A. DESK

**Summary:** The Permit Streamlining Act, which is part of the Planning and Zoning Law, requires each public agency to provide a development project applicant with a list that specifies the information that will be required from any applicant for a development project. Specifically, current law establishes time limits for completing reviews regarding whether an application for a postentitlement phase permit is complete and compliant, and whether to approve or deny an application, as specified. Current law requires a local agency, if a postentitlement phase permit is determined to be incomplete, denied, or determined to be noncompliant, to provide a process for the applicant to appeal that decision in writing to the governing body of the agency or, if there is no governing body, to the director of the agency, as provided by that agency. This bill would delete the provision for the applicant to appeal a decision to the director of the local agency, as described above, and, instead, require a local agency to provide a process for the applicant to appeal that decision in writing to the governing body of the agency only.

**SB 747** (**Caballero D**) **Land use: economic development: surplus land.**

**Current Text:** Amended: 5/1/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 5/1/2023

**Status:** 5/5/2023-Set for hearing May 15.

**Location:** 4/24/2023-S. APPR.

**Calendar:** 5/15/2023 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, ANTHONY, Chair

**Summary:** Current law authorizes a city, county, or city and county, with the approval of its legislative body by resolution after a public hearing, to acquire, sell, or lease property in furtherance of the creation of an economic opportunity, as defined. Existing law specifies the Legislature's intent regarding those provisions. This bill would authorize a city, county, or city and county, in addition to a sale or lease, to otherwise transfer property to create an economic opportunity. The bill would make related, conforming changes.

**SB 768** (**Caballero D**) **California Environmental Quality Act: vehicle miles traveled: statement of overriding consideration.**

**Current Text:** Amended: 3/22/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 3/22/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 3/29/2023) (May be acted upon Jan 2024)

**Location:** 4/28/2023-S. 2 YEAR

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA prohibits a public agency from approving or carrying out a project for which a certified EIR has identified one or more significant effects on the environment that would occur if the project is approved or carried out unless the public agency finds either (1) changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant effects on the environment, (2) those changes or alterations are within the jurisdiction of another public agency and have been, or can and should be, adopted by the other agency, or (3) specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the EIR and the public agency finds that those specific considerations outweigh the significant effects on the environment, commonly known as a statement of overriding consideration. This bill would provide that a public agency, in approving or carrying out a housing development project, as defined, a commercial project, or an industrial project, is not required to issue a statement of overriding consideration for significant effects on the environment identified by a project's vehicle miles traveled or similar metrics if the lead agency has imposed all feasible mitigation measures on the project and it finds no feasible alternatives to the project.

**SB 792**

**(Smallwood-Cuevas D) State property.**

**Current Text:** Amended: 3/21/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 3/21/2023

**Status:** 5/11/2023-Read third time. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Location:** 5/11/2023-A. DESK

**Summary:** Current law requires the Department of General Services to maintain a complete and accurate statewide inventory of all real property held by the state, to update the inventory annually, and to categorize that inventory by agency and geographical location. This inventory is required to include specified information furnished by state agencies and the University of California. This bill would require that this inventory be completed and updated by January 1 of each year.

**SB 794**

**(Niello R) California Environmental Quality Act: judicial challenge: identification of contributors: housing projects.**

**Current Text:** Amended: 3/20/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 3/20/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 3/1/2023) (May be acted upon Jan 2024)

**Location:** 4/28/2023-S. 2 YEAR

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA authorizes specified entities to file and maintain with a court an action or proceeding to attack, review, set aside, void, or annul an act of a public agency on grounds of noncompliance with the requirements of the act. This bill would require an action or proceeding brought to attack, review, set aside, void, or annul an act or decision of a public agency for a commercial, housing, or public works project that helps to address longstanding critical needs in the project area and that results in an investment of at least \$25,000,000 in the state on the grounds of noncompliance with CEQA to be resolved, to the extent feasible, within 365 days of the filing of the certified record of proceedings with the court.

**SB 825**

**(Limón D) Local government: public broadband services.**

**Current Text:** Introduced: 2/17/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Status:** 5/4/2023-Referred to Com. on L. GOV.

**Location:** 5/4/2023-A. L. GOV.

**Summary:** Would add metropolitan planning organizations and regional transportation planning authorities to that list of local government agencies included in the definition of "local agency."

**SB 835**

**(Smallwood-Cuevas D) Baldwin Hills and Urban Watersheds Conservancy: watershed and open-space plan: report.**

**Current Text:** Amended: 3/21/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 3/21/2023

**Status:** 5/11/2023-Read third time. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly. In Assembly.

Read first time. Held at Desk.

**Location:** 5/11/2023-A. DESK

**Summary:** The Baldwin Hills and Urban Watersheds Conservancy Act establishes, in the Natural Resources Agency, the Baldwin Hills and Urban Watersheds Conservancy, created for the purposes of, among other purposes, to acquire and manage public lands within the Baldwin Hills, southern Ballona Creek Watershed, and Upper Dominguez Channel area, as defined. The act requires the conservancy to do certain things, including develop and adopt a proposed watershed and open-space plan for improvements in the conservancy territory. The act requires a report on the plan to be provided to the Legislature on or before January 1, 2024. This bill would instead require that report to be provided to the Legislature on or before January 1, 2026.

**SB 860** **(Bradford D) Office of Broadband and Digital Literacy: outreach.**

**Current Text:** Amended: 3/20/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 3/20/2023

**Status:** 4/24/2023-April 24 hearing: Placed on APPR suspense file.

**Location:** 4/24/2023-S. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200  
SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair

**Summary:** Would require the Office of Broadband and Digital Literacy to take specified actions to address affordability and increase broadband adoption, including, but not limited to, coordinating with relevant state agencies to ensure those agencies are aware of discount service and device programs and that state and local agencies provide information about discount service and device programs to eligible low-income Californians who contact those agencies for support services.

**SB 861** **(Dahle R) California Environmental Quality Act: water conveyance or storage projects: judicial review.**

**Current Text:** Amended: 4/24/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 4/24/2023

**Status:** 5/1/2023-May 1 hearing: Placed on APPR suspense file.

**Location:** 5/1/2023-S. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200  
SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair

**Summary:** The California Environmental Quality Act requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would require the Judicial Council to adopt rules of court applicable to actions or proceedings brought to attack, review, set aside, void, or annul the certification or adoption of an environmental impact report for specified water projects, as defined, or the granting of any project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to those projects. The bill would require the lead agency to prepare the record of proceedings for a project, as provided, and to include a specified notice in the draft EIR and final EIR for the project.

**SB 866** **(Caballero D) Land use: housing.**

**Current Text:** Introduced: 2/17/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Status:** 3/1/2023-Referred to Com. on RLS.

**Location:** 2/17/2023-S. RLS.

**Summary:** Current law declares the importance of, and general responsibility for, making housing available and affordable for all Californians. This bill would make nonsubstantive changes to those provisions.

**Airport**

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

**Current Text:** Amended: 4/5/2023 [html](#) [pdf](#)

**Introduced:** 2/7/2023

**Last Amend:** 4/5/2023

**Status:** 4/27/2023-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 1.) (April 26). Re-referred to Com. on APPR.

**Location:** 4/26/2023-A. APPR.

**Calendar:** 5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair

**Summary:** Current law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under current law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. Current law requires a local agency to take formal action in a regular public meeting to declare land is surplus and is not necessary for the agency's use and to declare land as either "surplus land" or "exempt surplus land," as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency's policies or procedures. This bill would recast that provision and would exempt a local agency, in specified instances, from making a declaration at a public meeting for land that is "exempt surplus land" if the local agency identifies the land in a notice that is published and available for public comment at least 30 days before the exemption takes effect.

## Broadband

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

**Current Text:** Amended: 4/11/2023 [html](#) [pdf](#)

**Introduced:** 1/24/2023

**Last Amend:** 4/11/2023

**Status:** 5/11/2023-Read second time. Ordered to third reading.

**Location:** 5/11/2023-A. THIRD READING

**Calendar:** 5/15/2023 #76 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

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

## Brown Act

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

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

**Introduced:** 2/8/2023

**Status:** 5/1/2023-Read second time. Ordered to third reading.

**Location:** 5/1/2023-A. THIRD READING

**Calendar:** 5/15/2023 #33 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**Summary:** 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, as specified. If there is a continuing state of emergency, or if state or local officials have imposed or recommended measures to promote social distancing, current law requires a legislative body to make specified findings not later than 30 days after the first teleconferenced meeting, and to make those findings every 30 days thereafter, in order to continue to meet under these abbreviated teleconferencing procedures. Current law requires a legislative body that holds a teleconferenced meeting under these abbreviated teleconferencing procedures to give notice of the meeting and post agendas, as described, to allow members of the public to access the meeting and address the legislative body, to give notice of the means by which members of the public may access the meeting and offer public comment, including an opportunity for all persons to attend via a call-in option or an internet-based

service option. Current law prohibits a legislative body that holds a teleconferenced meeting under these abbreviated teleconferencing procedures from requiring public comments to be submitted in advance of the meeting and would specify that the legislative body must provide an opportunity for the public to address the legislative body and offer comment in real time. This bill would extend the above-described abbreviated teleconferencing provisions when a declared state of emergency is in effect, or in other situations related to public health, as specified, indefinitely.

**AB 817** (Pacheco D) Open meetings: teleconferencing: subsidiary body.

**Current Text:** Amended: 3/16/2023 [html](#) [pdf](#)

**Introduced:** 2/13/2023

**Last Amend:** 3/16/2023

**Status:** 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. GOV. on 3/16/2023) (May be acted upon Jan 2024)

**Location:** 5/5/2023-A. 2 YEAR

**Summary:** Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency's jurisdiction and other requirements are met, including restrictions on remote participation by a member of the legislative body. This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. In order to use teleconferencing pursuant to the Ralph M. Brown Act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter.

**AB 1348** (Grayson D) State government: Controller: claims audits.

**Current Text:** Amended: 3/20/2023 [html](#) [pdf](#)

**Introduced:** 2/16/2023

**Last Amend:** 3/20/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** The Government Claims Act generally requires the presentation of all claims for money or damages against local public entities and the state. Current law provides for the presentation of a claim for which appropriations have been made, or for which state funds are available, under that act to the Controller, in the form and manner prescribed by the general rules and regulations adopted by the Department of General Services. Current law, with specified exceptions, prohibits the Controller from drawing a warrant for any claim until it has been audited in conformity with law and the general rules and regulations adopted by the Department of General Services governing the presentation and audit of claims. This bill would require the Controller to conduct, unless prohibited by the provisions of a state ballot proposition passed by the electorate, financial and compliance audits as the Controller's office deems as necessary for purposes of ensuring that any expenditures, regardless of the source or fund from which the warrants for claims are drawn, are expended in a manner consistent with the law and the voters' intent. The bill would also require the Controller to conduct any audits necessary to carry out their constitutional and statutory duties and responsibilities under the law.

**AB 1379** (Papan D) Open meetings: local agencies: teleconferences.

**Current Text:** Amended: 3/23/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 3/23/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 3/23/2023) (May be acted upon Jan 2024)

**Location:** 4/28/2023-A. 2 YEAR

**Summary:** The Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body be open and public, and that all persons be permitted to attend unless a closed session is authorized. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. This bill, with respect to those general provisions on teleconferencing, would require a legislative body electing to use teleconferencing to instead post agendas at a singular designated physical meeting location, as defined, rather than at all teleconference locations. The bill would remove the requirements for the legislative body of the local agency to identify each teleconference location in the notice and agenda, that each teleconference location be accessible to the public, and that at least a quorum of the members participate from locations within the boundaries of the territory over which the local agency

exercises jurisdiction.

**SB 411 (Portantino D) Open meetings: teleconferences: neighborhood councils.**

**Current Text:** Amended: 4/24/2023 [html](#) [pdf](#)

**Introduced:** 2/9/2023

**Last Amend:** 4/24/2023

**Status:** 5/4/2023-Read second time. Ordered to third reading.

**Location:** 5/4/2023-S. THIRD READING

**Calendar:** 5/15/2023 #59 SENATE SENATE BILLS -THIRD READING FILE

**Summary:** The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill, until January 1, 2028, would authorize an eligible legislative body to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if the city council has adopted an authorizing resolution and 2/3 of an eligible legislative body votes to use the alternate teleconferencing provisions. The bill would define "eligible legislative body" for this purpose to mean a neighborhood council that is an advisory body with the purpose to promote more citizen participation in government and make government more responsive to local needs that is established pursuant to the charter of a city with a population of more than 3,000,000 people that is subject to the act.

**SB 537 (Becker D) Open meetings: multijurisdictional, cross-county agencies: teleconferences.**

**Current Text:** Amended: 4/24/2023 [html](#) [pdf](#)

**Introduced:** 2/14/2023

**Last Amend:** 4/24/2023

**Status:** 5/4/2023-Read second time. Ordered to third reading.

**Location:** 5/4/2023-S. THIRD READING

**Calendar:** 5/15/2023 #60 SENATE SENATE BILLS -THIRD READING FILE

**Summary:** Current law, under the Ralph M. Brown Act, requires that, during a teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Current law, until January 1, 2024, authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency or in other situations related to public health that exempt a legislative body from the general requirements (emergency provisions) and impose different requirements for notice, agenda, and public participation, as prescribed. The emergency provisions specify that they do not require a legislative body to provide a physical location from which the public may attend or comment. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency's jurisdiction and other requirements are met, including restrictions on remote participation by a member of the legislative body. These circumstances include if a member shows "just cause," including for a childcare or caregiving need of a relative that requires the member to participate remotely. This bill would expand the circumstances of "just cause" to apply to the situation in which an immunocompromised child, parent, grandparent, or other specified relative requires the member to participate remotely.

**SB 544 (Laird D) Bagley-Keene Open Meeting Act: teleconferencing.**

**Current Text:** Amended: 4/27/2023 [html](#) [pdf](#)

**Introduced:** 2/15/2023

**Last Amend:** 4/27/2023

**Status:** 5/9/2023-Read second time. Ordered to third reading.

**Location:** 5/9/2023-S. THIRD READING

**Calendar:** 5/15/2023 #81 SENATE SENATE BILLS -THIRD READING FILE

**Summary:** The Bagley-Keene Open Meeting Act, requires, with specified exceptions, that all meetings of a state body be open and public and all persons be permitted to attend any meeting of a state body. The act authorizes meetings through teleconference subject to specified requirements, including among others, that the state body post agendas at all teleconference locations, that each teleconference location be identified in the notice and agenda of the meeting or proceeding, that each teleconference location be accessible to the public, that the agenda provide an opportunity for members of the public to address the state body directly at each teleconference location, and that at least one member of the state body be physically present at the location specified in the notice of the meeting. This bill would amend existing law that will remain operative after July 1, 2023, to remove

indefinitely the teleconference requirements that a state body post agendas at all teleconference locations, that each teleconference location be identified in the notice and agenda of the meeting or proceeding, and that each teleconference location be accessible to the public. The bill would require a state body to provide a means by which the public may remotely hear audio of the meeting, remotely observe the meeting, or attend the meeting by providing on the posted agenda a teleconference telephone number, an internet website or other online platform, and a physical address for at least one site, including, if available, access equivalent to the access for a member of the state body participating remotely.

## CEQA

- [AB 340](#)** (**[Fong, Vince R](#)**) **California Environmental Quality Act: grounds for noncompliance.**  
**Current Text:** Introduced: 1/30/2023 [html](#) [pdf](#)  
**Introduced:** 1/30/2023  
**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 2/9/2023)(May be acted upon Jan 2024)  
**Location:** 4/28/2023-A. 2 YEAR  
**Summary:** The California Environmental Quality Act (CEQA) prohibits an action or proceeding from being brought in a court to challenge the approval of a project by a public agency unless the alleged grounds for noncompliance are presented to the public agency orally or in writing by a person during the public comment period provided by CEQA or before the close of the public hearing on the project before the issuance of the notice of determination. This bill would require the alleged grounds for noncompliance with CEQA presented to the public agency in writing be presented at least 10 days before the public hearing on the project before the issuance of the notice of determination. The bill would prohibit the inclusion of written comments presented to the public agency after that time period in the record of proceedings and would prohibit those documents from serving as basis on which an action or proceeding may be brought.
- [AB 692](#)** (**[Patterson, Jim R](#)**) **California Environmental Quality Act: exemption: egress route projects: fire safety.**  
**Current Text:** Introduced: 2/13/2023 [html](#) [pdf](#)  
**Introduced:** 2/13/2023  
**Status:** 4/26/2023-In committee: Set, first hearing. Referred to suspense file.  
**Location:** 4/26/2023-A. APPR. SUSPENSE FILE  
**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair  
**Summary:** Would, until January 1, 2030, exempt from the the California Environmental Quality Act (CEQA) egress route projects undertaken by a public agency to improve emergency access to and evacuation from a subdivision without a secondary egress route if the State Board of Forestry and Fire Protection has recommended the creation of a secondary access to the subdivision and certain conditions are met. The bill would require the lead agency to hold a noticed public meeting to hear and respond to public comments before determining that a project is exempt. The bill would require the lead agency, if it determines that a project is not subject to CEQA and approves or carries out that project, to file a notice of exemption with the Office of Planning and Research and with the clerk of the county in which the project will be located.
- [AB 978](#)** (**[Patterson, Joe R](#)**) **California Environmental Quality Act: housing projects: judicial review: bonds**  
**Current Text:** Amended: 4/4/2023 [html](#) [pdf](#)  
**Introduced:** 2/15/2023  
**Last Amend:** 4/4/2023  
**Status:** 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was NAT. RES. on 2/23/2023)(May be acted upon Jan 2024)  
**Location:** 5/5/2023-A. 2 YEAR  
**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would require a person seeking judicial review of the decision of a lead agency made pursuant to CEQA to carry out or approve a housing project to post a bond of \$1,000,000 to cover the costs and damages to the housing project incurred by the respondent or real party in interest. The bill would authorize the court to adjust this bond requirement upon a finding of good cause to believe that the requirement does not further the interest of justice.



- [AB 1318](#) (Rivas, Luz D) California Environmental Quality Act: exemption: residential projects.**  
**Current Text:** Introduced: 2/16/2023 [html](#) [pdf](#)  
**Introduced:** 2/16/2023  
**Status:** 5/11/2023-Read second time. Ordered to Consent Calendar.  
**Location:** 5/10/2023-A. CONSENT CALENDAR  
**Calendar:** 5/15/2023 #146 ASSEMBLY CONSENT CALENDAR 1ST DAY-ASSEMBLY BILLS  
**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would expand the exemption by increasing the size of a residential project that would qualify for the exemption to include a project of not more than 5 acres in total area. The bill would require a lead agency approving an exempt residential project on an urbanized infill site to file a notice of exemption with the Office of Planning and Research, as specified. This bill contains other related provisions and other existing laws.
- [AB 1700](#) (Hoover R) California Environmental Quality Act: population growth and noise impacts: housing projects.**  
**Current Text:** Introduced: 2/17/2023 [html](#) [pdf](#)  
**Introduced:** 2/17/2023  
**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/9/2023)(May be acted upon Jan 2024)  
**Location:** 4/28/2023-A. 2 YEAR  
**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would specify that population growth, in and of itself, resulting from a housing project and noise impacts of a housing project are not an effect on the environment for purposes of CEQA.
- [SB 422](#) (Portantino D) California Environmental Quality Act: expedited environmental review: climate change regulations.**  
**Current Text:** Amended: 3/20/2023 [html](#) [pdf](#)  
**Introduced:** 2/13/2023  
**Last Amend:** 3/20/2023  
**Status:** 5/8/2023-May 8 hearing: Placed on APPR suspense file.  
**Location:** 5/8/2023-S. APPR. SUSPENSE FILE  
**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair  
**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires specified public agencies, including air pollution control districts and air quality management districts, to perform, at the time of adoption of a rule or regulation requiring the installation of pollution control equipment or a performance standard or treatment requirement, an environmental analysis of the reasonably foreseeable methods of compliance. This bill would also require those specified public agencies, at the time of adoption of a rule or regulation requiring the reduction in emissions of greenhouse gases, criteria air pollutants, or toxic air contaminants, to perform an environmental analysis of the reasonably foreseeable methods of compliance.
- [SB 423](#) (Wiener D) Land use: streamlined housing approvals: multifamily housing developments.**  
**Current Text:** Amended: 3/28/2023 [html](#) [pdf](#)  
**Introduced:** 2/13/2023  
**Last Amend:** 3/28/2023  
**Status:** 5/5/2023-Set for hearing May 15.  
**Location:** 4/27/2023-S. APPR.  
**Calendar:** 5/15/2023 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, ANTHONY, Chair  
**Summary:** The Planning and Zoning Law authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval

process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards, including, among others, that the development proponent has committed to record, prior to the issuance of the first building permit, a land use restriction or covenant providing that any lower or moderate-income housing units required, as specified, remain available at affordable housing costs, as defined, or rent to persons and families of lower or moderate-income for no less than specified periods of time. Current law repeals these provisions on January 1, 2026. This bill would authorize the Department of General Services to act in the place of a locality or local government, at the discretion of that department, for purposes of the ministerial, streamlined review for development on property owned by or leased to the state.

## Environment

### [AB 9](#)

#### **(Muratsuchi D) Greenhouse gases: market-based compliance mechanism.**

**Current Text:** Amended: 4/17/2023 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Last Amend:** 4/17/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms in regulating greenhouse gas emissions. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board to initiate a regulatory process to evaluate potential updates to the market-based compliance mechanism, and would require regulatory changes to take effect no later than January 1, 2025. The bill would require the evaluation to focus on specified items, including whether the supply of emission allowances and carbon offsets are consistent with a linear trajectory toward the statewide greenhouse gas emissions reduction goal established in the state board's most recent scoping plan, rules for banking allowances to use for future compliance, and recommendations made by the Independent Emissions Market Advisory Committee and the state board's environmental justice advisory committee. The bill would require the state board, beginning January 1, 2028, and subsequently on a triennial basis, as specified, and in consultation with the Independent Emissions Market Advisory Committee and the environmental justice advisory committee, to conduct an evaluation of the market-based compliance mechanism, as provided.

## General Services

### [SB 233](#)

#### **(Skinner D) Electric vehicles and electric vehicle supply equipment: bidirectional capability.**

**Current Text:** Amended: 5/2/2023 [html](#) [pdf](#)

**Introduced:** 1/24/2023

**Last Amend:** 5/2/2023

**Status:** 5/5/2023-Set for hearing May 15.

**Location:** 4/25/2023-S. APPR.

**Calendar:** 5/15/2023 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, ANTHONY, Chair

**Summary:** Would require the State Energy Resources Conservation and Development Commission, in consultation with the State Air Resources Board, on or before June 30, 2024, to convene a stakeholder workgroup to examine challenges and opportunities associated with using an electric vehicle as a mobile battery to power a home or building or providing electricity to the electrical grid, and require the Energy Commission, in consultation with the stakeholder workgroup, on or before January 1, 2025, to submit a report to the Governor and Legislature that includes specified information related to the bidirectional capability of electric vehicles and electric vehicle service equipment, as specified.

## Homelessness

### [AB 257](#)

#### **(Hoover R) Encampments: penalties.**

**Current Text:** Amended: 2/23/2023 [html](#) [pdf](#)

**Introduced:** 1/19/2023

**Last Amend:** 2/23/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 2/2/2023) (May be acted upon Jan 2024)

**Location:** 4/28/2023-A. 2 YEAR

**Summary:** Under current law, a person who lodges in a public or private place without permission is guilty of disorderly conduct, a misdemeanor. Current law also provides that a person who willfully and maliciously obstructs the free movement of any person on any street, sidewalk, or other public place is guilty of a misdemeanor. This bill would prohibit a person from camping, as defined, in a street, sidewalk, or other public property within 500 feet of a school, daycare center, playground, or youth center.

**AB 550 (Schiavo D) Homelessness: point-in-time count results: meetings.**

**Current Text:** Amended: 4/5/2023 [html](#) [pdf](#)

**Introduced:** 2/8/2023

**Last Amend:** 4/5/2023

**Status:** 5/3/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/3/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** The Planning and Zoning Law requires each city, county, and city and county to prepare an adopt a general plan that contains certain mandatory elements, including a housing element. Current law requires the housing element to identify the existing and projected housing needs of all economic segments of the community. Current federal law requires a continuum of care, a group organized under the federal McKinney-Vento Homeless Assistance Act, to develop a plan that includes planning for and conducting, at least biennially, a point-in-time count of homeless persons within the geographical area. Current law requires that information from the point-in-time count be used to, among other things, allocate funding for the Homeless Emergency Aid program and Homeless Housing, Assistance, and Prevention program. This bill would require a city, county, and city and county, within 60 days after the local continuum of care releases the results of a point-in-time count for a city, county, or city and county's jurisdiction, to, among other things, agendize the point-in-time count results at a meeting of the city, county, or city and county and present the steps the city, county, or city and county is taking to prevent and end homelessness, including, but not limited to, consideration of specified actions.

**AB 799 (Rivas, Luz D) Homeless Housing, Assistance, and Prevention program: Homelessness Accountability and Results Act.**

**Current Text:** Amended: 4/19/2023 [html](#) [pdf](#)

**Introduced:** 2/13/2023

**Last Amend:** 4/19/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Current law establishes the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges informed by a best-practices framework focused on moving homeless individuals and families into permanent housing and supporting the efforts of those individuals and families to maintain their permanent housing. Current law provides for the allocation of funding under the program among continuums of care, cities, and counties in 4 rounds, the first of which is administered by the Business, Consumer Services, and Housing Agency, and the others are administered by the Interagency Council on Homelessness. This bill, the Homelessness Accountability and Results Act, would instead specify that the purpose of the Homeless Housing, Assistance, and Prevention program is to provide ongoing grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges informed by best-practices and to solve homelessness using evidence-based or, where no evidence exists, a data-informed and promising framework, as provided.

## Housing

**AB 11 (Jackson D) Milton Marks "Little Hoover" Commission on California State Government Organization and Economy.**

**Current Text:** Amended: 3/23/2023 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Last Amend:** 3/23/2023

**Status:** 3/29/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 3/29/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100

ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Current law establishes the Milton Marks "Little Hoover" Commission on California State Government Organization and Economy (the commission) for the purpose of securing assistance for the Governor and itself in promoting economy, efficiency, and improved service in the transaction of the public business, as specified, and in making the operation of all state departments, agencies, and instrumentalities, and all expenditures of public funds, more directly responsive to the wishes of the people as expressed by their elected representatives through various means. Existing law declares that the availability of housing is of vital statewide importance. Current law declares that the provision of housing affordable to low- and moderate-income households requires the cooperation of all levels of government. Current law declares that housing prices in California have risen dramatically in all parts of the state in the past decade, while the wealth gap, especially the racial wealth gap, continues to be a growing problem in California. This bill would require the commission to study the causes and effects of the rising cost of living in California and develop solutions toward making California a more affordable place to live, as specified. The bill would require the commission to meet quarterly, as specified. The bill would require the commission to complete 2 reports describing the commission's findings and recommendations, as specified. The bill would repeal these provisions as of January 1, 2027.

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

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

**Introduced:** 1/24/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 2/2/2023)(May be acted upon Jan 2024)

**Location:** 4/28/2023-A. 2 YEAR

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

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

**Current Text:** Amended: 3/16/2023 [html](#) [pdf](#)

**Introduced:** 2/6/2023

**Last Amend:** 3/16/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100  
ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** The Planning and Zoning Law, except as provided, requires that a public hearing be held on an application for a variance from the requirements of a zoning ordinance, an application for a conditional use permit or equivalent development permit, a proposed revocation or modification of a variance or use permit or equivalent development permit, or an appeal from the action taken on any of those applications. That law, for housing development projects that submit a preliminary application prior to January 1, 2030, prohibits a city or county from conducting more than 5 hearings, as defined, held pursuant to these provisions, or any other law, ordinance, or regulation requiring a public hearing, if the proposed housing development project complies with the applicable, objective general plan and zoning standards in effect at the time an application is deemed complete, as defined. The Planning and Zoning Law also requires a local agency, pursuant to either local ordinance or statute, to provide for ministerial approval of applications for accessory dwelling units or junior accessory dwelling units in areas zoned for residential use, as specified. That law prohibits a local agency from denying a permit for an unpermitted accessory dwelling unit constructed prior to January 1, 2018, except as provided. This bill would additionally authorize the department to notify a city, county, city and county, or the Attorney General when the planning agency of a city, county, or city and county fails to comply with the above-described provisions relating to hearings for specified variances, ministerial approval of applications for accessory dwelling units or junior accessory dwelling units, permitting for unpermitted accessory dwelling units constructed prior to January 1, 2018, sale or conveyance of accessory dwelling units, ministerial approval of proposed housing developments, ministerial approval of parcel maps for urban lot splits, or housing development projects being deemed an allowable use of parcels within a zone where office, retail, or parking are a principally permitted use, as provided.

**AB 510** (**Jackson D**) **Public social services: purposes.**

**Current Text:** Amended: 4/13/2023 [html](#) [pdf](#)

**Introduced:** 2/7/2023

Attachment: 04a - LCMC - 052323 - Legislative Tracking Bill Report (Legislative Tracking Report)

**Last Amend:** 4/13/2023

**Status:** 5/3/2023-In committee: Hearing postponed by committee.

**Location:** 4/18/2023-A. APPR.

**Summary:** Current law establishes various public social services programs, including, among others, CalWORKs and the State Supplementary Program for Aged, Blind and Disabled. Current law sets forth the purposes of public social services for which state grants are made to counties that include, among others, providing reasonable support and maintenance for needy and dependent families and persons. This bill would instead state that providing reasonable support and maintenance for needy and vulnerable children, adults, and families is a purpose of public social services.

**AB 529** **(Gabriel D) Adaptive reuse projects.**

**Current Text:** Amended: 3/30/2023 [html](#) [pdf](#)

**Introduced:** 2/8/2023

**Last Amend:** 3/30/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100  
ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Current law, for award cycles commenced after July 1, 2021, awards a city, county, or city and county, that has adopted a housing element determined by the Department of Housing and Community Development to be in substantial compliance with specified provisions of the Planning and Zoning Law and that has been designated by the department as prohousing based upon their adoption of prohousing local policies, as specified, additional points in the scoring of program applications for housing and infrastructure programs pursuant to guidelines adopted by the department, as provided. Current law defines "prohousing local policies" as policies that facilitate the planning, approval, or construction of housing, including, but not limited to, local financial incentives for housing, reduced parking requirements for sites that are zoned for residential development, and the adoption of zoning allowing for use by right for residential and mixed-use development. This bill would add the facilitation of the conversion or redevelopment of commercial properties into housing, including the adoption of adaptive reuse, as defined, ordinances or other mechanisms that reduce barriers for these conversions, to the list of specified prohousing local policies.

**AB 637** **(Low D) Density Bonus Law.**

**Current Text:** Amended: 3/20/2023 [html](#) [pdf](#)

**Introduced:** 2/9/2023

**Last Amend:** 3/20/2023

**Status:** 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was H. & C.D. on 2/17/2023)(May be acted upon Jan 2024)

**Location:** 5/5/2023-A. 2 YEAR

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

**AB 901** **(Ting D) Affordable housing financing districts.**

**Current Text:** Amended: 5/1/2023 [html](#) [pdf](#)

**Introduced:** 2/14/2023

**Last Amend:** 5/1/2023

**Status:** 5/2/2023-Re-referred to Com. on APPR.

**Location:** 4/26/2023-A. APPR.

**Summary:** Would authorize the legislative body of a city or county to propose the establishment of an affordable housing financing authority by adopting a resolution of intention to form a district that complies with specified requirements. The bill would limit the activities of a district established pursuant to these provisions to financing the development of affordable housing, as defined, within its territorial boundaries, infrastructure to support that housing, and specified related costs. The bill would require the legislative body of the city or county proposing the establishment of a district to serve as the governing board of the district. The bill would require the city or county engineer, or other appropriate official designated by the governing board of the district, to prepare an affordable housing financing plan, as provided. The bill would authorize the affordable housing financing plan to include a provision

for the division of taxes, except as provided. The bill would require a district to spend at least 80% of its funding derived from the division of taxes on affordable housing and would prohibit the district from spending more than 20% of those funds on affordable housing-related infrastructure.

**AB 1287 (Alvarez D) Density Bonus Law: additional density bonus and incentives or concessions: California Coastal Act of 1976.**

**Current Text:** Amended: 4/26/2023 [html](#) [pdf](#)

**Introduced:** 2/16/2023

**Last Amend:** 4/26/2023

**Status:** 4/27/2023-Re-referred to Com. on APPR.

**Location:** 4/25/2023-A. APPR.

**Calendar:** 5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair

**Summary:** Would require a city, county, or city and county to grant an additional density bonus, calculated as specified, when (1) an applicant proposes to construct a housing development that conforms to specified requirements, (2) the applicant agrees to include additional units affordable to very low income households or moderate income households, as specified, and (3) the housing development provides 24% of the base density units to lower income households, conforms to specified requirements and provides 15% of the base density units to very low income households, or conforms to specified requirements and provides 44% of the total units to moderate-income units. The bill would require a city, county, or city and county to grant four incentives or concessions for a project that includes at least 16% of the units for very low income households or at least 45% for persons and families of moderate income in a development in which the units are for sale. The bill would increase the incentives or concessions for a project in which 100% of all units are for lower income households, as specified, from 4 to 5.

**AB 1431 (Zbur D) Housing: the California Housing Security Act.**

**Current Text:** Amended: 3/23/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 3/23/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/23/2023)(May be acted upon Jan 2024)

**Location:** 4/28/2023-A. 2 YEAR

**Summary:** Would, upon appropriation of the Legislature, establish the California Housing Security Program to provide a housing subsidy to eligible persons, as specified, to reduce housing insecurity and help Californians meet their basic housing needs. To create the program, the bill would require the Department of Housing and Community Development to establish a 2-year pilot program in up to 4 counties, as specified. The bill would require the department to issue guidelines to establish the program that include, among other things, the amount of the subsidy that shall be the amount necessary to cover the portion of a person's rent to prevent homelessness, but shall not exceed \$2,000 per month. Under the bill, the subsidy would not be considered income for purposes of determining eligibility or benefits for any other public assistance program, nor would participation in other benefits exclude a person from eligibility for the subsidy. Under the bill, an undocumented person, as specified, who otherwise qualifies for the subsidy would be eligible for the subsidy. The bill would require the department to submit a report on the program to the Legislature, as described.

**AB 1449 (Alvarez D) Affordable housing: California Environmental Quality Act: exemption.**

**Current Text:** Amended: 5/1/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 5/1/2023

**Status:** 5/11/2023-Read second time. Ordered to third reading.

**Location:** 5/11/2023-A. THIRD READING

**Calendar:** 5/15/2023 #101 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**Summary:** Would, until January 1, 2033, exempt from the California Environmental Quality Act (CEQA) certain actions taken by a public agency related to affordable housing projects, as defined, if certain requirements are met. The bill would require the lead agency, if the lead agency determines an action related to an affordable housing project is exempt from CEQA under this provision and approves or carries out the project, to file a notice of exemption with the Office of Planning and Research and the county clerk of each county in which the project is located. By increasing the duties of a lead agency, this bill would impose a state-mandated local program.

**AB 1485 (Haney D) Housing element: enforcement: Attorney General.**

**Current Text:** Amended: 3/28/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 3/28/2023

**Status:** 5/11/2023-Read second time. Ordered to third reading.

**Location:** 5/11/2023-A. THIRD READING

**Calendar:** 5/15/2023 #104 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**Summary:** Current law authorizes the Department of Housing and Community Development to notify the office of the Attorney General, that a city, county, or city and county is in violation of state law if the department finds that the housing element or an amendment to the housing element does not substantially comply with specified provisions of the Planning and Zoning Law, or that the local government has taken action or failed to act in violation of specified provisions of law relating to housing, including, among others, the Housing Accountability Act, the Density Bonus Law, and the Housing Crisis Act of 2019. Current law provides that an intervention takes place when a nonparty becomes a party to an action or proceeding between other persons by, among other things, joining a plaintiff in claiming what is sought by the complaint. Current law requires the court to permit a nonparty to intervene in the action or proceeding if a provision of law confers an unconditional right to intervene. This bill would permit both the department and the office of the Attorney General to intervene as a matter of unconditional right in any legal action addressing a violation of the specified housing laws described above, including, among others, the Housing Accountability Act, the Density Bonus Law, and the Housing Crisis Act of 2019.

**AB 1490** (Lee D) Affordable housing development projects: adaptive reuse.

**Current Text:** Amended: 5/1/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 5/1/2023

**Status:** 5/2/2023-Re-referred to Com. on APPR.

**Location:** 4/27/2023-A. APPR.

**Calendar:** 5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair

**Summary:** That Housing Accountability Act states that it shall not be construed to prohibit a local agency from requiring a housing development project to comply with objective, quantifiable, written development standards, conditions, and policies appropriate to, and consistent with, meeting the jurisdiction's share of the regional housing need, except as provided. That act further provides that a housing development project or emergency shelter shall be deemed consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision if there is substantial evidence that would allow a reasonable person to conclude that the housing development project or emergency shelter is consistent, compliant, or in conformity. Under this bill, an extremely affordable adaptive reuse project on an infill parcel that is not located on or adjacent to an industrial use site would be an allowable use. The bill would authorize a local agency to impose objective design review standards, except as specified. The bill would provide that for purposes of the Housing Accountability Act, a proposed housing development project is consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision if the housing development project is consistent with the standards specified in these provisions. The bill would require a local agency to determine whether the proposed development meets those standards within specified timeframes. The bill would define an extremely affordable adaptive reuse project for these purposes to mean a multifamily housing development project that involves retrofitting and repurposing of an existing building that includes residential units, as specified and that meets specified affordability requirements, including that 100% of the units be dedicated to lower income households, 50% of which shall be dedicated to very low income households, as specified.

**AB 1657** (Wicks D) The Affordable Housing Bond Act of 2024.

**Current Text:** Amended: 4/17/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 4/17/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Would enact the Affordable Housing Bond Act of 2024, which, if adopted, would authorize the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and homeownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program.

**ACA 10** (Haney D) Fundamental human right to housing.

**Current Text:** Introduced: 3/6/2023 [html](#) [pdf](#)

**Introduced:** 3/6/2023

**Status:** 4/20/2023-Referred to Com. on H. & C.D.

**Location:** 4/20/2023-A. H. & C.D.

**Summary:** The California Constitution enumerates various personal rights, including the right to enjoy and defend life and liberty, acquiring, possessing, and protecting property, and pursuing and obtaining safety, happiness, and privacy. This measure would declare that the state recognizes the fundamental

human right to adequate housing for everyone in California. The measure would make it the shared obligation of state and local jurisdictions to respect, protect, and fulfill this right, by all appropriate means, as specified.

**[SB 4](#)**

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

**Current Text:** Amended: 3/28/2023 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Last Amend:** 3/28/2023

**Status:** 5/5/2023-Set for hearing May 15.

**Location:** 4/27/2023-S. APPR.

**Calendar:** 5/15/2023 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, ANTHONY, Chair

**Summary:** The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. That law allows a development proponent to submit an application for a development that is subject to a specified streamlined, ministerial approval process not subject to a conditional use permit, if the development satisfies certain objective planning standards. The Zenovich-Moscone-Chacon Housing and Home Finance Act establishes the California Tax Credit Allocation Committee within the Department of Housing and Community Development. Current law requires the committee to allocate state low-income housing tax credits in conformity with state and federal law that establishes a maximum rent that may be charged to a tenant for a project unit constructed using low-income housing tax credits. This bill would require that a housing development project be a use by right upon the request of an applicant who submits an application for streamlined approval, on any land owned by an independent institution of higher education or religious institution on or before January 1, 2024, if the development satisfies specified criteria, including that the development is not adjoined to any site where more than one-third of the square footage on the site is dedicated to industrial use. The bill would define various terms for these purposes.

**[SB 20](#)**

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

**Current Text:** Amended: 4/13/2023 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Last Amend:** 4/13/2023

**Status:** 5/11/2023-From special consent calendar on motion of Senator Rubio. Ordered to third reading.

**Location:** 5/11/2023-S. THIRD READING

**Calendar:** 5/15/2023 #101 SENATE SENATE BILLS -THIRD READING FILE

**Summary:** The Joint Exercise of Powers Act authorizes 2 or more public agencies, by agreement, to form a joint powers authority to exercise any power common to the contracting parties, as specified. Current law authorizes the agreement to set forth the manner by which the joint powers authority will be governed. That act specifically authorizes the creation of the Orange County Housing Finance Trust and the San Gabriel Valley Regional Housing Trust, both joint powers authorities, for the purpose of funding housing to assist the homeless population and persons and families of extremely low, very low, and low income within their respective regions, as specified. This bill would authorize 2 or more local agencies, as defined, to create a regional housing trust for the purpose of funding housing to assist the homeless population and persons and families of extremely low, very low, and low income within their jurisdictions by entering into a joint powers agreement pursuant to the Joint Exercise of Powers Act. The bill would require a regional housing trust created pursuant to these provisions to be governed by a board of directors consisting of a minimum of 5 directors, as specified. The bill would authorize a regional housing trust to fund the planning and construction of housing, receive public and private financing and funds, and authorize and issue bonds, as specified.

**[SB 294](#)**

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

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

**Introduced:** 2/2/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was GOV. & F. on 2/15/2023)(May be acted upon Jan 2024)

**Location:** 4/28/2023-S. 2 YEAR

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



a local agency from imposing a floor area ratio standard that is less than 1.25 for every ten housing units, rounded to the nearest ten units, on a housing development project that consists of more than 20 units.

**[SB 341](#)**

**(Becker D) Housing development.**

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

**Introduced:** 2/7/2023

**Status:** 4/11/2023-Read second time. Ordered to third reading.

**Location:** 4/11/2023-S. THIRD READING

**Calendar:** 5/15/2023 #10 SENATE SENATE BILLS -THIRD READING FILE

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

**[SB 356](#)**

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

**Current Text:** Amended: 4/24/2023 [html](#) [pdf](#)

**Introduced:** 2/8/2023

**Last Amend:** 4/24/2023

**Status:** 5/1/2023-May 1 hearing: Placed on APPR suspense file.

**Location:** 5/1/2023-S. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair

**Summary:** Current law establishes the Code Enforcement Incentive Program pursuant to which the Department of Housing and Community Development, upon appropriation by the Legislature, makes funds available as matching grants to cities, counties, and cities and counties that operate local building enforcement programs for more than 3 years, as specified. Current law requires the recipient city, county, or city and county to provide a cash or in-kind local match of at least 25% in the first year, 50% in the 2nd year, and 75% in the 3rd year, and limits the maximum grant to a single recipient under the program to \$1,000,000. Current law requires grant recipients to submit a report to the department on the expanded code enforcement efforts, among other things. Current law requires the department to summarize the reports and transmit the reports to the Legislature within 6 months after the grant recipient's submission date. Current law requires the department to award grants under the program on a competitive basis, based on criteria weighted for specified applicants, including local government applicants that propose to identify and prosecute owners with habitual, repeated, and multiple code violations that have remained unabated beyond the period required for abatement. This bill would revise the cash or in-kind local match requirement, described above, to instead require a recipient city, county, or city and county to match at least 35% of the funds awarded over 3 years. The bill would increase the maximum grant to a single recipient under the program from \$1,000,000 to \$2,000,000, and require the department to adjust that amount for inflation at least once every 5 years.

**[SB 393](#)**

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

**Current Text:** Amended: 5/4/2023 [html](#) [pdf](#)

**Introduced:** 2/9/2023

**Last Amend:** 5/4/2023

**Status:** 5/4/2023-Read second time and amended. Ordered to third reading.

**Location:** 5/4/2023-S. THIRD READING

**Calendar:** 5/15/2023 #64 SENATE SENATE BILLS -THIRD READING FILE

**Summary:** The California Environmental Quality Act authorizes specified entities to file and maintain with a court an action or proceeding to attack, review, set aside, void, or annul an act of a public agency on grounds of noncompliance with the requirements of the act. This bill would authorize a

defendant, in an action brought pursuant to the act relating to a housing development project, to file a motion requesting the plaintiff or petitioner to identify every person or entity that contributes in excess of \$10,000, as specified, toward the plaintiff's or petitioner's costs of the action. The bill would authorize a plaintiff or petitioner to request the court's permission to withhold the public disclosure of a person or entity who made a monetary contribution. The bill also would require the plaintiff or petitioner to use reasonable efforts to identify the actual persons or entities that are the true source of the contributions, to include the exact total amount contributed, and to identify any pecuniary or business interest related to the housing development project of any person or entity that contributes in excess of \$10,000 to the costs of the action, as specified. The bill would prohibit those disclosures from being admissible into evidence for any purpose. The bill would provide that a failure to comply with these requirements may be grounds for dismissal of the action by the court.

**[SB 834](#) (Portantino D) Housing: California Family Home Construction and Homeownership Bond Act of 2023.**

**Current Text:** Amended: 5/2/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 5/2/2023

**Status:** 5/5/2023-Set for hearing May 15.

**Location:** 4/26/2023-S. APPR.

**Calendar:** 5/15/2023 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, ANTHONY, Chair

**Summary:** Would enact the California Family Home Construction and Homeownership Bond Act of 2023 (bond act), which, if adopted, would authorize the issuance of bonds in the amount of \$25,000,000,000 pursuant to the State General Obligation Bond Law to finance the California Family Home Construction and Homeownership Program, established as part of the bond act. The bill would authorize the California Housing Finance Agency to award California Socially Responsible Second Mortgage Loans to eligible applicants to use as a down payment or to pay closing costs on the purchase of a new home. The bill would also authorize the agency to award Family Homeownership Opportunity Infrastructure Improvement Loans to developers to be used for predevelopment infrastructure improvements and other upfront costs typically incurred in connection with new home construction, under specified conditions. The bill would require that moneys received from a loan recipient for the repayment of financing provided under the program be used to pay debt service when due on bonds issued pursuant to the bond act. The bill would also authorize the agency to issue revenue bonds for the purposes of financing the program, as specified.

## Human Resources

**[AB 1100](#) (Low D) Employment: workweek.**

**Current Text:** Amended: 4/3/2023 [html](#) [pdf](#)

**Introduced:** 2/15/2023

**Last Amend:** 4/3/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. & E. on 3/23/2023) (May be acted upon Jan 2024)

**Location:** 4/28/2023-A. 2 YEAR

**Summary:** Would establish the 32-hour Workweek Pilot Program under the administration of the Department of Industrial Relations to provide grants to employers with 5 or more employees for the purposes of administering pilot programs that provide each employee the option to work a 32-hour workweek. The bill would authorize an employer to apply for a grant from the department by submitting a specified application that includes, among other things, a 12-month plan for the implementation of a 32-hour workweek. The bill would require the department to award grants quarterly, beginning July 1, 2024, and to prioritize employers with hourly employees.

## Local Government

**[AB 764](#) (Bryan D) Local redistricting.**

**Current Text:** Amended: 4/11/2023 [html](#) [pdf](#)

**Introduced:** 2/13/2023

**Last Amend:** 4/11/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Current law requires counties, general law and charter cities, and special districts that elec

their governing boards using district-based elections to adopt, in a prescribed manner, new district boundaries following each federal decennial census. Current law also requires county boards of education, and the governing boards of school districts and community college districts in which trustee areas have been established, to adopt new boundaries for their trustee areas following each federal decennial census. This bill would revise and recast these provisions. The bill would require counties, county boards of education, cities, school districts, community college districts, and special districts, if the governing body of these local governments is elected by districts, to comply with uniform requirements related to redistricting. The bill would require local governments to adopt district boundaries, using specified criteria, following the decision to establish district-based elections and following each federal decennial census.

**[AB 1637](#) (Irwin D) Local government: internet websites and email addresses.**

**Current Text:** Amended: 4/27/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 4/27/2023

**Status:** 5/1/2023-Re-referred to Com. on APPR.

**Location:** 4/26/2023-A. APPR.

**Calendar:** 5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair

**Summary:** Would, no later than January 1, 2026, require a local agency, as defined, that maintains an internet website for use by the public to ensure that the internet website utilizes a ".gov" top-level domain or a ".ca.gov" second-level domain and would require a local agency that maintains an internet website that is noncompliant with that requirement to redirect that internet website to a domain name that does utilize a ".gov" or ".ca.gov" domain. This bill, no later than January 1, 2026, would also require a local agency that maintains public email addresses to ensure that each email address provided to its employees utilizes a ".gov" domain name or a ".ca.gov" domain name. By adding to the duties of local officials, the bill would impose a state-mandated local program.

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

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

**Introduced:** 12/5/2022

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

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

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

## Natural Resources

**[SB 867](#) (Allen D) Drought, Flood, and Water Resilience, Wildfire and Forest Resilience, Coastal Resilience, Extreme Heat Mitigation, Biodiversity and Nature-Based Climate Solutions, Climate Smart Agriculture, Park Creation and Outdoor Access, and Clean Energy Bond Act of 2024.**

**Current Text:** Amended: 4/19/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 4/19/2023

**Status:** 5/8/2023-May 8 hearing: Placed on APPR suspense file.

**Location:** 5/8/2023-S. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair

**Summary:** Would enact the Drought, Flood, and Water Resilience, Wildfire and Forest Resilience, Coastal Resilience, Extreme Heat Mitigation, Biodiversity and Nature-Based Climate Solutions, Climate Smart Agriculture, Park Creation and Outdoor Access, and Clean Energy Bond Act of 2024, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$15,500,000,000 pursuant to the State General Obligation Bond Law to finance projects for drought, flood, and water resilience, wildfire and forest resilience, coastal resilience, extreme heat mitigation, biodiversity and nature-based climate solutions, climate smart agriculture, park creation and outdoor access, and clean energy programs.

**[AB 323](#) (Holden D) Density Bonus Law: purchase of density bonus units by nonprofit housing organizations: civil actions.**

**Current Text:** Amended: 4/12/2023 [html](#) [pdf](#)

**Introduced:** 1/30/2023

**Last Amend:** 4/12/2023

**Status:** 5/3/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/3/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Current property tax law establishes a welfare exemption under which property is exempt from taxation if the property is owned and operated by a nonprofit corporation that is organized and operated for the purpose of building and rehabilitating single-family or multifamily residences for sale, as provided, at cost to low-income families. Current law requires the developer and the city or county to ensure that (1) a for-sale unit that qualified the developer for the award of the density bonus is initially occupied by a person or family of the required income, offered at an affordable housing cost, as defined, and includes an equity sharing agreement, as specified, or (2) a qualified nonprofit housing organization that is receiving the above-described welfare exemption purchases the unit pursuant to a specified recorded contract that includes an affordability restriction, an equity sharing agreement, as specified, and a repurchase option that requires a subsequent purchaser that desires to sell or convey the property to first offer the nonprofit corporation the opportunity to repurchase the property. This bill would instead require the developer and the city or county to ensure that (1) the for-sale unit that qualified the developer for the award of the density bonus is to be initially sold to and occupied by a person or family of the required income, (2) the qualified nonprofit housing organization that is receiving the above-described welfare exemption meets specified requirements, including having a determination letter from the Internal Revenue Service affirming its tax-exempt status, as specified, being based in California, and the primary activity of the nonprofit corporation being the development and preservation of affordable home ownership housing in California that incorporates within their contracts for initial purchase a repurchase option that requires a subsequent purchaser that desires to sell or convey the property to first offer the nonprofit corporation the opportunity to repurchase the property pursuant to an equity sharing agreement or a specified recorded contract that includes an affordability restriction, or (3) the city, county, and city and county has sent a list of buyers who are eligible to purchase the unit to the developer starting at the time the building permit is issued until 90 days after the certificate of occupancy or final inspection is issued or completed for that unit.

**[AB 821](#) (Grayson D) Planning and zoning: general plan: zoning ordinance: conflicts.**

**Current Text:** Amended: 5/1/2023 [html](#) [pdf](#)

**Introduced:** 2/13/2023

**Last Amend:** 5/1/2023

**Status:** 5/2/2023-Re-referred to Com. on APPR.

**Location:** 4/26/2023-A. APPR.

**Calendar:** 5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair

**Summary:** The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and of certain land outside its boundaries. Current law requires that county or city zoning ordinances be consistent with the general plan of the county or city by January 1, 1974. Current law requires a zoning ordinance to be amended within a reasonable time so that it is consistent with the general plan in the event that the ordinance becomes inconsistent with the plan by reason of amendment to the plan. Current law authorizes any resident or property owner to bring an action or proceeding in the superior court to enforce compliance with these provisions within 90 days of the enactment of any new zoning ordinance or the amendment of any existing zoning ordinance. This bill would additionally authorize any resident or property owner to bring an action or proceeding in the superior court to enforce compliance with these provisions within 90 days of the failure of a local agency to amend a zoning ordinance within a reasonable time of the zoning ordinance becoming inconsistent with the general plan due to amendment to the plan or to any element of the plan.

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

**Current Text:** Amended: 4/20/2023 [html](#) [pdf](#)

**Introduced:** 2/14/2023

**Last Amend:** 4/20/2023

**Status:** 4/27/2023-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (April 26). Re-referred to Com. on APPR.

**Location:** 4/26/2023-A. APPR.

Attachment: 04a - LCMC - 052323 - Legislative Tracking Bill Report (Legislative Tracking Report)

**Calendar:** 5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair

**Summary:** Would require a public agency, as defined, to allow entities with underutilized parking to share their underutilized parking with the public, public agencies, or other entities. The bill would require a public agency to allow parking spaces identified in shared parking agreements to count toward meeting automobile parking requirements for a new or existing development or use, including, but not limited to, shared parking in underutilized spaces and in parking lots and garages that will be constructed as part of the development or developments when specified conditions regarding the distance between the entities that will share the parking are met. The bill would require the entities that are sharing parking to enter into a shared parking agreement, as specified. The bill would require a public agency to accept a parking analysis using peer-reviewed methodologies developed by a professional planning association, as specified, when determining the number of parking spaces that can be reasonably shared between different uses. The bill would require a public agency, private landowner, or lessor to examine the feasibility of shared parking agreements to replace new parking construction or limit the number of new parking spaces that will be constructed when state funds are being used on a proposed new development or before a parking structure or surface parking lot is developed using public funds.

**AB 932**

**(Ting D) Accessory dwelling units: Accessory Dwelling Unit Program: reports.**

**Current Text:** Amended: 3/30/2023 [html](#) [pdf](#)

**Introduced:** 2/14/2023

**Last Amend:** 3/30/2023

**Status:** 5/3/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/3/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** The California Housing Finance Agency (CalHFA) administers the Accessory Dwelling Unit Program, for the purpose of assisting homeowners in qualifying for loans to construct accessory dwelling units and junior accessory dwelling units on the homeowners' property and increasing access to capital for homeowners interested in building accessory dwelling units. Current law requires the CalHFA to convene a working group to develop recommendations for the program, as specified. Current law requires the working group to finish developing recommendations by July 1, 2023, for CalHFA to consider in the next update of its accessory dwelling unit guidelines. This bill would additionally require the working group to report its recommendations to the Legislature by April 1, 2024, as specified. The bill would also require CalHFA to evaluate the program and report CalHFA's findings to the Legislature by January 1, 2025.

**AB 976**

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

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

**Introduced:** 2/14/2023

**Status:** 4/24/2023-Read second time. Ordered to third reading.

**Location:** 4/24/2023-A. THIRD READING

**Calendar:** 5/15/2023 #15 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

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

**AB 1114**

**(Haney D) Planning and zoning: housing development projects: postentitlement phase permits.**

**Current Text:** Amended: 4/13/2023 [html](#) [pdf](#)

**Introduced:** 2/15/2023

**Last Amend:** 4/13/2023

**Status:** 5/4/2023-Read third time. Passed. Ordered to the Senate. (Ayes 75. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 5/4/2023-S. RLS.

**Summary:** Current law relating to housing development approval requires a local agency to compile a list of information needed to approve or deny a postentitlement phase permit, to post an example of a complete, approved application and an example of a complete set of postentitlement phase permits for at least 5 types of housing development projects in the jurisdiction, as specified, and to make those items available to all applicants for these permits no later than January 1, 2024. Current law defines "postentitlement phase permit" to include all nondiscretionary permits and reviews filed after the entitlement process has been completed that are required or issued by the local agency to begin construction of a development that is intended to be at least 2/3 residential, excluding discretionary and ministerial planning permits, entitlements, and certain other permits and reviews. These permits include, but are not limited to, building permits and all interdepartmental review required for the

issuance of a building permit, permits for minor or standard off-site improvements, permits for demolition, and permits for minor or standard excavation and grading. This bill would modify the definition of "postentitlement phase permit" to also include all building permits and other permits issued under the California Building Standards Code or any applicable local building code for the construction, demolition, or alteration of buildings, whether discretionary or nondiscretionary.

**[AB 1176](#) (Zbur D) General plans: Local Electrification Planning Act.**

**Current Text:** Amended: 5/1/2023 [html](#) [pdf](#)

**Introduced:** 2/16/2023

**Last Amend:** 5/1/2023

**Status:** 5/2/2023-Re-referred to Com. on APPR.

**Location:** 4/27/2023-A. APPR.

**Calendar:** 5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair

**Summary:** The Planning and Zoning Law requires a city or county to adopt a comprehensive general plan for the city's or county's physical development that includes various elements, including, among others, a land use element that designates the proposed general distribution and general location an extent of the uses of the land in specified categories, and a circulation element that identifies the location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, as specified. This bill, the Local Electrification Planning Act, would require a city or county to either adopt a climate action electrification element as part of the general plan, or otherwise amend the general plan, to, among other things, identify strategies, policies, and proposed ordinance amendments to meet California's greenhouse gas reduction goals requiring increased electrification of transportation and buildings.

**[AB 1308](#) (Quirk-Silva D) Planning and Zoning Law: single-family residences: parking requirements.**

**Current Text:** Amended: 3/30/2023 [html](#) [pdf](#)

**Introduced:** 2/16/2023

**Last Amend:** 3/30/2023

**Status:** 5/4/2023-Read second time. Ordered to third reading.

**Location:** 5/4/2023-A. THIRD READING

**Calendar:** 5/15/2023 #49 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**Summary:** The Planning and Zoning Law authorizes the legislative body of any county or city to adopt ordinances that regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes. This bill would prohibit a public agency, as defined, from increasing the minimum parking requirement that applies to a single-family residence as a condition of approval of a project to remodel, renovate, or add to a single-family residence, except as specified. By imposing additional duties on local officials, the bill would impose a state-mandated local program.

**[AB 1504](#) (McCarthy D) Planning and zoning: electric vehicle charging infrastructure: public right-of-way.**

**Current Text:** Amended: 4/11/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 4/11/2023

**Status:** 4/25/2023-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 4.) (April 24). Re-referred to Com. on APPR.

**Location:** 4/25/2023-A. APPR.

**Calendar:** 5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair

**Summary:** Current law requires every city, county, and city and county to administratively approve an application to install electric vehicle charging stations and hydrogen-fueling stations through the issuance of a building permit or similar nondiscretionary permit and requires the review of an application to install an electric vehicle charging station or a hydrogen-fueling station to be limited to the building official's review of whether it meets all health and safety requirements of local, state, and federal law. Current law prohibits a city, county, or city and county from denying an application for a use permit to install an electric vehicle charging station or a hydrogen-fueling station unless it makes written findings that the proposed installation 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. Current law requires that any conditions imposed on an application to install an electric vehicle charging station or a hydrogen-fueling station be designed to mitigate the specific, adverse impact upon the public health or safety at the lowest cost possible. Current law defines "electric vehicle charging station" or "charging station" for these purposes. Existing law repeals these provisions as they pertain to hydrogen-fueling stations on January 1, 2030. This bill would provide that the provisions described above do not apply to applications to install an electric vehicle charging station or hydrogen-fueling station in a public right-of-way.

**[AB 1632](#) (Quirk-Silva D) Planning and zoning: zoning regulations: nonconventional single-family residential dwellings.**

**Current Text:** Amended: 3/23/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 3/23/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/23/2023)(May be acted upon Jan 2024)

**Location:** 4/28/2023-A. 2 YEAR

**Summary:** Current law authorizes a city or county to impose a roof overhang requirement on manufactured homes not to exceed 16 inches whenever there are no size requirements for roof overhangs for manufactured homes and conventional single-family dwellings. This bill would additionally prohibit a city or county from imposing requirements for a roof overhang on a nonconventional single-family residential dwelling unless the same size requirements also would be imposed on a conventional single-family residential dwelling constructed on the same lot. The bill would authorize a city or county to impose a roof overhang requirement on manufactured homes not to exceed 16 inches whenever there are no size requirements for roof overhangs for manufactured homes, conventional single-family dwellings, and nonconventional single-family dwellings. The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.

**SB 91**

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

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

**Introduced:** 1/17/2023

**Status:** 5/11/2023-Referred to Coms. on NAT. RES. and H. & C.D.

**Location:** 5/11/2023-A. NAT. RES.

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

**SB 396**

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

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

**Introduced:** 2/9/2023

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was GOV. & F. on 2/22/2023)(May be acted upon Jan 2024)

**Location:** 4/28/2023-S. 2 YEAR

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

**SB 405**

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

**Current Text:** Amended: 4/26/2023 [html](#) [pdf](#)

**Introduced:** 2/9/2023

**Last Amend:** 4/26/2023

**Status:** 5/5/2023-Set for hearing May 15.

**Location:** 4/25/2023-S. APPR.

**Calendar:** 5/15/2023 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, ANTHONY, Chair

**Summary:** The Planning and Zoning Law requires each county and each city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes specified mandatory elements, including a housing element. Current law also establishes a planning agency in each city and each county with the powers necessary to carry out the Planning and Zoning Law. Current law requires the housing element to include, among other things, an inventory of land suitable and available for residential development. For a housing element or amendment adopted on or after January 1, 2021, existing law requires the planning agency to submit to the Department of Housing and Community Development an electronic copy of its inventory, as specified. Existing law requires a county or city to submit each revision or amendment of its housing element to the department promptly following adoption of the revision or amendment and requires the department, within 90 days, to review the adopted housing element or amendment and report its findings to the planning agency. This bill would expand the requirement to

submit an electronic copy of the above-described inventory to the department to additionally require the planning agency to submit a housing element or amendment prepared on or after January 1, 2021.

**SB 662**

**(Rubio D) Courts: court reporters.**

**Current Text:** Amended: 4/27/2023 [html](#) [pdf](#)

**Introduced:** 2/16/2023

**Last Amend:** 4/27/2023

**Status:** 5/8/2023-May 8 hearing: Placed on APPR suspense file.

**Location:** 5/8/2023-S. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200  
SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair

**Summary:** Would require the Court Reporters Board of California, in consultation with the Office of Professional Examination Services of the Department of Consumer Affairs, to evaluate the necessity of requiring applicants who have passed either the National Court Reporters Association's or the National Verbatim Reporters Association's certification examination to demonstrate competency as a certified shorthand reporter. The bill would require the board to submit its findings to the appropriate policy committees of the Legislature on or before June 1, 2024. The bill would authorize the board to replace the state-specific examination requirement with the National Court Reporters Association's or the National Verbatim Reporters Association's certification examination if the board concludes that the current state-specific examination is not necessary to establish a minimum level of competency of shorthand reporters and that the examination poses a barrier to licensure as a shorthand reporter.

**SB 684**

**(Caballero D) Land use: streamlined approval processes: development projects of 10 or fewer single-family residential units on urban lots under 5 acres.**

**Current Text:** Amended: 3/22/2023 [html](#) [pdf](#)

**Introduced:** 2/16/2023

**Last Amend:** 3/22/2023

**Status:** 5/5/2023-Set for hearing May 15.

**Location:** 4/25/2023-S. APPR.

**Summary:** The Subdivision Map Act vests the authority to regulate and control the design and improvement of subdivisions in the legislative body of a local agency and sets forth procedures governing the local agency's processing, approval, conditional approval or disapproval, and filing of tentative, final, and parcel maps, and the modification thereof. The act generally requires a subdivider to file a tentative map or vesting tentative map with the local agency, as specified, and the local agency, in turn, to approve, conditionally approve, or disapprove the map within a specified time period. The Planning and Zoning Law contains various provisions requiring a local government that receives an application for certain types of qualified housing developments to review the application under a streamlined, ministerial approval process depending on the type of housing development, as specified. Current law, known as the Starter Home Revitalization Act of 2021, requires a city or county to approve an application for a small home lot housing development project, as defined, on a proposed site to be subdivided unless the city or county makes a finding related to the development's compliance with certain requirements or the development's specific, adverse public health or safety impact. This bill would require a local agency to ministerially approve, without discretionary review or a hearing, a parcel map or a tentative and final map for a housing development project that meets specified requirements.

**SB 713**

**(Padilla D) Planning and zoning: density bonuses: development standard.**

**Current Text:** Amended: 4/17/2023 [html](#) [pdf](#)

**Introduced:** 2/16/2023

**Last Amend:** 4/17/2023

**Status:** 5/4/2023-Read second time. Ordered to third reading.

**Location:** 5/4/2023-S. THIRD READING

**Calendar:** 5/15/2023 #67 SENATE SENATE BILLS -THIRD READING FILE

**Summary:** The Density Bonus Law requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus, waivers or reductions of development standards, parking ratios, and other incentives or concessions, as specified, if the developer agrees to construct certain types of housing. Current law prohibits a city, county, or city and county from applying any development standard that will have the effect of physically precluding the construction of a development meeting specified criteria at the densities or with the concessions or incentives permitted by the Density Bonus Law. Current law defines "development standard" as including a site or construction condition, including, but not limited to, a height limitation, a setback requirement, a floor area ratio, an onsite open-space requirement, a minimum lot area per unit requirement, or a parking ratio that applies to a residential development pursuant to any ordinance, general plan element, specific plan, charter, or other local condition, law, policy, resolution, or regulation. This bill would specify that "development standard" for these purposes includes these standards adopted by the local government or enacted by the local government's electorate exercising its local initiative or referendum power, whether that power is derived from the California Constitution, statute, or the charter or ordinances of the local government.



- ABX1 1** (Ting D) **Oil refineries: maintenance.**  
**Current Text:** Introduced: 12/5/2022 [html](#) [pdf](#)  
**Introduced:** 12/5/2022  
**Status:** 12/6/2022-From printer.  
**Location:** 12/5/2022-A. PRINT  
**Summary:** The California Refinery and Chemical Plant Worker Safety Act of 1990 requires, among other things, every petroleum refinery employer to submit to the Division of Occupational Safety and Health full schedule of planned turnarounds, meaning a planned, periodic shutdown of a refinery process unit or plant to perform maintenance, overhaul, and repair operations and to inspect, test, and replace process materials and equipment, as provided. This bill would express the intent of the Legislature to enact subsequent legislation to ensure that only one oil refinery in the state is undergoing scheduled maintenance at a time.
- ABX1 2** (Fong, Vince R) **Motor Vehicle Fuel Tax Law: suspension of tax.**  
**Current Text:** Introduced: 12/5/2022 [html](#) [pdf](#)  
**Introduced:** 12/5/2022  
**Status:** 12/6/2022-From printer.  
**Location:** 12/5/2022-A. PRINT  
**Summary:** Would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.
- SBX1 1** (Jones R) **Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.**  
**Current Text:** Introduced: 12/5/2022 [html](#) [pdf](#)  
**Introduced:** 12/5/2022  
**Status:** 3/28/2023-From committee without further action.  
**Location:** 12/5/2022-S. RLS.  
**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emission the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year.
- SBX1 2** (Skinner D) **Energy: transportation fuels: supply and pricing: maximum gross gasoline refining margin.**  
**Current Text:** Chaptered: 3/28/2023 [html](#) [pdf](#)  
**Introduced:** 12/5/2022  
**Last Amend:** 3/20/2023  
**Status:** 3/28/2023-Approved by the Governor. Chaptered by Secretary of State. Chapter 1, Statutes of 2023-24 First Extraordinary Session.  
**Location:** 3/27/2023-S. CHAPTERED  
**Summary:** Current law requires operators of refineries in the state that produce gasoline meeting California specifications, within 30 days of the end of each calendar month, to submit a report to the State Energy Resources Conservation and Development Commission containing certain information regarding its refining activities related to the production of gasoline in that month. Current law requires the commission to notify a refiner that has failed to timely provide the required information and imposes a civil penalty on the refiner that fails to submit the required information within 5 days of being notified of the failure. This bill would authorize the commission to establish a maximum gross gasoline refining margin, as provided. The bill would require the commission, if the commission establishes the maximum gross gasoline refining margin, to establish a penalty for exceeding the maximum gross gasoline refining margin, as provided. The bill would authorize the commission to petition the court to enjoin a refiner from exceeding the maximum gross gasoline refining margin. The

bill would also authorize the commission to impose an administrative civil penalty on a refiner for exceeding the maximum gross gasoline refining margin, as provided. The bill would require the commission to consider a refiner's request for an exemption from the maximum gross gasoline refining margin, as provided. The bill would require a refiner seeking an exemption to file a statement under the penalty of perjury setting forth the basis of the request for exemption.

## Tax

### [SB 532](#) ([Wiener D](#)) **Ballot measures: local taxes.**

**Current Text:** Amended: 4/25/2023 [html](#) [pdf](#)

**Introduced:** 2/14/2023

**Last Amend:** 4/25/2023

**Status:** 5/8/2023-May 8 hearing: Placed on APPR suspense file.

**Location:** 5/8/2023-S. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200  
SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair

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

## Transportation

### [AB 6](#) ([Friedman D](#)) **Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions.**

**Current Text:** Amended: 3/16/2023 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Last Amend:** 3/16/2023

**Status:** 5/11/2023-Read second time. Ordered to third reading.

**Location:** 5/11/2023-A. THIRD READING

**Calendar:** 5/15/2023 #72 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**Summary:** Current law requires that each regional transportation plan also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would require the state board, after January 1, 2024, and not later than September 30, 2026, to establish additional targets for 2035 and 2045, respectively, as specified.

### [AB 7](#) ([Friedman D](#)) **Transportation: project selection processes.**

**Current Text:** Amended: 3/16/2023 [html](#) [pdf](#)

**Introduced:** 12/5/2022

**Last Amend:** 3/16/2023

**Status:** 5/10/2023-In committee: Set, first hearing. Referred to suspense file.

**Location:** 5/10/2023-A. APPR. SUSPENSE FILE

**Calendar:** 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100  
ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair

**Summary:** Would require, on and after January 1, 2025, the project selection process for each transportation project that would be funded, at least partially, from specified funding sources, including the State Highway Account, the Road Maintenance and Rehabilitation Account, and the Trade Corridor Enhancement Account, to incorporate specified principles. The bill would require the Transportation Agency, on or before January 1, 2026, and annually thereafter, to submit a report to the Legislature or how those transportation projects that were completed during the prior year incorporated those principles. This bill contains other existing laws.

### [AB 16](#) ([Dixon R](#)) **Motor Vehicle Fuel Tax Law: adjustment suspension.**

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

**Introduced:** 12/5/2022

**Status:** 3/30/2023-Referred to Com. on TRANS.

**Location:** 3/30/2023-A. TRANS.

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

**AB 53**

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

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

**Introduced:** 12/5/2022

**Status:** 3/30/2023-Referred to Com. on TRANS.

**Location:** 3/30/2023-A. TRANS.

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

**AB 69**

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

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

**Introduced:** 12/9/2022

**Status:** 4/28/2023-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/2/2023) (May be acted upon Jan 2024)

**Location:** 4/28/2023-A. 2 YEAR

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

**AB 825**

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

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

**Introduced:** 2/13/2023

**Status:** 5/11/2023-Read second time. Ordered to third reading.

**Location:** 5/11/2023-A. THIRD READING

**Calendar:** 5/15/2023 #83 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

**Summary:** Would prohibit a local authority from prohibiting the operation of a bicycle on a sidewalk adjacent to a highway or corridor that does not include a Class I, Class II, or Class IV bikeway, as defined. The bill would require a person riding a bicycle upon a sidewalk to yield the right-of-way to

pedestrians and to adhere to a 10-miles-per-hour speed limit. By creating a new crime, this bill would impose a state-mandated local program.

**[AB 930](#)**

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

**Current Text:** Amended: 4/26/2023 [html](#) [pdf](#)

**Introduced:** 2/14/2023

**Last Amend:** 4/26/2023

**Status:** 4/27/2023-Re-referred to Com. on APPR.

**Location:** 4/25/2023-A. APPR.

**Summary:** Current law authorizes certain local agencies to form a community revitalization authority within a community revitalization and investment area, as defined, and authorizes an authority to, among other things, provide for low- and moderate-income housing and issue bonds, as provided. Current law authorizes a community revitalization and investment plan to provide for the division of taxes within the plan area. This bill would authorize the legislative bodies of 2 or more cities or counties to jointly form a Reinvestment in Infrastructure for a Sustainable and Equitable California district (RISE district) in accordance with specified procedures. The bill would authorize a special district to join a RISE district, by resolution, as specified.

**[AB 1626](#)**

**(McCarty D) Transportation electrification: fleet data.**

**Current Text:** Amended: 4/17/2023 [html](#) [pdf](#)

**Introduced:** 2/17/2023

**Last Amend:** 4/17/2023

**Status:** 4/25/2023-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 24). Re-referred to Com. on APPR.

**Location:** 4/25/2023-A. APPR.

**Calendar:** 5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair

**Summary:** Current law requires the State Energy Resources Conservation and Development Commission (Energy Commission), in collaboration with the State Air Resources Board, the Public Utilities Commission, and other relevant stakeholders, to annually gather from state agencies, as provided, specified entities' fleet data for on-road and off-road vehicles in the medium- and heavy-duty sectors, including information that would allow an electrical corporation or local publicly owned electric utility to estimate the total anticipated charging capacity at each fleet location, and share that data with electrical corporations and local publicly owned electric utilities to help inform electrical grid planning efforts, as specified. Current law prohibits electrical corporations and local publicly owned electric utilities from disclosing that data to third parties. This bill would require the Energy Commission to also gather information that would allow relevant state agencies to estimate the total anticipated hydrogen fueling demand at each fleet location.

**[SB 5](#)**

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

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

**Introduced:** 12/5/2022

**Status:** 5/3/2023-May 3 set for first hearing. Failed passage in committee. (Ayes 2. Noes 2.) Reconsideration granted.

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

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

**Total Measures: 216**

**Total Tracking Forms: 216**



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

Southern California Association of Governments  
May 23, 2023

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Ana Vallianatos, Department Manager  
(213) 236-1803, vallianatos@scag.ca.gov

**Subject:** 2023 SCAG General Assembly and Regional Conference Post-Event Recap

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration. 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

**EXECUTIVE SUMMARY:**

*Over 700 regional civic and business leaders attended SCAG’s 58th Annual Regional Conference & General Assembly from May 4-5, 2022, in Palm Desert, Calif. The event convened leaders on topics important to the region’s future to build regional collaboration toward achieving common goals. This report provides an overview of the event.*

**BACKGROUND:**

The Regional Conference & General Assembly is SCAG's premier annual event, drawing elected officials, jurisdiction staff and community and business leaders from across the six-county region. The General Assembly portion of the event is an annual meeting of delegates representing 191 cities in Southern California. The conference portion of the event features programming that connects people, businesses and governments across the SCAG region, allowing key constituencies to explore planning and policy areas in a collaborative environment.

**Programming Highlights**

Looking ahead to the fall draft release of the Regional Transportation Plan / Sustainable Communities Strategy, Connect SoCal 2024, SCAG’s 2023 Regional Conference focused on strategies for integrated planning and innovation.

### Wednesday, May 3

The ongoing public outreach process for Connect SoCal 2024 development was woven into the event with a special pre-conference Connect SoCal Workshop, providing a touchpoint for SCAG region elected officials to learn about the plan and provide input.

### Thursday, May 4

A Transportation Demo featured an interactive exhibit of clean vehicles and infrastructure.

Panel sessions on Thursday, May 4, focused on important topic areas for Connect SoCal 2024:

- Creation of mobility hubs for a more sustainable and resilient transportation system
- Acceleration of clean transportation in the region to meet air quality targets
- Development of a resilient workforce in an inclusive economy
- Available resources and tools to increase housing production

Thursday also featured a showcase of forward-thinking student research and planning projects.

SCAG highlighted outstanding local projects at the 2023 SCAG Sustainability Awards Luncheon, hosted by California Transportation Commissioner Michele Martinez.

### Friday, May 5

Best-selling author and expert on creativity and innovation Ozan Varol delivered a keynote on “Reimagining the Status Quo with Moonshot Thinking.”

The plenary session panel discussed fostering collaboration toward a more equitable and resilient region at the intersections of mobility, community, economy and the environment.

#### **Registration and Ticket Sales**

The Media & Public Affairs team used a mix of owned and paid communication channels to encourage registration and participation at the event.

In the lead-up to the conference, Media & Public Affairs emailed regular program updates and invitations to SCAG's newsletter distribution lists, past event attendees and regular agency partners. According to data collected by the registration platform and the post-event survey, email was the most direct driver of registrations.

SCAG staff also implemented an organic social media plan for the event that included posts across all channels in advance of and onsite at the event.

Media & Public Affairs also deployed a paid LinkedIn campaign with six ad sets highlighting the overall event and individual panels to relevant audiences. The campaign garnered 172,000 impressions and led 700 people to the event site.

Overall ticket sales came in at 897, exceeding past years' sales, with revenue totaling approximately \$50,000 for the 2023 event (compared to \$43,000 for the 2022 event).

### **Sponsorships**

The General Assembly Host Committee raised \$323,700 in sponsorships for 2023 from 75 sponsors, reaching 99.6% of its \$325,000 goal. These totals surpass both the number of sponsors (56) and the overall sponsorship revenue total (\$322,500 total revenue) for the 2022 event.

### **Media Coverage**

Earned media coverage of the event also exceeded that of past years, with a total digital reach of more than 23 million. Media coverage largely focused on the Transportation Demo and Sustainability Award winners, appearing in outlets serving English, Spanish and Chinese-language audiences.

A full list of the media coverage is attached.

### **Post-Event Survey Results**

In efforts to evaluate the overall performance of the event, SCAG staff prepared an online survey to obtain feedback from 2023 Regional Conference and General Assembly attendees.

Surveys were available via a scannable QR code on conference signage and emails to conference attendees and sponsors immediately following the event. The survey was open for 10 days and received more than 100 responses from city and agency staff, Regional Council and Policy Committee members and sponsors. Key findings include:

#### **Key Findings:**

- Attendance was evenly split between first-time and veteran attendees of the event.
  - 92% of respondents said the conference met (43%) or exceeded (49%) their expectations.
  - Attendees expressed high rates of satisfaction with event logistics. Approximately 2% of respondents reported being dissatisfied with the online registration process, staff support leading up to the event and the on-site check-in process.
  - Respondents listed networking opportunities as the leading factor in deciding to attend the conference. Registration cost and conference date were the most frequently listed as "not important" in deciding whether to attend.

- Each conference session received a weighted score out of three based on respondents' assessment of them as valuable, neutral or not valuable; scores are as follows:
  - Keynote Address: Ozan Varol – 2.88
  - Accelerating Clean Transportation in Southern California – 2.64
  - Job Growth in an Inclusive Economy – 2.63
  - Mobility Hubs: Forging Connections Across Modes – 2.60
  - Connect SoCal: Local Decisions, Regional Impact – 2.56
  - Housing the Region – 2.52
- 86% of respondents consider themselves highly likely to attend future SCAG conferences.
- Overall, sponsors who completed the survey expressed satisfaction and indicated a strong likelihood of support for future events.

A full report of the survey responses is attached.

**FISCAL IMPACT:**

Work associated with this staff report are contained in the Indirect Cost budget, Media and Public Affairs 810.0120.06.

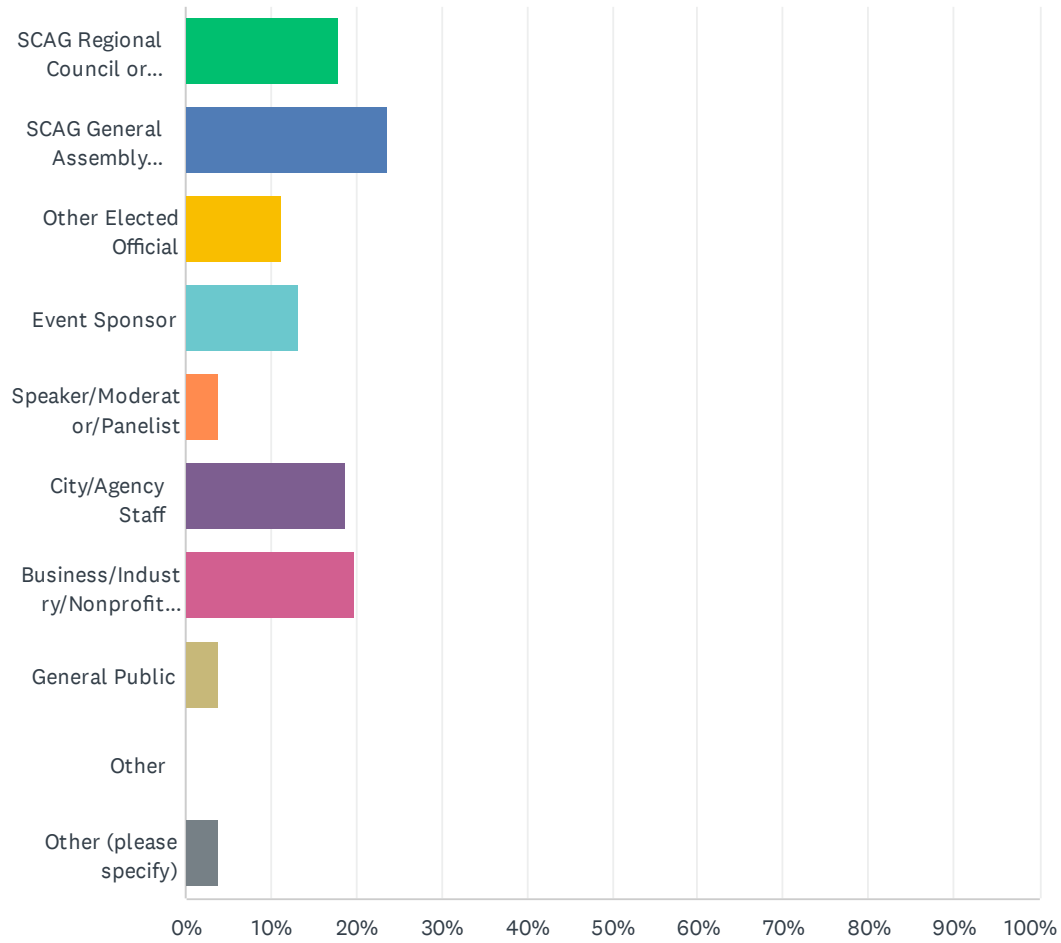
**ATTACHMENT(S):**

1. SCAG 2023 Regional Conference and General Assembly Post-Event Survey Results
2. SCAG 2023 Regional Conference and General Assembly Media Coverage Summary



### Q1 Please check/indicate your affiliation:

Answered: 106 Skipped: 0



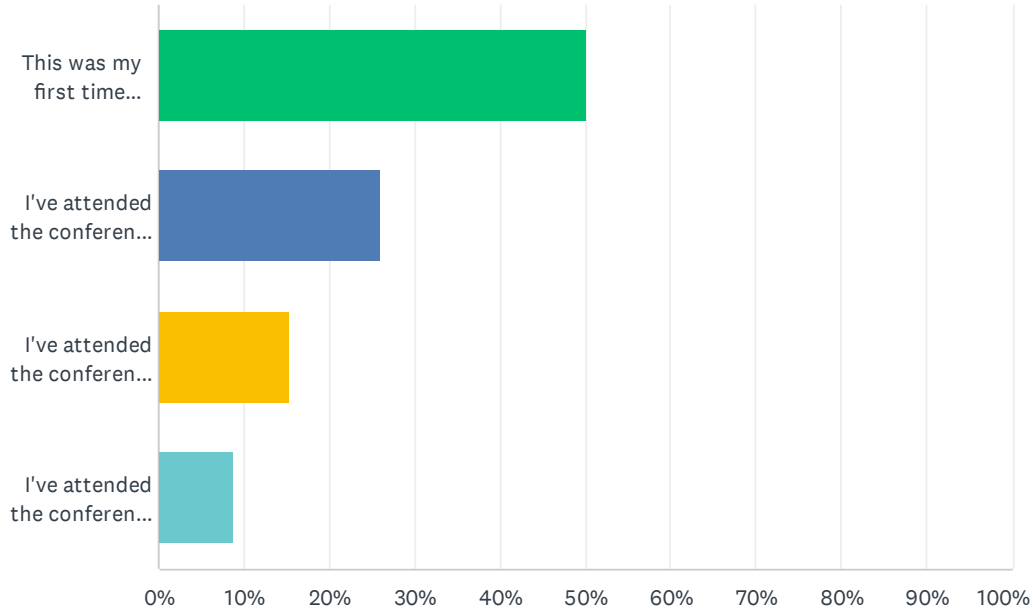
2023 Regional Conference & General Assembly Attendee Survey

ANSWER CHOICES	RESPONSES	
SCAG Regional Council or Policy Committee Member	17.92%	19
SCAG General Assembly Delegate	23.58%	25
Other Elected Official	11.32%	12
Event Sponsor	13.21%	14
Speaker/Moderator/Panelist	3.77%	4
City/Agency Staff	18.87%	20
Business/Industry/Nonprofit Professional	19.81%	21
General Public	3.77%	4
Other	0.00%	0
Other (please specify)	3.77%	4
Total Respondents: 106		

Attachment: SCAG 2023 Regional Conference and General Assembly Post-Event Survey Results (2023 SCAG General Assembly and Regional

## Q2 Have you previously attended SCAG's Regional Conference & General Assembly?

Answered: 104 Skipped: 2

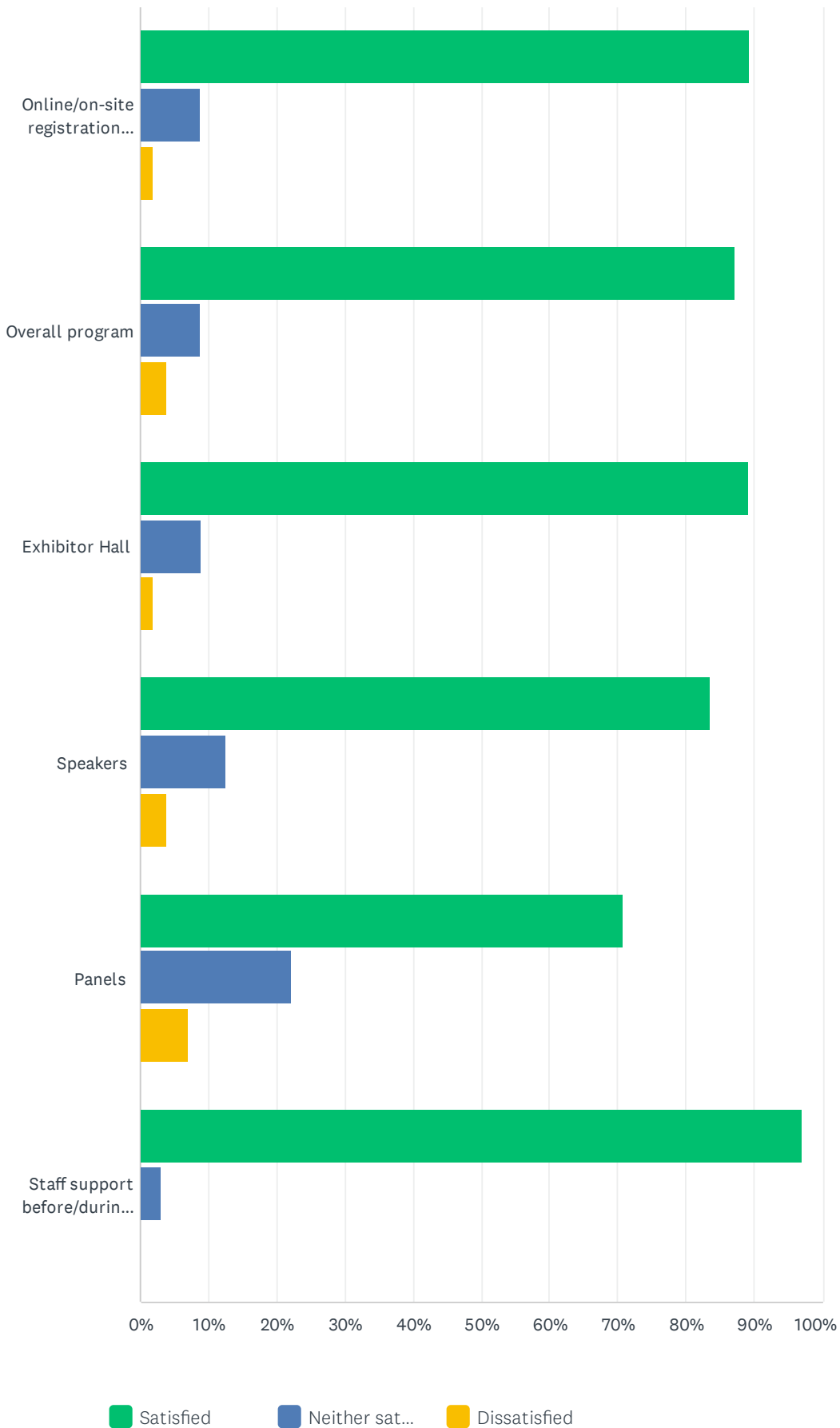


ANSWER CHOICES	RESPONSES	
This was my first time attending the conference	50.00%	52
I've attended the conference 2-3 times	25.96%	27
I've attended the conference 4-7 times	15.38%	16
I've attended the conference 8+ times	8.65%	9
<b>TOTAL</b>		<b>104</b>

### Q3 How satisfied were you with the following conference components?

Answered: 104 Skipped: 2

2023 Regional Conference & General Assembly Attendee Survey



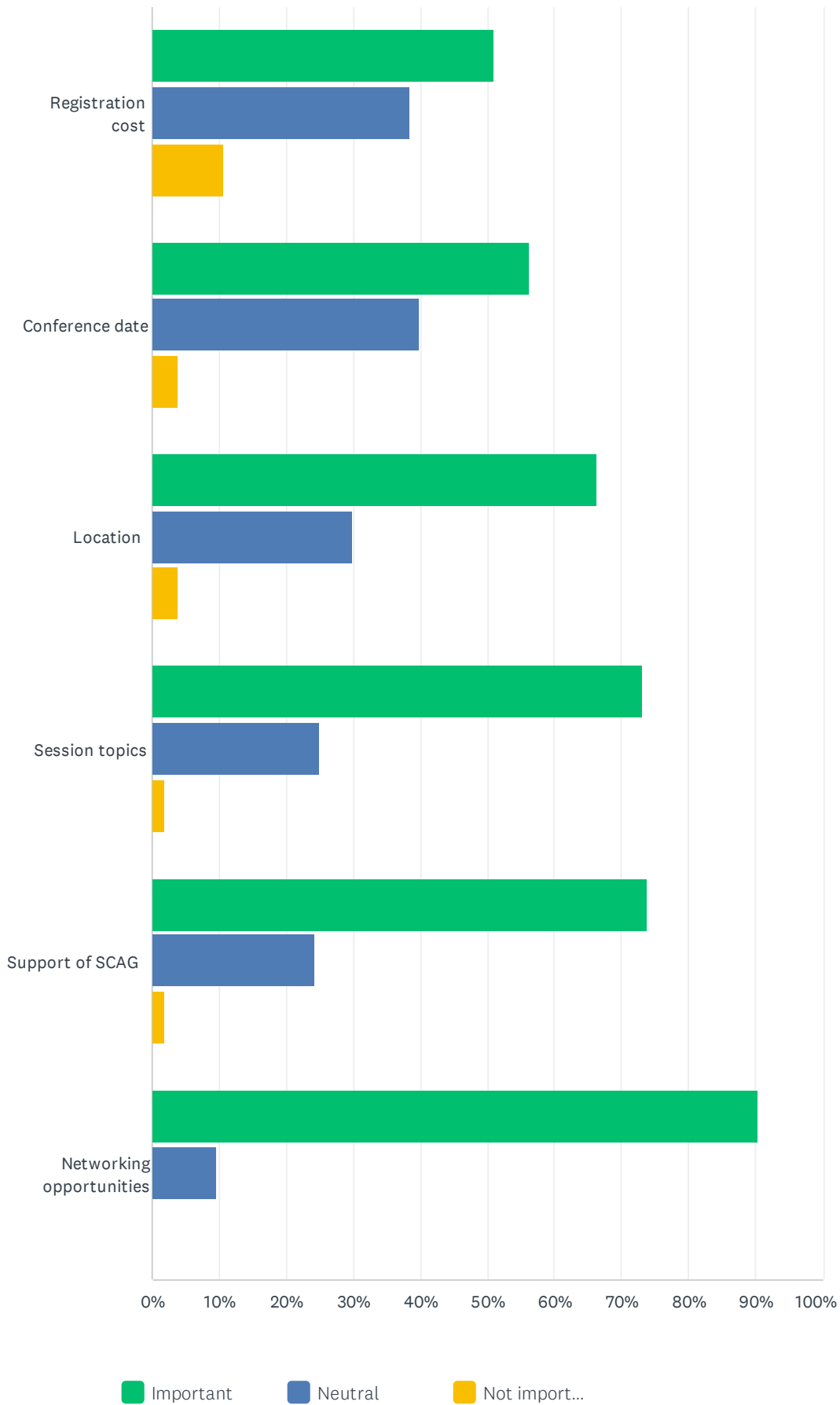
2023 Regional Conference & General Assembly Attendee Survey

	SATISFIED	NEITHER SATISFIED NOR UNSATISFIED	DISSATISFIED	TOTAL	WEIGHTED AVERAGE
Online/on-site registration process	89.32% 92	8.74% 9	1.94% 2	103	2.87
Overall program	87.25% 89	8.82% 9	3.92% 4	102	2.83
Exhibitor Hall	89.11% 90	8.91% 9	1.98% 2	101	2.87
Speakers	83.50% 86	12.62% 13	3.88% 4	103	2.80
Panels	70.71% 70	22.22% 22	7.07% 7	99	2.64
Staff support before/during the event	97.09% 100	2.91% 3	0.00% 0	103	2.97

## Q4 How important are each of the following factors in your decision to attend this conference?

Answered: 104 Skipped: 2

2023 Regional Conference & General Assembly Attendee Survey





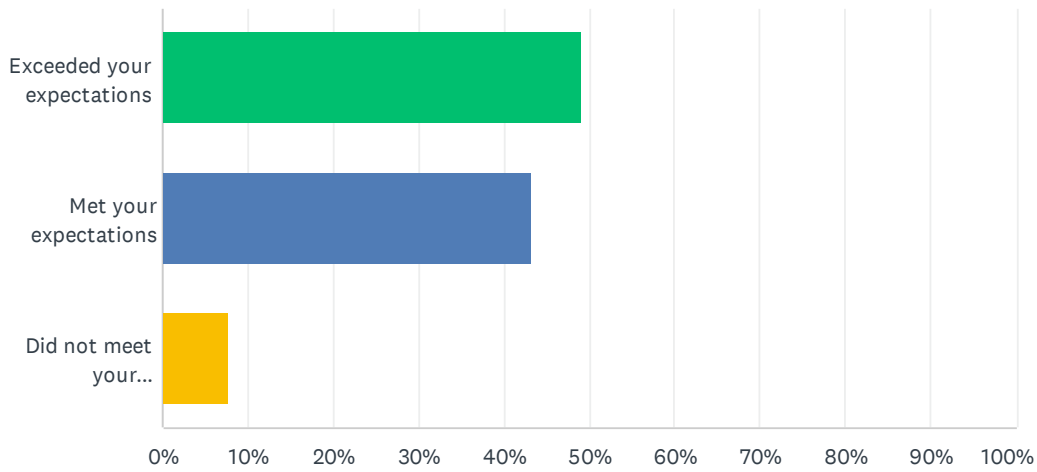
2023 Regional Conference & General Assembly Attendee Survey

	IMPORTANT	NEUTRAL	NOT IMPORTANT	TOTAL	WEIGHTED AVERAGE
Registration cost	50.96% 53	38.46% 40	10.58% 11	104	2.40
Conference date	56.31% 58	39.81% 41	3.88% 4	103	2.52
Location	66.35% 69	29.81% 31	3.85% 4	104	2.63
Session topics	73.08% 76	25.00% 26	1.92% 2	104	2.71
Support of SCAG	73.79% 76	24.27% 25	1.94% 2	103	2.72
Networking opportunities	90.38% 94	9.62% 10	0.00% 0	104	2.90

Attachment: SCAG 2023 Regional Conference and General Assembly Post-Event Survey Results (2023 SCAG General Assembly and Regional

### Q5 Overall, the conference:

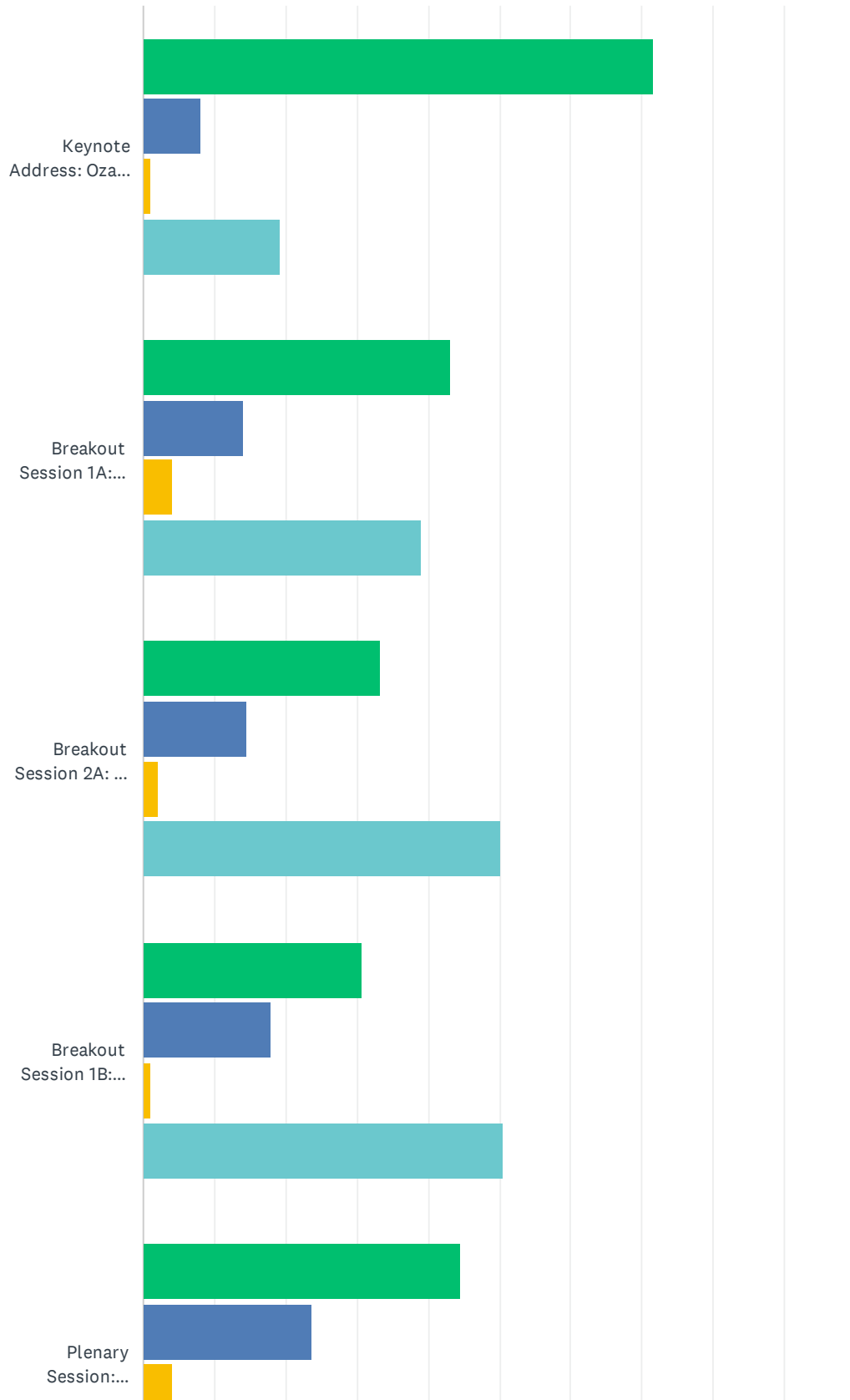
Answered: 104 Skipped: 2



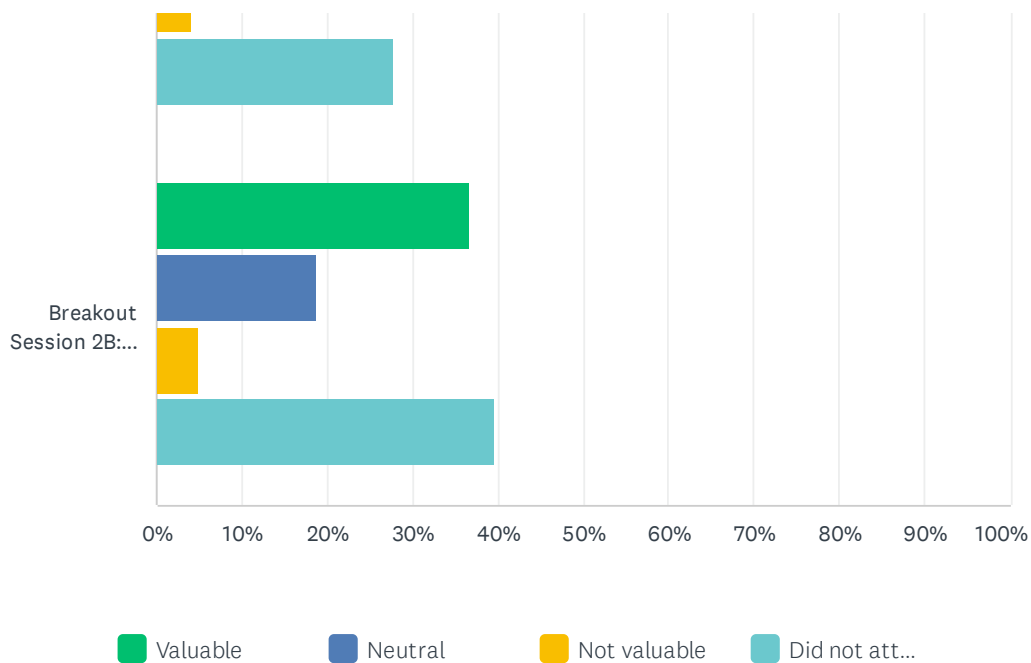
ANSWER CHOICES	RESPONSES	
Exceeded your expectations	49.04%	51
Met your expectations	43.27%	45
Did not meet your expectations	7.69%	8
<b>TOTAL</b>		<b>104</b>

# Q6 How would you rate the content of the program sessions?

Answered: 103 Skipped: 3



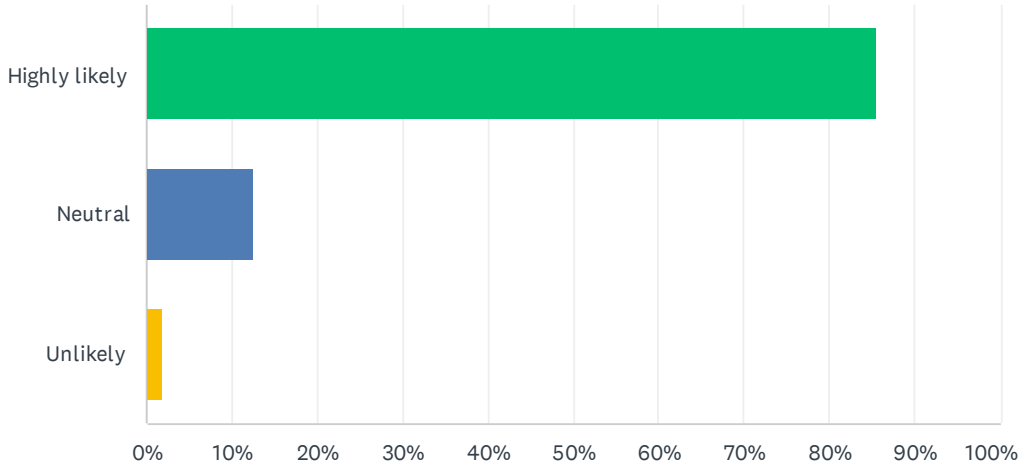
2023 Regional Conference & General Assembly Attendee Survey



	VALUABLE	NEUTRAL	NOT VALUABLE	DID NOT ATTEND	TOTAL	WEIGHTED AVERAGE
Keynote Address: Ozan Varol	71.72% 71	8.08% 8	1.01% 1	19.19% 19	99	2.88
Breakout Session 1A: Accelerating Clean Transportation in Southern California	43.00% 43	14.00% 14	4.00% 4	39.00% 39	100	2.64
Breakout Session 2A: Job Growth in an Inclusive Economy	33.33% 32	14.58% 14	2.08% 2	50.00% 48	96	2.63
Breakout Session 1B: Mobility Hubs: Forging Connections Across Modes	30.69% 31	17.82% 18	0.99% 1	50.50% 51	101	2.60
Plenary Session: Connect SoCal: Local Decisions, Regional Impact	44.55% 45	23.76% 24	3.96% 4	27.72% 28	101	2.56
Breakout Session 2B: Housing the Region	36.63% 37	18.81% 19	4.95% 5	39.60% 40	101	2.52

### Q7 Based on your experience with this conference, how likely are you to attend the Regional Conference and General Assembly again?

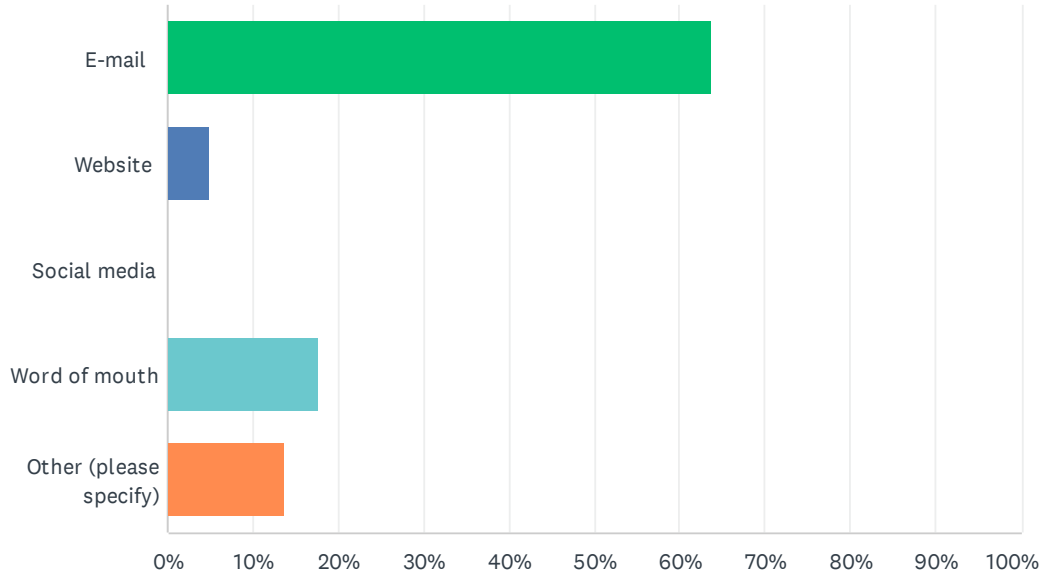
Answered: 104 Skipped: 2



ANSWER CHOICES	RESPONSES	
Highly likely	85.58%	89
Neutral	12.50%	13
Unlikely	1.92%	2
TOTAL		104

## Q8 How did you hear about this conference?

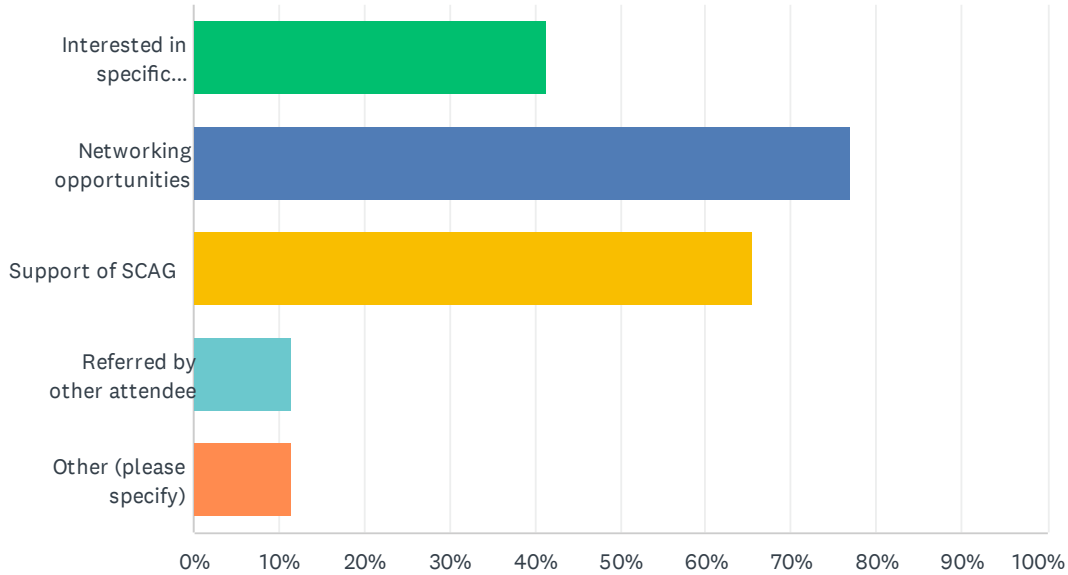
Answered: 102 Skipped: 4



ANSWER CHOICES	RESPONSES	
E-mail	63.73%	65
Website	4.90%	5
Social media	0.00%	0
Word of mouth	17.65%	18
Other (please specify)	13.73%	14
<b>TOTAL</b>		<b>102</b>

### Q9 What were your main reasons for attending this conference? (Please check all that apply)

Answered: 104 Skipped: 2



ANSWER CHOICES	RESPONSES	
Interested in specific conference topic	41.35%	43
Networking opportunities	76.92%	80
Support of SCAG	65.38%	68
Referred by other attendee	11.54%	12
Other (please specify)	11.54%	12
Total Respondents: 104		

Q10 Please describe any topics or information that you feel would be valuable to address at a future conference:

Answered: 36 Skipped: 70



## Q11 Please share any additional comments about the conference:

Answered: 21 Skipped: 85

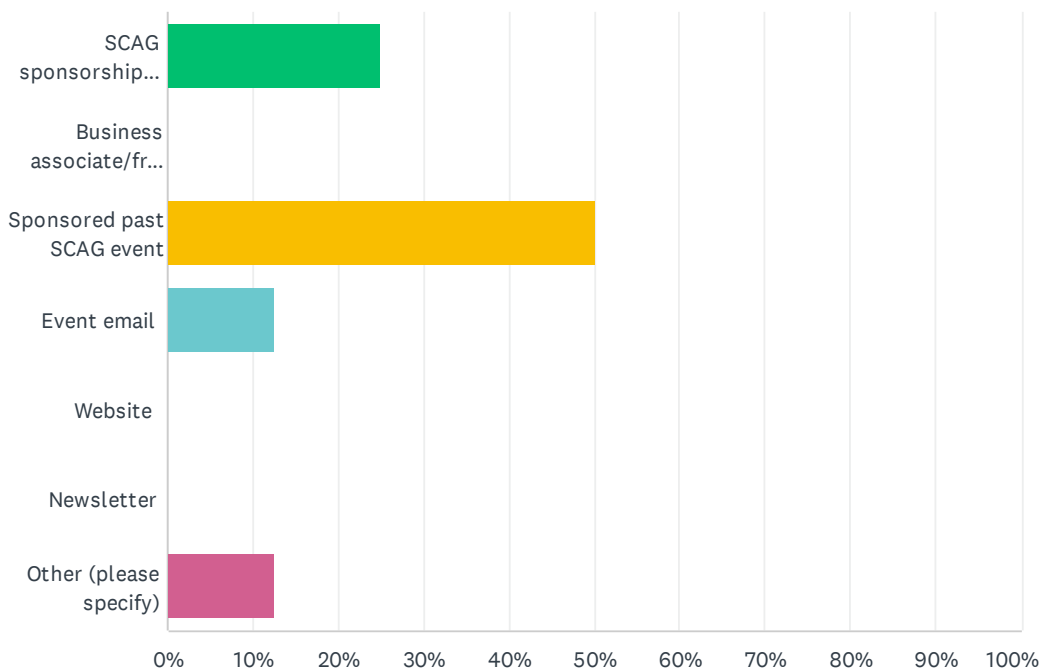
## Q12 Contact Information (optional)

Answered: 44 Skipped: 62

ANSWER CHOICES	RESPONSES	
Name	100.00%	44
Organization	97.73%	43
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email	100.00%	44
Phone	95.45%	42

### Q13 How did you hear about sponsorship opportunities for this event?

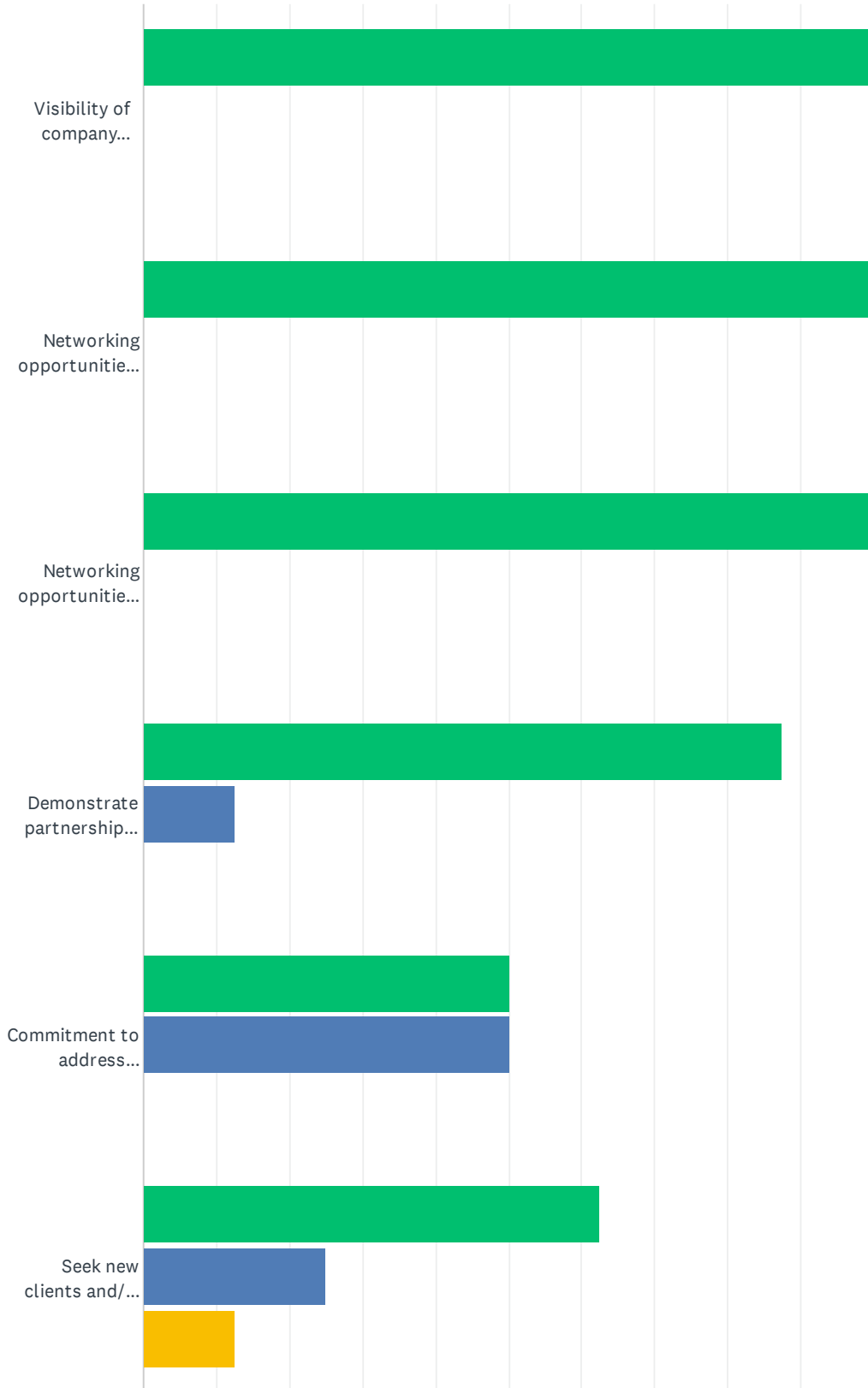
Answered: 8 Skipped: 98



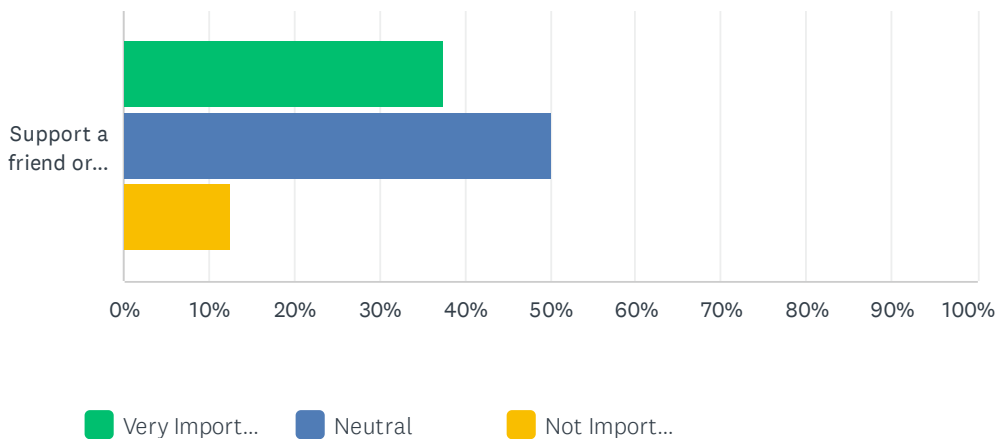
ANSWER CHOICES	RESPONSES	
SCAG sponsorship packet	25.00%	2
Business associate/friend	0.00%	0
Sponsored past SCAG event	50.00%	4
Event email	12.50%	1
Website	0.00%	0
Newsletter	0.00%	0
Other (please specify)	12.50%	1
Total Respondents: 8		

# Q14 How important are the following outcomes to your company when considering sponsorship of the Regional Conference & General Assembly?

Answered: 8 Skipped: 98



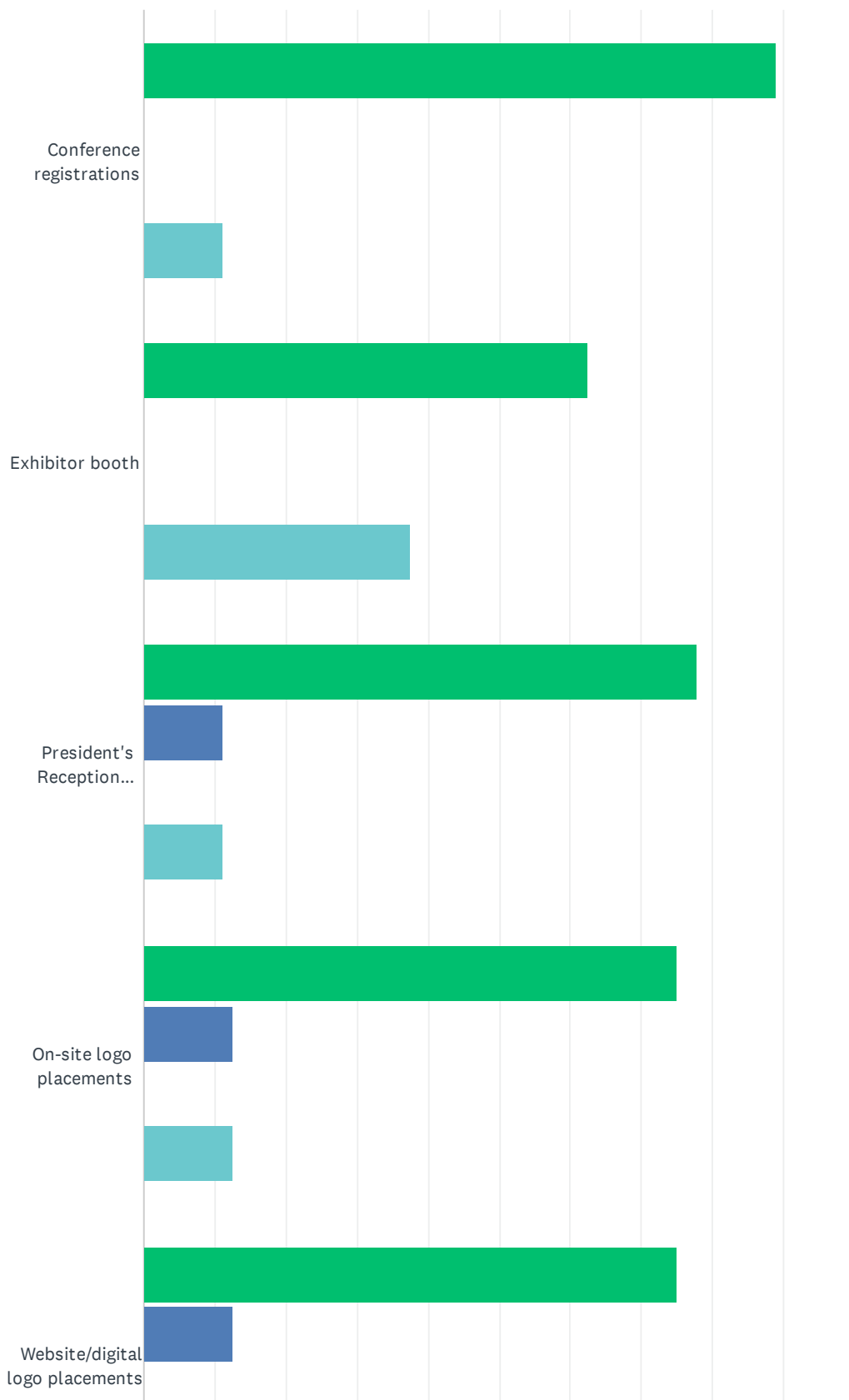
2023 Regional Conference & General Assembly Attendee Survey



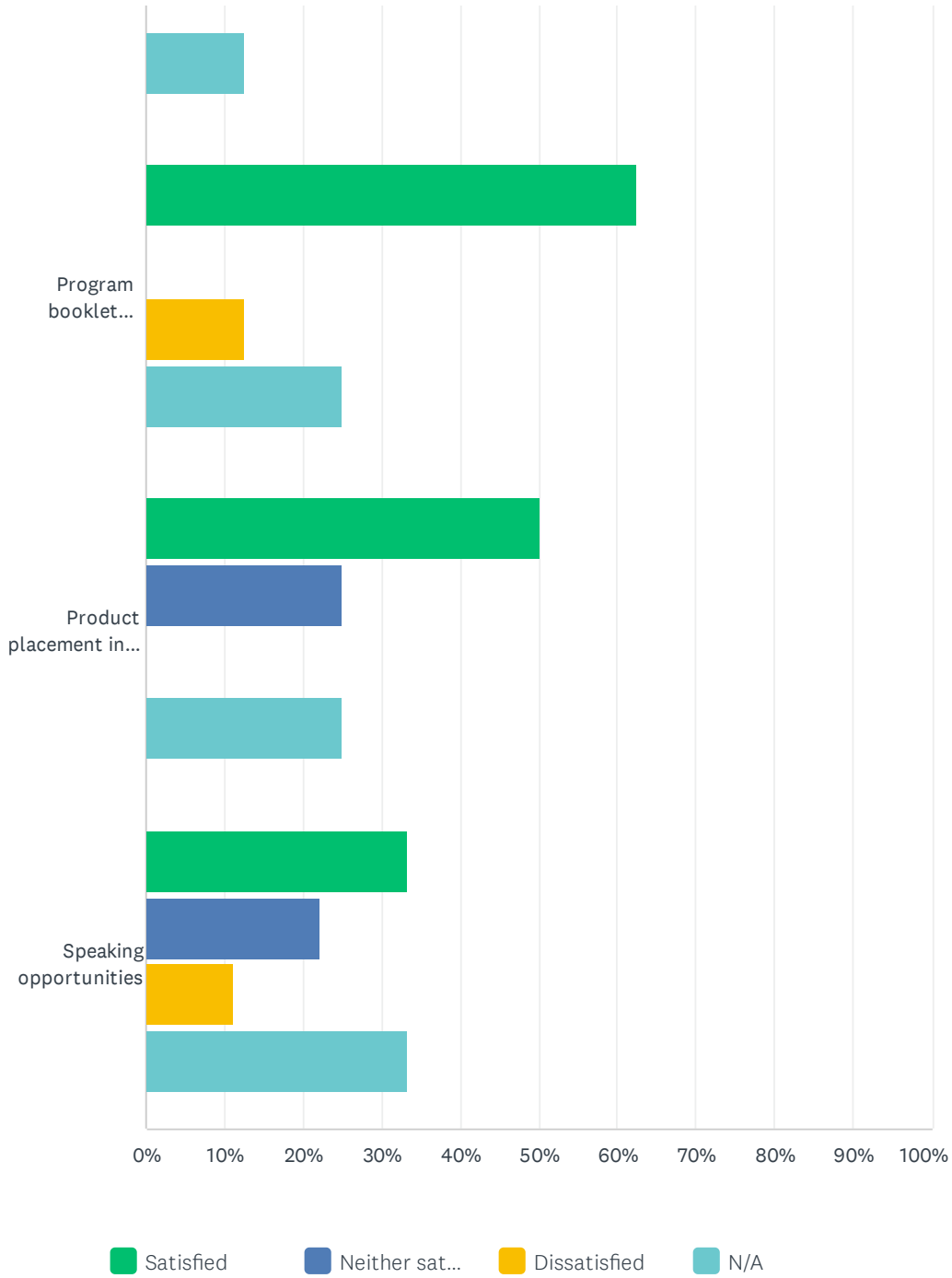
	VERY IMPORTANT	NEUTRAL	NOT IMPORTANT	TOTAL	WEIGHTED AVERAGE
Visibility of company name/logo	100.00% 8	0.00% 0	0.00% 0	8	3.00
Networking opportunities with elected officials	100.00% 8	0.00% 0	0.00% 0	8	3.00
Networking opportunities with city/county staff	100.00% 8	0.00% 0	0.00% 0	8	3.00
Demonstrate partnership with SCAG	87.50% 7	12.50% 1	0.00% 0	8	2.88
Commitment to address regional issues	50.00% 4	50.00% 4	0.00% 0	8	2.50
Seek new clients and/or business opportunities	62.50% 5	25.00% 2	12.50% 1	8	2.50
Support a friend or colleague	37.50% 3	50.00% 4	12.50% 1	8	2.25

# Q15 How satisfied were you with the following sponsorship benefits?

Answered: 9 Skipped: 97



2023 Regional Conference & General Assembly Attendee Survey



2023 Regional Conference & General Assembly Attendee Survey

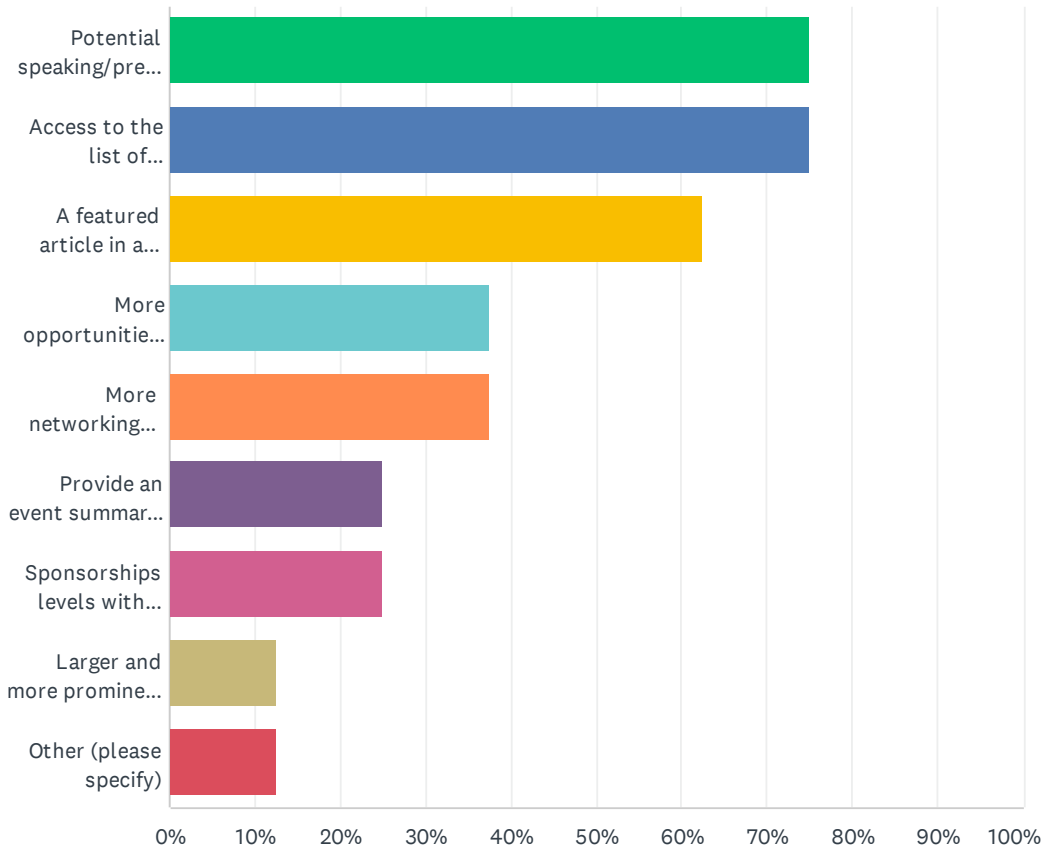
	SATISFIED	NEITHER SATISFIED NOR UNSATISFIED	DISSATISFIED	N/A	TOTAL	WEIGHTED AVERAGE
Conference registrations	88.89% 8	0.00% 0	0.00% 0	11.11% 1	9	3.00
Exhibitor booth	62.50% 5	0.00% 0	0.00% 0	37.50% 3	8	3.00
President's Reception invitations	77.78% 7	11.11% 1	0.00% 0	11.11% 1	9	2.88
On-site logo placements	75.00% 6	12.50% 1	0.00% 0	12.50% 1	8	2.86
Website/digital logo placements	75.00% 6	12.50% 1	0.00% 0	12.50% 1	8	2.86
Program booklet advertisement	62.50% 5	0.00% 0	12.50% 1	25.00% 2	8	2.67
Product placement in registration bags	50.00% 4	25.00% 2	0.00% 0	25.00% 2	8	2.67
Speaking opportunities	33.33% 3	22.22% 2	11.11% 1	33.33% 3	9	2.33

Attachment: SCAG 2023 Regional Conference and General Assembly Post-Event Survey Results (2023 SCAG General Assembly and Regional



## Q16 What other sponsorship benefits or opportunities would be appealing to you?

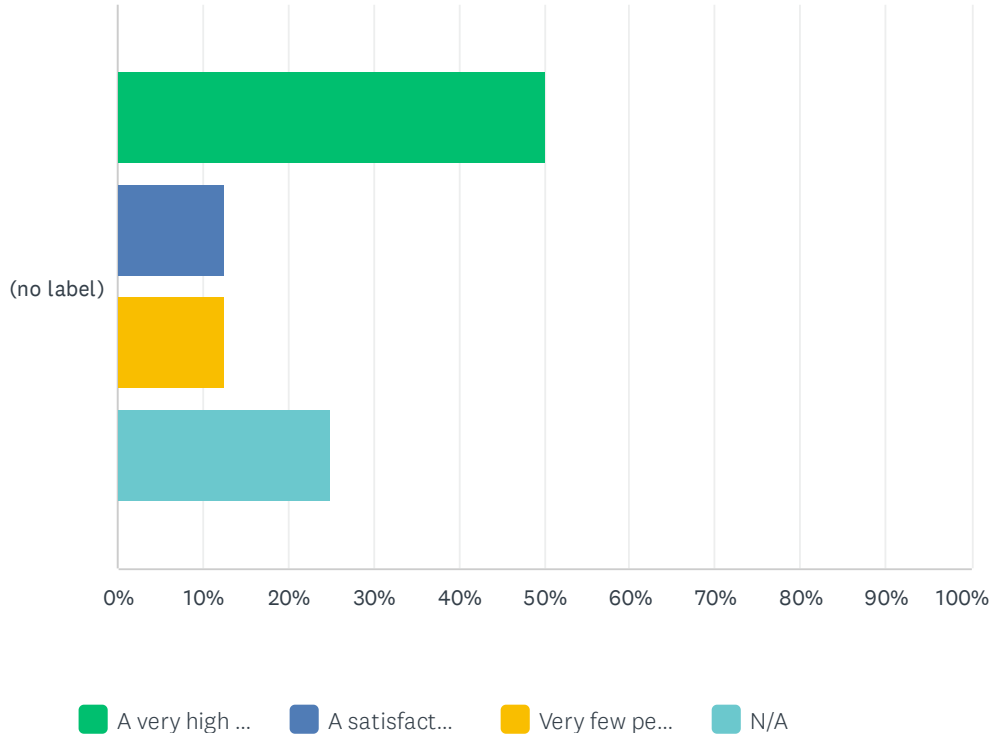
Answered: 8 Skipped: 98



ANSWER CHOICES	RESPONSES	
Potential speaking/presenting opportunity	75.00%	6
Access to the list of registered attendees prior to event	75.00%	6
A featured article in an event email	62.50%	5
More opportunities for name and logo exposure	37.50%	3
More networking opportunities	37.50%	3
Provide an event summary for distribution to my firm management and governmental affairs partners	25.00%	2
Sponsorships levels with other benefits in lieu of exhibitor space	25.00%	2
Larger and more prominent exhibitor placements for certain sponsor tiers	12.50%	1
Other (please specify)	12.50%	1
Total Respondents: 8		

### Q17 If your organization had an exhibitor booth, how would you rank the level of engagement at your booth?

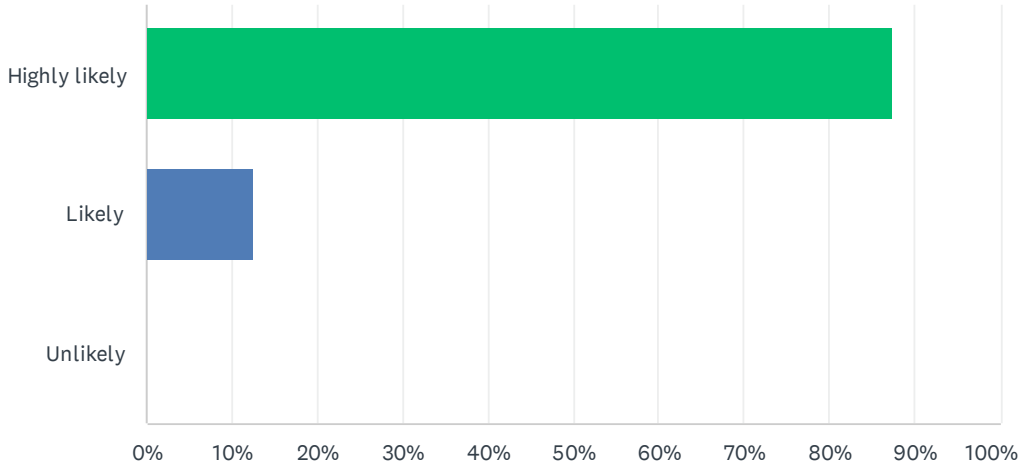
Answered: 8 Skipped: 98



	A VERY HIGH NUMBER OF ATTENDEES CAME TO OUR TABLE	A SATISFACTORY NUMBER OF ATTENDEES CAME TO OUR TABLE	VERY FEW PEOPLE CAME TO OUR TABLE	N/A	TOTAL	WEIGHTED AVERAGE
(no label)	50.00% 4	12.50% 1	12.50% 1	25.00% 2	8	2.50

### Q18 Based on your experience with this conference, how likely are you to sponsor SCAG's Regional Conference & General Assembly in the future?

Answered: 8 Skipped: 98



ANSWER CHOICES	RESPONSES	
Highly likely	87.50%	7
Likely	12.50%	1
Unlikely	0.00%	0
<b>TOTAL</b>		<b>8</b>

Q19 Do you have any additional feedback or input on what SCAG can do to help improve your sponsorship experience?

Answered: 1 Skipped: 105

2023 Regional Conference and General Assembly – Media Coverage Results

News Date	News Headline	Outlet Name	Link	Reach	Key mention
5/8/2023	County Of Ventura Receives Top 2023 Sustainability Award From The Southern California Association Of Governments	Amigos 805	<a href="https://amigos805.com/bilingual-report-county-of-ventura-receives-top-2023-sustainability-award-from-the-southern-california-association-of-governments/">https://amigos805.com/bilingual-report-county-of-ventura-receives-top-2023-sustainability-award-from-the-southern-california-association-of-governments/</a>	5,059	The County was recognized at SCAG’s Regional Conference and General Assembly on May 4 in Palm Desert, California.
5/8/2023	SCAG conference showcases EVs, Connect SoCal	Patch	<a href="https://patch.com/california/los-angeles/scag-conference-showcases-evs-connect-social">https://patch.com/california/los-angeles/scag-conference-showcases-evs-connect-social</a>	2,978,885	Nearly 1,000 local and regional leaders gathered this past week in Palm Desert for the Southern California Association of Governments’ (SCAG) 2023 Regional Conference & General Assembly, one of the largest gatherings of its kind in the United States.
5/8/2023	Imperial Valley elected officials attend California Association of Government conference	KYMA	<a href="https://kyma.com/news/politics/2023/05/08/imperial-valley-elected-officials-attend-california-association-of-government-conference/">https://kyma.com/news/politics/2023/05/08/imperial-valley-elected-officials-attend-california-association-of-government-conference/</a>	287,900	This year the Imperial County elected officials went to the California Association of Government (SCAG) Conference.
5/6/2023	County receives sustainability recognition	Camarillo Acorn	<a href="https://www.thecamarilloacorn.com/articles/county-receives-sustainability-recognition/">https://www.thecamarilloacorn.com/articles/county-receives-sustainability-recognition/</a>	15,000	The Southern California Association of Governments gave the County of Ventura the 2023 Sustainability Award for Outstanding Achievement in Sustainability at the association’s regional conference and general assembly May 4 and 5 in Palm Desert.
5/5/2023	County of Ventura to receive Sustainability Award	Thousand Oaks Acorn	<a href="https://www.toacorn.com/articles/county-of-ventura-to-receive-sustainability-award/">https://www.toacorn.com/articles/county-of-ventura-to-receive-sustainability-award/</a>	34,000	The Southern California Association of Governments gave the County of Ventura the 2023 Sustainability Award for Outstanding Achievement in Sustainability at the association’s regional conference and general assembly May 4 and 5 in Palm Desert.
5/4/2023	NBC Palm Springs coverage	NBC Palm Springs	LINK PENDING		
5/4/2023	SCAG conference discusses the future of electric vehicles in California	KESQ-TV (Online story version)	<a href="https://kesq.com/news/2023/05/04/scag-conference-discusses-the-future-of-electric-vehicles-in-california/">https://kesq.com/news/2023/05/04/scag-conference-discusses-the-future-of-electric-vehicles-in-california/</a>	629,800	The Southern California Association of Governments (SCAG) is having a conference for California leaders where they will learn more about the latest consumer research and all-electric cars. SCAG helps the region meet long-term transportation, housing, and environmental goals.
4/28/2023	Rialto honored with SCAG Sustainability Award for IEUA partnership	Patch	<a href="https://patch.com/california/redlands/rialto-honored-scag-sustainability-award-ieua-partnership">https://patch.com/california/redlands/rialto-honored-scag-sustainability-award-ieua-partnership</a>	2,978,885	Rialto is honored to be the first recipient of the Carmen Ramirez Award for Equity, to be presented by the Southern California Association of Governments (SCAG) at its upcoming General Assembly in Palm Desert.
4/28/2023	SCAG honors Ventura County with top 2023 Sustainability Award	Patch	<a href="https://patch.com/california/moorpark/scag-honors-ventura-county-top-2023-sustainability-award">https://patch.com/california/moorpark/scag-honors-ventura-county-top-2023-sustainability-award</a>	2,978,885	In all, seven innovative projects across the six-county region will take home the prestigious Sustainability Awards during ceremonies at SCAG’s Regional Conference and General Assembly May 4 in Palm Desert.

Attachment: SCAG 2023 Regional Conference and General Assembly Media Coverage Summary (2023 SCAG General Assembly and Regional





**2023 Regional Conference and General Assembly – Media Coverage Results**

<b>News Date</b>	<b>News Headline</b>	<b>Outlet Name</b>	<b>Link</b>	<b>Reach</b>	<b>Key mention</b>
5/11/2023	SCAG General Assembly showcases EVs, previews future transportation plans	ChineseInLA.com	<a href="https://www.chineseinla.com/hotnews/2496709.html">https://www.chineseinla.com/hotnews/2496709.html</a>	396,300	
<b>Total</b>				<b>23,262,114</b>	

**Attachment: SCAG 2023 Regional Conference and General Assembly Media Coverage Summary (2023 SCAG General Assembly and Regional**





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

Southern California Association of Governments  
May 23, 2023

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** Housing & Transportation Bills of Interest Follow-Up

**RECOMMENDED ACTION:**

Staff recommends the Legislative/ Communications and Membership Committee (LCMC) forward an “oppose” position on Assembly Bill (AB) 6 (Friedman), AB 7 (Friedman), and Senate Bill (SB) 670 (Allen) and a recommendation that AB 1525 (Bonta) be held as a “two-year bill” to the Regional Council (RC). Staff also recommends the LCMC receive updates on the status of AB 1000 (Gomez Reyes) and AB 1335 (Zbur).

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*Staff recommends an “oppose” position on (AB) 6 (Friedman), AB 7 (Friedman), and (SB) 670 (Allen). In addition, staff recommends AB 1525 (Bonta) be held as a “two-year bill.” Lastly, updates to AB 1000 (Gomez Reyes) and AB 1335 (Zbur) are provided for the LCMC’s information.*

**BACKGROUND:**

SCAG is monitoring over 200 legislative bills that relate to active transportation, affordable housing and housing production, land use, transportation, California Environmental Quality Act (CEQA) modernization, and more. Staff identified seven (7) legislative bills which could have potentially significant impacts on SCAG, the region, and/or our member organizations.

For today’s meeting, staff recommends an “oppose” position on AB 6 (Friedman), AB 7 (Friedman), and Senate Bill (SB) 670 (Allen). In addition, staff recommends AB 1525 (Bonta) be held as a “two-year bill.” Lastly, updates to AB 1000 (Gomez Reyes) and AB 1335 (Zbur) are provided for the LCMC’s information.

Summaries of the seven bills are included below in numerical order.

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**Bill:** AB 6      **Author:** Assemblymember Laura Friedman (D-Glendale)  
**Title:** Transportation Planning  
**Status:** Passed Assembly Appropriations Committee on 05/10/2023. Pending vote on the Assembly Floor.  
**Recommendation:** OPPOSE

Background:

AB 6 would require the California Air Resources Board (CARB) to establish additional targets for 2035 and for 2045. SB 375 (Chapter 728, Statutes of 2008) directs CARB to set regional targets for reducing greenhouse gas (GHG) emissions from the automobile and light-duty truck sector for 2020 and 2035. SB 375 also requires MPOs to create Sustainable Communities Strategies in conjunction with their Regional Transportation Plans. In 2018, CARB updated SCAG's assigned GHG reduction target to 19 percent per capita by 2035, relative to 2005 levels. SCAG's 2020 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, represents the vision for achieving that regional GHG reduction goal.

AB 6 would also require MPOs to submit their RTP/SCS technical methodology to CARB for approval at least 60 days prior to starting their public participation processes. State law requires MPOs to adopt a public participation plan for the development of their SCSs that must include active participation from a broad range of stakeholders, consultation with transportation agencies, public workshops throughout the region, circulation of the draft SCS, public hearings, and informational hearings tailored for the region's city and county elected officials.

In addition, this bill would require MPOs to submit their adopted SCSs to CARB within 120 days of the plan's adoption by its board of directors. The bill would also extend CARB's review period from 60 days to 180 before CARB is required to accept or deny an MPO's SCS.

Lastly, AB 6 would require that each application for the Solutions for Congested Corridors Program (SCCP) demonstrate how the proposed project would contribute to achieving the state's GHG emissions reduction targets. SB 1 (Chapter 5, Statutes of 2017) created this competitive program to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state.

AB 6 has passed the Assembly Transportation, Natural Resources, and Appropriations committees. A vote by the full Assembly is forthcoming.

Analysis:

Connect SoCal represents the vision for Southern California's sustainable future. The plan includes policies, strategies, and projects for advancing the region's mobility, economy, and sustainability

through 2045. Currently, SCAG is updating Connect SoCal with an anticipated adoption in 2024 and a horizon year of 2050. As such, SCAG's SCS horizon date already exceeds AB 6's proposed, new targets for 2035 and 2045. New targets for 2035 and 2045 would result in additional model runs, but may not represent a tremendous imposition.

Staff objects to AB 6's proposal to require MPOs to submit the RTP/SCS Technical Methodology to CARB for approval at least 60 days prior to starting its public participation process. With this proposal, it is unclear what problem AB 6 attempts to solve. CARB's SCS Guidelines acknowledge that the development of the Technical Methodology is an iterative and ongoing process. Currently, SCAG staff meets at least quarterly with CARB staff to discuss the development of Connect SoCal, including the development of the Technical Methodology. CARB evaluates Connect SoCal's draft Technical Methodology, including its aggregated strategies, measures, and policies, that help to reduce per-capita GHG emissions. The strategies, measures, and policies collectively result in the achievement of our region's GHG reduction goal. Additionally, SCAG collaborated with CARB as the SCS Program and Evaluation Guidelines were updated. This collaboration was essential to ensuring Connect SoCal aligns with state expectations. The final technical methodology, however, was submitted to CARB after adoption of Connect SoCal.

Furthermore, the purpose of SCAG's SCS public participation is to present the public with challenges and potential solutions. The public participation does not achieve a level of detail that would inform the Technical Methodology.

AB 6 would require SCAG to submit the SCS to CARB within 120 days of the plan's adoption by the Regional Council and would triple the time CARB has to review the plan from 60 days to 180. This is another solution in search of a problem. The Affordable Housing Sustainable Communities Program, Solutions for Congested Corridors Program, Local Partnerships Program, Trade Corridor Enhancement Program, Infill Infrastructure Grant Program, among many others, require a proposed project to support the implementation of a region's adopted SCS. These programs offer billions of dollars of state funding for local and regional projects. Eligibility for these funding programs already provide the necessary incentive to submit an RTP/SCS to CARB for approval immediately upon its adoption by the Regional Council.

Increasing the time for CARB to evaluate SCAG's SCS only prolongs the back-and-forth between CARB and SCAG and discourages the expeditious approval of the RTP/SCS. In addition, the extended timeframe has the potential to impact a project's eligibility for any of the funding programs mentioned above.

Lastly, AB 6 requires applications for the Solutions for Congested Corridors Program to demonstrate how the proposed project would contribute to achieving the state's GHG emissions reduction targets. SB 1 created this competitive program to fund projects that achieve a balanced set of

transportation, environmental, and community access improvements to reduce congestion throughout the state. For the SCAG region, the most recent cycle of the SCCP resulted in awards for Los Angeles County Metropolitan Transportation Authority for the construction of express lanes infrastructure on the I-105. In addition, San Bernardino County Transportation Authority received awards for the construction of bus rapid transit stations and the purchase of 18 new zero emission buses.

Applications for the SCCP must be included in an adopted RTP/SCS that CARB has determined achieves the region's GHG reduction goals. In addition, each project is also required to complete an environmental analysis, pursuant to the California Environmental Quality Act (CEQA), including an SB 743 transportation analysis. The SB 743 transportation analysis measures the actual transportation-related environmental impacts of any given project and requires that they be mitigated. While this provision of AB 6 does not represent a tremendous burden, it is duplicative with existing climate-related safeguards.

Recommendation:

Staff will continue to collaborate and engage on AB 6 to ensure that our region's concerns are included in the dialogue on this bill. Because AB 6 has now advanced from two policy committees and one fiscal committee, staff recommends an OPPOSE position before AB 6 advances from the Assembly to the Senate.

**Bill:** AB 7      **Author:** Assemblymember Laura Friedman (D-Glendale)

**Title:** Transportation Project Selection Process

**Status:** Passed Assembly Transportation Committee on 03/27/2023. Pending vote on the Assembly Floor. Ordered to the Appropriations Committee "Suspense File."

**Recommendation:** OPPOSE

As currently written, AB 7 would require the project selection process for transportation infrastructure projects funded by some of the state's largest transportation accounts to incorporate federal principles that promote accessibility, climate change, the environment, resilience, safety, timeliness, among other principles. Specifically, AB 7 would apply to the application selection process for each transportation project that would be funded, at least partially, from the following state funding sources:

- The State Highway Account
- The Road Maintenance and Rehabilitation Account
- A local transportation fund
- The Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006
- The Highway Users Tax Account

- The Trade Corridor Enhancement Account

AB 7 would require the following principles to be incorporated into the project selection process for any programs funded by the above-named accounts:

- Improving the condition, resilience, and safety of road and bridge assets consistent with asset management plans
- Promoting and improving safety for all road users, particularly vulnerable users, and supporting major actions and goals consistent with the federal Department of Transportation's January 2022 National Roadway Safety Strategy for safer people, safer roads, safer vehicles, safer speeds, and enhanced post-crash care
- Supporting accelerated project delivery and an efficient environmental review process through the One Federal Decision framework and by continuing to coordinate with other federal partners to ensure that the benefits of projects are realized as soon as possible
- Making streets and other transportation facilities accessible to all users and compliant with the Americans with Disabilities Act
- Addressing environmental impacts ranging from storm water runoff to the emissions of greenhouse gases
- Prioritizing infrastructure that is less vulnerable and more resilient to a changing climate
- Future-proofing transportation infrastructure by accommodating new and emerging technologies such as electric vehicle charging stations, renewable energy generation, and broadband deployment in transportation rights-of-way
- Reconnecting communities and reflecting the inclusion of disadvantaged and underrepresented groups in the planning, project selection, and design process

California's transportation system consists of sidewalks, bike lanes, ports, light and commuter rail systems, local streets and roads, and highways. Together, these various transportation infrastructure assets provide Californians with options move around the state. The funding to sustain these assets come from a variety of sources, including local sales tax measures, state taxes and fees, federal taxes, and even from public-private partnerships. In the Governor's January Budget, he estimates a total of \$14.7 billion will be available for transportation purposes from state and federal sources.

In November of 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA), which authorized \$1.2 trillion in various broadband, energy, transportation, and water infrastructure types over a five-year period. Of that, \$567 billion in spending was specifically authorized for federal transportation programs. Already, California has announced \$20 billion in IIJA funding (both formula and competitive), of which \$15.14 billion is dedicated to transportation-related projects, \$4.6 billion is dedicated to clean energy, power, and environmental projects, and \$177 million is dedicated to broadband projects.

The adopted 2020 Connect SoCal outlines more than \$638 billion in transportation system investments through 2045 and the state and federal funds described above are an important component of the implementation of that plan.

At a time when the Legislature should be maximizing the State's ability to secure as much federal investment in our multi-modal transportation system, AB 7 introduces new layers of project selection criteria that must be incorporated in nearly every transportation project receiving any amount of state funding.

While it is important for California to maximize its share of federal funding, it is unclear how AB 7 will assist project sponsors in supporting that goal. AB 7 selects a whole host of federal goals and requires all local and regional projects to incorporate them, even if the local or regional project does not have a clear federal nexus. For example, AB 7 covers the Road Maintenance and Rehabilitation Account, which funds the Road Maintenance and Rehabilitation Program. A portion of the Road Maintenance and Rehabilitation Program is apportioned by formula to cities and counties for basic road maintenance and critical safety projects on local streets and roads. Local streets and roads projects may not share all of the federal principles outlined in AB 7, putting into question the ability for local cities and counties to put those funds to work in their local communities.

Staff will continue to monitor, collaborate, and engage on AB 7 to ensure that our region's concerns are included in the dialogue on this bill. Because AB 7 has passed the Assembly Transportation Committee, staff recommends an OPPOSE position on this bill at this time.

**Bill:** AB 1000    **Author:** Assemblymember Eloise Gomez Reyes (D-San Bernardino)

**Title:** Logistics Projects

**Status:** Dead. Failed Assembly Local Government Committee on 04/26/2023.

**Recommendation:** NONE. For Information.

This bill would have prohibited a city or county from approving the development or expansion of any qualifying logistics use within 1,000 feet of sensitive receptors. AB 1000 defines sensitive receptors as residences, including a private home, apartment, or shelter, a school, daycare facility, health care facility, community center, established community place of worship, prison or jail, or public playground or recreation center.

The bill would have authorized a local agency to approve the development or expansion of a qualifying logistics use greater than 750 feet from a sensitive receptor and within 1,000 feet of a

sensitive receptor only if the local agency had taken certain actions, including, among other things, conducting a cumulative analysis of the air quality impacts of the warehouse development project.

AB 1000 failed to advance from the Assembly Local Government Committee by a vote of 2-1-5 on April 26, 2023.

**Bill:** AB 1335     **Author:** Assemblymember Rick Zbur (D-Santa Monica)

**Title:** Sustainable Communities Strategy and Regional Housing Needs Assessment.

**Status:** Passed Assembly Appropriations Committee on 04/19/2023. Pending vote on the Assembly Floor.

**Recommendation:** NONE. Regional Council adopted an OPPOSE position on AB 1335 at 04/06/2023 RC Meeting; staff does not recommend any changes to the current position.

As originally introduced, AB 1335 would have required the Sustainable Communities Strategy (SCS) to be based on population projections produced by the Department of Finance (DOF), thereby taking away the ability for agencies like SCAG to develop our own regional growth forecasts.

SCAG staff presented AB 1335 to the LCMC at its March 21, 2023 meeting with a recommendation to “watch” as conversations with the author were on-going. The LCMC agreed with that recommendation and forwarded a watch position to the RC. Subsequent to that action, but before the RC’s April 6, 2023 meeting, AB 1335 advanced from the Assembly Transportation Committee on a vote of 11-3-1. After consultation with the LCMC Chair, staff requested that the LCMC Chair pull AB 1335 at the April 5, 2023 Executive-Administration Committee (EAC) meeting and April 6, 2023 RC meeting and request that the RC adopt an “oppose” position. The EAC agreed and the RC adopted the “oppose” position.

The RC’s strong position on AB 1335 increased SCAG’s advocacy standing, including by submitting an official letter outlining SCAG’s concerns to the author and to every member of the State Assembly from the Southern California region. The letter was also shared with SCAG’s sister agencies from the Bay Area, Monterey Bay area, Sacramento, and San Diego regions. SCAG’s official position letter is attached to this report.

On May 12, 2023, AB 1335 was amended on to remove the requirement that an MPO use the population growth forecasts produced by the DOF for the SCS. The removal of this requirement is a positive development so SCAG can maintain its robust population, housing, and jobs projection process, which includes the Local Data Exchange program, panel of demographic experts, and internal expert demographic staff when developing likely scenarios 25 years into the future.

Unfortunately, AB 1335 was also amended such that MPOs would have to plan for a commensurate amount of housing from their RHNA throughout the duration of the entire SCS planning period. Functionally, this means that SCAG would have to divide our total RHNA determination of 1.34 million by the eight-year RHNA planning period (=167,500 housing units) and then multiply that number across the total number of years of the SCS. SCAG's current RTP/SCS, the 2020 Connect SoCal, runs from 2020 to 2045 (=25 years). AB 1335, would therefore, require SCAG's Connect SoCal to plan for 4.187 million new housing units in our region.

Given that California as a whole, not just the SCAG region, produced only 123,000 housing units in 2022 (which, was a record not seen since 2008), the 4.187 million number that AB 1335 would foist upon SCAG would be completely divorced from market reality. In addition, by requiring SCAG to plan for such a huge number of housing units, it could have severe, unintended consequences as it relates to federal transportation conformity or our Natural and Farmlands Conservation strategies in the SCS.

Because of AB 1335's recent and extremely problematic amendments, staff does not recommend any changes to the current "oppose" position. Staff will continue to engage on AB 1335 to ensure that our region's concerns are reflected in this bill.

**Bill:** AB 1525    **Author:** Assemblymember Mia Bonta (D-Oakland)

**Title:** Transportation funding for priority populations.

**Status:** In Assembly Appropriations. Referred to suspense file.

**Recommendation:** Two-year bill.

Background:

This bill would direct the California Department of Transportation (Caltrans), California Transportation Commission (CTC), and California State Transportation Agency (CalSTA) to adopt a criteria and evaluation process that defines "priority populations" and assesses the benefits and potential harms of proposed transportation projects. Those agencies would then be required to submit an annual report, beginning in 2026, that details how proposed projects meet the evaluation criteria while requiring them to allocate at least 60% of transportation funds to projects within five identified programs located in, benefiting, and avoiding harm to those priority populations.

The five programs that would be impacted by this bill include the:

- Interregional Transportation Improvement Program (ITIP),
- State Highway Operation and Protection Program (SHOPP),
- Solutions for Congested Corridors Program (SCCP),
- Trade Corridor Enhancement Program (TCEP), and
- Local Partnership Program (LPP – Competitive).



The 60 percent target set by the agencies would be shared among the five identified programs. As such, the administering agencies would have the discretion to determine individual programmatic targets amongst themselves. If passed, Caltrans, CTC, and CalSTA would have one year to do public outreach to identify and set the criteria for identifying a priority population, followed by one year to identify projects that would fall under those criteria. Implementation would then begin by July 1, 2026.

AB 1525 is sponsored by the Greenlining Institute and is supported by the California Bicycle Coalition, Coalition for Clean Air, Move LA, Natural Resources Defense Council, and Safe Routes to School National Partnership. The bill is opposed by the Association General Contractors, California Alliance for Jobs, California State Council of Laborers, Rebuild SoCal Partnership, Riverside County Transportation Commission, and Transportation California.

Analysis:

SCAG is deeply committed to advancing equity in transportation planning, including it as a key component of Connect SoCal. Recognizing the demographic and economic diversity throughout our vast region, SCAG's work engages stakeholders on our regional and local planning activities as we seek to eliminate racial bias and barriers in both land-use and transportation planning. In line with these efforts and with the leadership and support of Senators Dianne Feinstein and Alex Padilla, SCAG secured \$480,000 in Community Project Funding for a "Highways to Boulevard Regional Study" in the FY 2022 Omnibus Appropriations Act. This study will identify and evaluate urban highways within the six-county SCAG region that could be converted to city streets that better fit the context of their surroundings, particularly within environmental justice areas and disadvantaged communities, working to remove barriers to mobility and economic opportunity due to highway construction.

Recommendation:

Staff recommends AB 1525 (Bonta) be made into a two-year bill to give more time to assess its impacts, especially noting any potential unintended consequences.

SCAG's equity goals may be aligned with the intent of AB 1525, but there may be numerous unintended consequences. Regional planning takes into consideration various other factors for assigning funding and therefore additional time is needed to evaluate the bill in the context of existing policies and programs, and to ensure that local and regionally significant projects that accomplish other public policy goals, such as air quality, economic growth, housing production, and safety, are not negatively impacted.

**Bill:** SB 423      **Author:** Senator Scott Wiener (D-San Francisco)

**Title:** Streamlined approval for multi-family housing

**Status:** Passed Senate Appropriations Committee on 05/15/2023. Ordered to the "Suspense File."

**Recommendation:** NONE. For information.

Senator Scott Wiener (D-San Francisco) authored SB 35 (2017), which creates a streamlined, ministerial approval process for development proponents of multi-family housing in cities or counties that the Department of Housing and Community Development (HCD) has determined, based on the jurisdiction's most recent annual progress report, has failed to issue building permits consistent with the jurisdiction share of the regional housing need.

The development project must meet certain requirements, such as the site is located in an urban infill site, zoned for residential use or residential mixed-use development with at least two-thirds of the square footage for residential use, and is not located in the coastal zone. SB 35 also prohibits a local government from imposing parking standards for approved streamlined developments in cases in which the development is located within one-half mile of public transit, or other specified circumstances. SB 35's authorities expire on January 1, 2026.

SB 423 would delete the January 1, 2026, repeal date, thereby making SB 35's authorities operative permanently. In addition, this bill would delete the standard that prohibits a multifamily housing development from being subject to the streamlined, ministerial approval process if the development is located in a coastal zone.

No major changes have been made to SB 423 since the March 21, 2023 LCMC meeting, when staff last presented this bill.

This bill is supported by Abundant Housing-LA, the State Council of Laborers, Council of Infill Builders, Los Angeles Chamber of Commerce, and YIMBY Action. Presently, at least 39 SCAG region cities have filed their official opposition to SB 423, in addition to the Los Angeles County Division of the League of California Cities, the League of California Cities, Orange County Council of Governments, and Ventura Council of Governments. SB 423 received a unanimous vote in the Senate Appropriations Committee and vote on the Senate floor is forthcoming.

**Bill:** SB 670      **Author:** Senator Ben Allen (D-Santa Monica)

**Title:** Vehicle Miles Traveled

**Status:** Passed Senate Appropriations Committee on 05/08/2023. Ordered to the Appropriations Committee "Suspense File."

**Recommendation:** OPPOSE

Background:

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SB 670 would require the California Air Resources Board (CARB), in consultation with the Governor's Office of Planning and Research (OPR) and Caltrans, to develop a methodology for assessing light-duty vehicle miles traveled (VMT) and to develop maps to display average VMT per capita in the state at the local, regional, and statewide levels. The bill would require CARB to update the methodology and maps at least every four years and make the maps publicly available on its website. Under certain circumstances, SB 670 would require CARB to provide technical assistance to any local agency requesting assistance concerning the usage and interpretation of the statewide map.

SB 743 (Chapter 386, Statutes of 2013) changed the way improvement projects evaluate transportation impacts under the California Environmental Quality Act (CEQA). The objective of SB 743 was to balance mobility with the achievement of statewide greenhouse gas (GHG) reduction goals through the facilitation of infill development, encouragement of mixed-use, transit accessible communities, and improvement of active transportation infrastructure, while still ensuring that the environmental impacts of traffic such as noise, air pollution, and safety are properly addressed and mitigated.

In January 2019, the California Natural Resources Agency finalized updates to the CEQA Guidelines in response to the provisions of SB 743. SB 743 changes the methodological focus of CEQA transportation impact analysis from motor vehicle delay to reduction of GHG emissions. The new requirements state that a project's impact on motor vehicle delay, shall no longer be considered a significant CEQA environmental impact. The change replaces the previously used 'Level of Service' (LOS) metric, which assessed the amount of motor vehicle delay occurring on a highway segment or intersection, with a metric based on vehicle miles of travel (VMT).

Lead agencies were required to use the new VMT assessment provisions no later than July 1, 2020. After that date, local agencies were required to assess the amount of VMT that is generated by an applicable project as part of the CEQA process.

VMT may be calculated using a regional or statewide travel model or by using available spreadsheet based VMT assessment tools. Lead agencies have discretion to choose the most appropriate methodology to evaluate a local project's VMT impact.

Analysis:

According to the author, SB 670 was introduced because not all jurisdictions have been successful in implementing SB 743. Many jurisdictions struggle with resourcing, conflicting data, methods for data collection, and other issues which impacts their ability to implement SB 743's required VMT analysis. The author asserts that in many parts of the state, cities and counties lack adequate VMT mapping or have no VMT mapping at all.

For this reason, SB 670 requires CARB to establish a consistent methodology for VMT assessment and develop maps based upon that assessment. SB 743, however, required OPR to prepare and submit revisions to the CEQA guidelines for establishing criteria for determining the significance of transportation impacts of projects within transit priority areas. Why CARB has been tasked with SB 670's responsibilities is unclear.

In addition, SB 670 would provide a source of substantial evidence when determining the significance of transportation impacts for new developments. This substantial evidence developed by the state agencies, however, may conflict or differ from the substantial evidence submitted by the lead agency, virtually guaranteeing more topics to litigate within CEQA. Specifically, having two sets up VMT maps with differing VMT analyses would play into the hands of NIMBYs seeking to weaponize CEQA to stop responsible community improvements.

Recommendation:

As part of its legislative priorities for the 2023 legislative session, SCAG asked the Legislature to establish a state task force to evaluate and make recommendations for comprehensive CEQA modernization. VMT maps developed pursuant to SB 670 have the potential to conflict with already existing information and VMT maps produced by SCAG, other regional agencies, or lead agencies. SB 670, as a result, would likely increase CEQA litigation, precisely the opposite of SCAG's long-standing goals concerning CEQA modernization. Therefore, staff recommends an "oppose" position on SB 670.

Presently, SB 670 is supported by Climate Plan and Streets for All. The bill is opposed by California Building Industry Association, California Chamber of Commerce, Orange County Business Council, Southern California Leadership Council, and Transportation California.

**FISCAL IMPACT:**

Work associated with the staff report on Housing & Transportation Bills of Interest is contained in the Indirect Cost budget, Legislation 810-0120.10.

**ATTACHMENT(S):**

1. Chair Friedman SCAG Data Request Letter and Response
2. AB 1335 (Zbur) - Oppose

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COMMITTEES  
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BUDGET  
NATURAL RESOURCES  
WATER, PARKS AND WILDLIFE

BUDGET SUBCOMMITTEE NO. 3 ON  
CLIMATE CRISIS, RESOURCES,  
ENERGY, AND TRANSPORTATION

March 13, 2023

Kome Ajise Executive Director  
Southern California Association of Governments  
900 Wilshire Blvd, Suite 1700  
Los Angeles, CA 90017

**Re: Information Regarding Current Plan Expenditures and Vehicles Miles Traveled Reductions**

Dear Director Ajise:

We are at the beginning of a transportation renaissance that incorporates improved health and safety, housing, equity, and the state's climate goals into decisions we make about transportation investments. I appreciate and recognize the dedicated work SCAG has done to incorporate SB 375 (Steinberg), Chapter 728, Statutes of 2008, principles into local funding and planning. Our goals are shared in this space.

We are nearly a decade after passage of SB 743 (Steinberg) Chapter 386, Statutes of 2013, and are still working on how to incentivize and better prioritize projects that more closely align with our climate, safety, and equity goals. While outcomes differ from project to project, investing in added roadway capacity, such as new or widened roadways or interchanges, often induces additional vehicle-miles traveled (VMT) and climate pollution.

I have a suite of bills this year (AB 6 and AB 7) that are working towards the transportation sector reducing its greenhouse gas emissions and vehicle mile traveled. This is a state and local issue, and I need your help. Our funding is constrained, and with climate change and the cost of living, and Californian's quality of life is getting harder to maintain. Your responses to the list of questions posed below will help to better inform policy around what is considered a climate efficient and equitable project, and what projects are being prioritized. I request the following factual information, as soon as possible, to help answer the following overriding policy related questions:

- What estimation or percentage of all funding sources in your region is being spent to maintain and operate the existing transportation system?
- What estimation or percentage of all funding sources in your region is being spent on new investments that are targeted to reduce VMT? What types of projects are these?

Attachment: Chair Friedman SCAG Data Request Letter and Response (Housing & Transportation Bills of Interest Follow-Up)

- Does your MPO spend more, less or the same (as a percent of total budget) on new projects that are targeted to reduce VMT in the first few plan years (e.g. 5--10) as they do in the later years?
- How much of the total budget for SCSs helps to implement the types of infill housing supported by, for example, Transit Priority Areas in SB375, AB2011, AB 2097 or MPO designated infill areas (functionally similar to MTCs Priority Development Areas)? What are the opportunities and constraints (legal and/or political) to allocating more existing resources to these areas?

The types of information that would help us answer these questions include the following (these are examples, please feel free to provide different or additional relevant information that you have access to).

1. A complete summary and categorized list of current plan expenditures for two periods: a short horizon (e.g. 5-8 years) and the remaining plan years.
  - 1a. For example, categories would include transit operations, transit capital, active transportation, road operations and maintenance, road capacity, et cetera. I understand that each MPO draws categories differently.
  - 1b. Specifically, we are requesting information about fiscally-constrained plan expenditures.
2. Examples of VMT reducing transportation projects that would advance state climate goals if implemented in the shorter 5-8 year time horizon, including barriers and possible solutions to accomplishing these projects sooner than currently planned.
3. The percentage of your region's recent (last 2-5 years) housing growth that has occurred in infill areas.
4. The percentage of your plan's future housing that is forecast to occur in infill areas and initial thoughts on whether recently passed legislation, e.g. AB 2011, AB 2097 will effectively increase the rate of infill housing construction in your plan.
5. Thoughts about further land use regulatory changes and the quantity and uses of additional funding that would effectively increase the rate of infill housing construction in your plan.
6. Please provide any existing studies/plans for infill housing in subareas of your region that identify the adequacy of existing non-transportation infrastructure (e.g. water, sewer, etc.) and estimates of amount of funding needed for any upgrades in that infrastructure necessary to serve the forecasted growth in infill housing.

Please let us know as soon as possible when you will be able to respond to any or all of the items in this request. We would rather receive any information you can provide incrementally as opposed to waiting for you to assemble the complete package.

Finally, we will share a draft with you of anything we prepare that uses the information you provide to make sure we are reporting it accurately and in the right context to promote understanding.

I appreciate our partnership, and look forward to working on these issues together. Please do not hesitate to reach out to myself or my staff as we work towards understanding how to build a transportation system that puts people before the car. We look forward to having a conversation with you about the information you are able to provide.

Sincerely,

A handwritten signature in black ink, appearing to read "Laura Friedman". The signature is fluid and cursive, written in a professional style.

LAURA FRIEDMAN  
Assemblymember, 44<sup>th</sup> District



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ASSOCIATION OF GOVERNMENTS  
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May 2, 2023

The Honorable Laura Friedman  
Chair, Assembly Transportation Committee  
1021 O Street, Suite 5740  
Sacramento, California 95814

**RE: Information Regarding SCAG 2020 – 2045 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) Expenditures and Vehicles Miles Traveled Reductions**

Dear Chair Friedman:

Thank you for the letter dated March 13, 2023, requesting information on SCAG’s RTP/SCS. SCAG’s RTP/SCS, marketed as Connect SoCal, was adopted by the Regional Council on September 3, 2020. As the agency responsible for developing the blueprint to achieve our region’s greenhouse gas (GHG) emissions reduction goals, I am pleased to provide the information requested.

From a big-picture perspective, Connect SoCal was developed through a four-year planning process which builds and expands upon existing land use and transportation strategies that increase mobility options and achieve a more sustainable growth pattern for Southern California. Connect SoCal includes more than 3,000 individual projects, including but not limited to active transportation projects, managed lanes, railroad grade separations, and street safety improvements. These 3,000 projects are evaluated as a system. In their totality, these 3,000 projects, when combined with other plan strategies, achieve the SCAG region’s 19 percent per capita GHG emissions reduction goal, as determined by the California Air Resources Board (CARB Executive Order G-20-239).

The following information is in response to questions posed in your letter relating to overriding policy considerations, such as climate-efficient and equitable projects and how projects are being prioritized in Connect SoCal.

**Question 1 – What estimation or percentage of all funding sources in your region is being spent to maintain and operate the existing transportation system?**

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Deborah Robertson, Rialto

Transportation  
Ray Marquez, Chino Hills



Answer 1 – Connect SoCal is financially constrained and includes revenues from “traditional” core revenue sources, such as existing local, state, and federal sources as well as more innovative but reasonably assured sources of revenue. Together, both core and reasonably assured revenue sources total \$638.9 billion from Fiscal Year (FY) 2020-21 through FY 2044-45. Please note that this figure and others referenced in this letter are reported as Year of Expenditure (YOE) dollars, meaning they consider the inflation rate over the time covered by Connect SoCal. Of the total plan cost of \$638.9 billion, \$316.0 billion is assigned to maintain and operate the existing transportation system, representing 49.5 percent of the total.

**Question 2 – What estimate or percentage of all funding sources in your region is being spent on new investments that are targeted to reduce VMT? What types of projects are these?**

Answer 2 – As mentioned above, Connect SoCal represents \$638.9 billion of total investment. Of this, \$287.3 billion represents investments in new capital projects and other programs in Connect SoCal. Of this \$287.3 billion, \$176.6 billion is for new investments targeted to reduce vehicle miles traveled (VMT), accounting for 27.6 percent of the total plan. New capital projects and programs that specifically reduce VMT include transit, passenger rail, active transportation, transportation demand management (TDM), high occupancy vehicle/express lanes (which provide dedicated lanes for transit and high occupancy vehicles), and other safety, road pricing mitigation programs, and regional plug-in electric vehicle charging stations programs.

Additionally, Connect SoCal includes \$200.5 billion for transit and passenger rail operations and maintenance (O&M). These O&M costs account for 31.4 percent of the total plan.

When accounting for new capital projects and other program investments (\$176.6 billion) and O&M expenditures (\$200.5 billion), 59.0 percent of Connect SoCal’s total investments are targeted to reduce VMT.

**Question 3 - Does your MPO spend more, less or the same (as a percent of total budget) on new projects that are targeted to reduce VMT in the first few plan years (e.g. 5--10) as they do in the later years?**

Answer 3 – The table below breaks down Connect SoCal into five-year columns. Each column reports the percentage of the Plan’s total cost that is targeted towards projects and programs targeted to reduce VMT. As illustrated in the table below, Connect SoCal spends the highest share of investments in the middle of the Plan (FY 2031 – FY 35). This is followed by the latter years of the Plan, although these are generally comparable. The final column represents the cumulative total.

	FY21- FY25	FY26- FY30	FY31- FY35	FY36- FY40	FY41- FY45	Total (FY21-FY45)
<b>Share of Capital Projects and Other Programs</b>	55.3%	61.9%	72.2%	54.9%	60.4%	61.5%
<b>Share of Operations and Maintenance (O&amp;M)</b>	62.7%	61.5%	62.9%	62.6%	65.5%	63.4%
<b>Share of Total Plan Cost</b>	55.2%	57.4%	64.0%	55.6%	60.9%	59.0%

**Question 4 – How much of the total budget for SCSs helps to implement the types of infill housing supported by, for example, Transit Priority Areas in SB375, AB2011, AB 2097 or MPO designated infill areas (functionally similar to MTCs Priority Development Areas)? What are the opportunities and constraints (legal and/or political) to allocating more existing resources to these areas?**

SCAG’s Connect SoCal contains a single financial plan for all components, including the SCS. Consistent with federal and state requirements for long-range, metropolitan transportation plans, the Connect SoCal financial plan does not include separate housing cost or revenue estimates. Revenues included in Connect SoCal are restricted to transportation uses only. Nevertheless, many infrastructure projects can support land use strategies that promote climate friendly, infill housing development.

The share of transportation revenues that help to implement infill housing can reasonably be assumed to align with new investments targeted to reduce VMT. This is because locating new households and employment growth around bus and rail stations can reduce the number and length of vehicle trips by encouraging more bicycle/pedestrian and transit use and can also support transit investments by creating density around stations to boost ridership.

SCAG also incorporated an assumption of Enhanced Infrastructure Financing Districts (EIFDs) for transit-supportive housing-related infrastructure in Connect SoCal, representing about \$3.0 billion over the life of the plan. Tax increment financing is an essential tool that provides cities and counties with a funding source to improve infill sites, combine parcels, and subsidize affordable housing development, which is why SCAG is an enthusiastic supporter of your Assembly Bill (AB) 930 this year.

Outside of Connect SoCal, the programs funded through SCAG’s Regional Early Action Planning (REAP 2.0) Grant Program will help implement the strategies in Connect SoCal. SCAG’s REAP 2.0 Program combines coordinated and transformative housing development and finance, land use, and transportation strategies to help achieve California’s housing and greenhouse gas emission reduction goals.

SCAG’s REAP 2.0 Framework includes the following objectives:

- Support transformative planning and implementation activities that realize Connect SoCal;
- Promote infill development across the Southern California region, as identified in Connect SoCal;
- Represent best practices in VMT reduction;
- Leverage and augment the Connect SoCal implementation strategy to support activities that can be implemented quickly and consistently with community-driven priorities;
- Build regional capacity to deliver housing that realizes 6<sup>th</sup> Cycle RHHA goals; and
- Demonstrate consistency with SCAG’s Racial Equity Early Action Plan.

In summary, SCAG’s core program objectives for the REAP 2.0 grant program are aligned with and support (1) the acceleration of infill development that facilitates housing supply, choice, and affordability, (2) affirmatively furthering fair housing, and (3) reducing VMT. SCAG is eligible for up to \$246 million from the REAP 2.0 program.

The following information is provided to build upon the responses to the questions posed above.

1. **A complete summary and categorized list of current plan expenditures for two periods: a short horizon (e.g. 5-8 years) and the remaining plan years.**

Costs (YOE dollars in billions)	FY21- FY25	FY26- FY45	Total
<i>Capital Projects and Other Programs</i>	36.2	251.1	287.3
Arterials	7.1	13.6	20.7
Goods Movement (including Grade Separations)	4.8	61.2	66.0
High-Occupancy Vehicle/Express Lanes	0.9	12.5	13.4
Mixed-Flow and Interchange Improvements	2.7	7.6	10.3
Transportation System Management (including Intelligent Transportation Systems)	1.4	12.3	13.7
Transit	10.9	55.9	66.8
Passenger Rail	4.6	48.7	53.3
Active Transportation	1.6	16.1	17.7
Transportation Demand Management	0.7	6.6	7.3
Other*	1.5	16.6	18.1
<i>Operations and Maintenance</i>	35.9	280.2	316.0
State Highways	8.5	59.5	68.0
Transit	20.5	153.4	173.9
Passenger Rail	2	24.6	26.6
Regionally Significant Local Streets and Roads**	4.8	42.7	47.5
<i>Debt Service</i>	5.2	30.4	35.6
<b>Cost Total</b>	<b>\$77.3</b>	<b>\$561.7</b>	<b>\$638.9</b>

Note: numbers may not sum to total due to rounding.

\* Includes Safety, Transportation Demand Management Incentive Program, Road Pricing Mitigation Program, Regional Plug-In Electric Vehicle Charger Program, and Others.

\*\* Includes \$4.8 billion for active transportation in addition to capital project investment level of \$17.7 billion for a total of \$22.5 billion for active transportation improvements.

**2. Examples of VMT reducing transportation projects that would advance state climate goals if implemented in the shorter 5-8 year time horizon, including barriers and possible solutions to accomplishing these projects sooner than currently planned.**

SCAG's current target is to reduce GHG emissions from automobiles and light-duty trucks by 19 percent per capita by 2035, relative to 2005 emissions levels, as established by CARB. After excluding exogenous and baseline factors (phenomena that impact the calculation of SCAG's GHG reduction target achievement but are outside the influence of SCAG's programs and policies, such as the cost of gasoline), the most significant contributions to achieving GHG emission reductions are road pricing (19%\*), land use strategies (18%\*), and electric vehicle (EV) charging infrastructure (16%\*). The balance (48%\*) includes strategies such as car share, bike share, micromobility, transit/TNC partnerships, parking deregulation, multimodal dedicated lanes, and the like. Each of these individual strategies, however, accounts for significantly fewer emissions reductions than pricing, land use strategies, or EV charging infrastructure.

It is worth noting that transportation infrastructure projects included in Connect SoCal account for only 4.6 percent of the plan's GHG emission reduction strategies. This 4.6 percent reduction from transportation infrastructure projects includes transit projects (6.8%\*), active transportation projects (0.5%\*), and road capacity projects (+2.7%\*). These detailed calculations are submitted to CARB in a Technical Methodology with the submittal of SCAG's SCS following plan adoption. While this documentation is focused on GHG emissions, the calculation of GHG emission reduction is highly correlated with VMT reduction.

Since road pricing policies are SCAG's most impactful GHG emission reduction strategies, robust state assistance is fundamental to advancing pricing strategies included in Connect SoCal. State assistance should also include funding to deploy pilot programs and legislation to authorize the establishment of pilot programs. Additionally, political champions are needed to build public understanding and support for how pricing programs, coupled with universal basic mobility/mobility wallets, mobility hubs, and similar strategies, will reduce VMT and GHG.

\*Indicates % of total GHG emission reduction from plan strategies, not absolute GHG emission reduction.

**3. The percentage of your region's recent (last 2-5 years) housing growth that has occurred in infill areas.**

According to the Department of Housing and Community Development's Annual Progress Report data over 2018-2020, 65.6 percent of newly completed housing units in the SCAG region were constructed in at least one Priority Development Area (PDA), as defined in Connect SoCal.

Connect SoCal designates PDAs as High-Quality Transit Areas, Transit Priority Areas, Jobs Centers, Livable Corridors, and Neighborhood Mobility Areas. These are areas in the SCAG region with more mobility options and opportunities for shorter trips. This 65.6 percent figure represents tremendous progress for the Southern California region. In 2012, the year of SCAG’s first RTP/SCS, there were 5.9 million households in the region. By 2019, this number grew to approximately 6.2 million households. While the term “households” is not directly equivalent to “housing units,” it generally means that 95 percent of the SCAG region’s housing stock predates 2012. At that time, only 30 percent of SCAG region households were located near transit, whereas between 2010 and 2020, closer to 40 percent of total housing units in the SCAG region were built near high-quality transit areas.

**4. The percentage of your plan’s future housing that is forecast to occur in infill areas and initial thoughts on whether recently passed legislation, e.g. AB 2011, AB 2097 will effectively increase the rate of infill housing construction in your plan.**

Over the life of the plan, Connect SoCal assumes that the Southern California region will increase by 1.6 million housing units, with about 62 percent of those new units being developed in at least one PDA. As SCAG works to update Connect SoCal’s 2020 version with the 2024 version, we anticipate the percentage of housing units located in at least one PDA to increase to about 65 percent.

In Connect SoCal, PDAs account for only four percent of our region’s total land area. Implementing SCAG’s recommended growth strategies will help these areas accommodate about 65 percent of forecasted household growth and 74 percent of forecasted employment growth.

AB 2011 and AB 2097 have the ability to spur housing development in PDAs as they would reduce the approval process at the local level and the cost of parking for sites that are within a half-mile of public transit.

**5. Thoughts about further land use regulatory changes and the quantity and uses of additional funding that would effectively increase the rate of infill housing construction in your plan.**

For all its promise, infill development remains extremely expensive due to the complexities of construction in established neighborhoods and the need to expand or relocate existing utility infrastructure to accommodate increased usage. Therefore, SCAG recommends continued investment in the Infill Infrastructure Grant (IIG) and Affordable Housing Sustainable Communities (AHSC) programs. The IIG program provides funding for infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill. Developers and local governments partner to apply for grant funding for urban parks, sidewalk and streetscape improvements, water, sewer, or other utility service improvements, transit linkages, transit shelters, or other infrastructure needs that facilitate infill housing in climate-friendly, infill locations. The AHSC program provides subsidies for affordable housing projects

near jobs, commercial centers, transit linkages, and other essentials of daily life. For both programs, the projects' proximity to transit reduces commute distances and times, thereby providing needed funding to implement land use strategies that reduce GHG emissions.

In summary, additional funding for the following purposes could effectively increase the rate of infill housing construction:

- Planning, predevelopment (including environmental);
  - Infrastructure and utility investments to support housing production (planning and capital);
  - Housing funding supporting the development of financing tools as well as directly funding housing production and affordable housing gap financing;
  - Technical capacity building at the local level (staffing resources to secure and manage funded projects);
- 6. Please provide any existing studies/plans for infill housing in subareas of your region that identify the adequacy of existing non-transportation infrastructure (e.g. water, sewer, etc.) and estimates of amount of funding needed for any upgrades in that infrastructure necessary to serve the forecasted growth in infill housing.**

SCAG is unaware of any plans or studies identifying the adequacy of existing (non-transportation) infrastructure and related costs. As part of the REAP 2.0 program mentioned above, however, we are launching a Regional Utility Supporting Housing (RUSH) Pilot Program. The RUSH Pilot Program will focus on investments in utility infrastructure planning and capital improvements supporting jurisdictions to meet 6th cycle housing elements and REAP 2 program objectives. Utilities refer to electric, water, stormwater, or sewer but exclude gas or other fossil fuels. We are hopeful that this pilot will serve as a resource and provide meaningful information on this important topic.

SCAG is committed to providing any additional information you may need as conversations concerning accelerating implementation of our climate strategies continue to unfold in Sacramento. To follow up on this letter or inquire about future data needs, please do not hesitate to contact Mr. Kevin Gilhooley, State and Federal Legislative Affairs Manager, at (213) 236-1878 or via e-mail at [gilhooley@scag.ca.gov](mailto:gilhooley@scag.ca.gov).

Sincerely,



Kome Ajise  
Executive Director



May 1, 2023

The Honorable Rich Chavez Zbur  
Assemblymember, 51<sup>st</sup> District  
1021 O Street, Suite 4350  
Sacramento, CA 95814

**RE: OPPOSE AB 1335 – Population Forecasts**

Dear Assemblymember Chavez Zbur:

On behalf of the Southern California Association of Governments (SCAG), I regret to inform you of our opposition for Assembly Bill (AB) 1335. This bill would require the Sustainable Communities Strategy (SCS) to be based on population projections produced by the Department of Finance (DOF), thereby taking away the ability for agencies like SCAG to develop our own regional growth forecasts.

In developing the Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), SCAG develops a growth forecast of likely outcomes that balances many policy goals, such as air quality conformity, congestion reduction, equity, housing, and greenhouse gas emissions reduction. In contrast, DOF’s projections are a single-objective population forecast (births, deaths, migration) which exist primarily to inform the distribution of funds for various state programs. While the DOF’s population growth projections are robust, they do not include employment or household growth projections, or other regional policy goals, as does SCAG’s. SCAG’s ability to fulfill these myriad obligations would be adversely affected if we were required to hew to projections which, according to their manual, “may not accurately project the future population of the state or the counties when future events do not follow past trends.” The needs of regional planning necessitate the consideration of alternative, yet still very plausible, future scenarios.

Additionally, the DOF is not required to conduct comprehensive public participation or consultation on developing its population projections the way an RTP/SCS projection must. Currently, SCAG meets with all local jurisdictions as part of our Local Data Exchange program to collect on the ground conditions, including the communities in your district. The information gathered from those meetings informs SCAG population, households, and jobs forecasts. The forecasts are then refined by a

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- Energy & Environment  
Deborah Robertson, Rialto
- Transportation  
Ray Marquez, Chino Hills

Attachment: AB 1335 (Zbur) - Oppose (Housing & Transportation Bills of Interest Follow-Up)

combination of SCAG staff, technical consultants, and a panel of demographic experts. SCAG's Community, Economic, and Human Development Committee and Regional Council consider principles and a process which guide our RTP/SCS forecasts. These meetings provide members of the public an opportunity to review and comment on the forecasts' development. In summary, SCAG's growth forecasts are comprehensive, are tailored specifically to the unique conditions of the Southern California region, and allow us to fulfill our wide-ranging state and federal planning obligations.

Furthermore, SCAG has grave concerns related to AB 1335's consultation procedures and the staffing costs the requirement will necessitate. Currently, SCAG conducts exhaustive consultation with the California Air Resources Board (CARB) concerning the 20 greenhouse gas reduction strategies contained in our adopted 2020-2045 RTP/SCS. Because of the magnitude of the collaboration, this consultation is very extensive and nearly on-going, requiring the participation of multiple Full Time Equivalent (FTE) staff persons on an annual basis for both SCAG and CARB. SCAG also conducts consultation with the Department of Housing and Community Development (HCD) once every eight years for the development of our household projections that inform the Regional Housing Needs Assessment. The consultation with HCD is roughly ¼ FTE for one and one-half years. SCAG estimates that AB 1335's consultation procedure will be an addition to the aforementioned consultations with fewer than what is required with CARB but more than what is required with HCD, since the RTP/SCS growth forecasting process is conducted on a four-year cycle. AB 1335 makes no provision to assist regional agencies with these new costs, nor does it address the additional personnel needed at DOF to respond to and liaise with California's 18 Metropolitan Planning Organizations.

Because of the reasons listed above, we respectfully oppose AB 1335. If you have any questions, please contact Mr. Kevin Gilhooley, State and Federal Legislative Affairs Manager, at (213) 236-1878 or via e-mail at [gilhooley@scag.ca.gov](mailto:gilhooley@scag.ca.gov).

Sincerely,



Kome Ajise  
Executive Director

cc: Members of the Southern California Legislative Delegation





**AGENDA ITEM 7**  
**REPORT**

Southern California Association of Governments

May 23, 2023

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** 2023 Sacramento Summit Legislation Follow-Up

**RECOMMENDED ACTION:**

Staff recommends a “support” position for AB 585 (Rivas), AB 1181 (Zbur), AB 1488 (Wallis), and SB 860 (Bradford), as well as a “support if amended” position for AB 1332 (Carrillo). Additionally, staff requests committee discussion for SB 834 (Portantino).

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*During SCAG’s 2023 Sacramento Summit, members of the SCAG delegation were asked by state legislators during scheduled advocacy meetings to review several pieces of legislation. Staff took note of those requests and recommends the Legislative/ Communications and Membership Committee (LCMC) review the following bills as requested and forward the following positions: a “support” position for AB 585 (Rivas), AB 1181 (Zbur), AB 1488 (Wallis), and SB 860 (Bradford), and a “support if amended” position for AB 1332 (Carrillo). Additionally, staff requests committee discussion for SB 834 (Portantino).*

**BACKGROUND:**

SCAG held its annual Sacramento Summit from Monday, April 17 through Tuesday, April 18, 2024. During the trip, members of the SCAG delegation met with over 30 legislative offices, including staff and legislators. During the meetings, various legislators requested SCAG take note of specific legislative bills. SCAG staff collected these and is bringing them before the Legislative/ Communications and Membership Committee for review, recommending the following positions: a “support” position for AB 585 (Rivas), AB 744 (Carrillo), AB 1181 (Zbur), AB 1488 (Wallis), and SB 860 (Bradford), and a “support if amended” position for AB 1322 (Carrillo). Additionally, staff is presenting SB 824 (Portantino) for committee discussion.

Summaries of the seven bills are below. Additionally, fact sheets have been included in the report.

**Staff recommends SUPPORT for the following five legislative bills:**

**Bill:** AB 585      **Author:** Assemblymembers Robert Rivas (D-Salinas) and Cottie Petrie-Norris (D-Irvine)

**Title:** Achieving California’s Climate Goals.

**Status:** In Appropriations. Referred to suspense file.

This bill would require the state to regularly assess clean infrastructure needs across sectors and publish annual progress reports identifying where faster buildout of clean infrastructure is needed.

The California Council on Science and Technology (CCST) would be requested to perform a literature review every two years, including source materials, to assess the infrastructure project types, scale, and pace necessary to achieve the quantities of renewable energy, and the distribution and transmission networks necessary, to achieve the state’s energy, climate change, and air quality goals.

Simultaneously, the State Clearinghouse at the Office of Planning and Research would be required to provide an annual progress report to the Joint Legislative Committee on Climate Change regarding the number of permit applications, permitted projects approved, and the number of projects commissioned, for each of the infrastructure categories identified in the CCST report. The State Clearinghouse is asked to collaborate with the Energy Commission, the Public Utilities Commission, the state board, and the Independent System Operator as it forms its report.

Funding required for these purposes would be appropriated by the Legislature.

AB 585 (Rivas) is supported on record by the California Council for Environmental & Economic Balance (sponsor), American Federation of State, County, and Municipal Employees (AFSCME), California Environmental Voters, California Trucking Association, and the Clean Air Task Force. It has no opposition on file.

Staff is recommending a “support” position as it aligns with Item 6 under the Technology & Data section of SCAG’s 2023 State Legislative Platform, which encourages the coordination of state agencies to collect and share data.

**Bill:** AB 744      **Author:** Assemblymember Juan Carrillo (D-Palmdale)

**Title:** California Transportation Commission: data, modeling, and analytic software tools procurement

**Status:** In Appropriations. Referred to suspense file.

This bill would authorize the California Transportation Commission (CTC) to take a leading role in the acquisition of data, modeling, and analytic software tools to support the state's sustainable transportation, congestion management, affordable housing, efficient land use, air quality, and climate goals. Additionally, the bill would require the commission to provide access to the data, modeling, and analytic software tools to state and local agencies.

AB 744 (Carrillo) is supported by the League of California Cities, California State Association of Counties, Transportation California, CalCOG, Self Help Counties, Streets for All, and Streetlight. It has no opposition on file.

Staff is recommending a "support" position as it aligns with Item 6 under the Technology & Data section of SCAG's 2023 State Legislative Platform, which supports the securing of funding to support the coordination among various public agencies to collect and share data, which reflects emerging technologies and mobility choices, among others.

**Bill:** AB 1181     **Author:** Assemblymember Rick Chavez Zbur (D-Santa Monica)

**Title:** Energy Resilience for Multifamily and Affordable Homes

**Status:** In Appropriations Committee. Hearing postponed by committee.

This bill would make it easier for multifamily homes to achieve energy reliability and lower electricity costs for their tenants by directing the California Public Utilities Commission (CPUC) to improve financial incentives for pairing battery and solar panels in multifamily homes and ensure tenants receive direct economic benefit from these technologies.

Existing law requires the Public Utilities Commission to set aside at least 10% of the funds for the California Solar Initiative for the installation of solar energy systems on low-income residential housing. If the bill is passed, the Public Utilities Commission would be directed to evaluate program or tariff improvements to multifamily installations of hybrid resources, specifically the inclusion of energy storage paired with solar energy systems and consider possible adjustments to the program to facilitate installation of energy storage technologies with new or existing solar energy systems.

AB 1181 (Zbur) is supported by the California Housing Partnership (Sponsor), Association for Energy Affordability, California Democratic Party Renters Council, California Environmental Voters, Clean Coalition, Grid Alternatives, Los Angeles County Board of Supervisors, and the Non-Profit Housing Association of Northern California. There is no opposition on file.

Staff is recommending a “support” position for this bill as it aligns with Item 3 under the Technology & Data section of SCAG’s 2023 State Legislative Platform, which, among other things, encourages making on-site energy storage available.

**Bill:** AB 1488     **Author:** Assemblymember Greg Wallis (R-Palm Desert)  
**Title:** California Environmental Quality Act: environmental leadership development projects: water storage, water conveyance, and groundwater recharge projects: streamlined review  
**Status:** Failed Deadline pursuant to Rule 61 (a)(2). (Last location was Natural Resources on 3/9/2023)(May be acted upon January 2024)

This bill would allow water storage, water conveyance and groundwater recharge projects to benefit from the Jobs and Economic Improvement through Environmental Leadership Act of 2021’s expedited CEQA judicial review procedures. Several laws have established the importance of expedited judicial review for types of projects essential for California’s future. In 2011, AB 900 (Buchanan) and SB 292 (Padilla) established this concept for large-scale projects, which was used for the construction of football stadiums and convention centers. In 2021, SB 7 (Atkins), which SCAG supported, expanded the expedited standards to include smaller housing projects to help the state meet its housing needs.

The Water Quality, Supply, and Infrastructure Improvement Act of 2014 (Proposition 1) authorized \$7.545 billion in general obligation bonds to fund ecosystems and watershed protection and restoration, water supply infrastructure projects, including surface and groundwater storage, and drinking water. Of those funds, \$2.7 billion was dedicated to the Water Storage Investment Program through the California Water Commission. AB 1488 (Wallis) seeks to help expedite the delivery of those projects by adding water storage, water conveyance, and groundwater recharge projects to the list of projects eligible to use expedited CEQA judicial review procedures under the guidelines re-established by SB 7 (Atkins), making no other changes to the program.

Staff recommends “support” for this bill consistent with Item 3 of the Project Streamlining section of SCAG’s 2023 State Legislative Platform, which supports judicial streamlining and an accelerated schedule for judicial review for projects challenged under CEQA when those projects have a clear public benefit.

**Bill:** SB 860     **Author:** Senator Steven Bradford (D-Gardena)  
**Title:** Affordable Connectivity Program Outreach  
**Status:** In Assembly Appropriations. Placed on suspense file.

The Office of Broadband and Digital Literacy within the Department of Technology is charged with overseeing the acquisition and management of contracts for the development and construction of a statewide open-access middle-mile broadband network, as well as the maintenance and operation of the network.

This bill would require that office to use existing and available materials to create an awareness campaign of broadband discount service and device programs, including but not limited to the federal Affordable Connectivity Program. The office would then collaborate with all state and local agencies that interact with low-income California households to disseminate the information.

SB 860 (Bradford) is supported by USTelecom-The Broadband Association (Sponsor), the California Independent Telecommunications, and the Utility Reform Network (TURN). There is no opposition on file.

Staff is recommending a “support” position for this bill as it aligns with Item 1 under the Broadband Access section of SCAG’s 2023 State Legislative Platform, which supports coordinated efforts that would prioritize additional resources for broadband infrastructure, particularly in low-income and rural communities, to bridge the digital divide.

**Staff recommends SUPPORT IF AMENDED for the following legislative bill:**

**Bill:** AB 1332     **Author:** Assemblymember Juan Carrillo (D-Palmdale)  
**Title:** Accessory dwelling units: preapproved plans.  
**Status:** Read second time. Ordered to third reading.

This bill would require local governments to create a program for the pre-approval of Accessory Dwelling Units (ADUs) by January 1, 2025. The program would have to comply with all requirements, including accepting ADU plan submissions for pre-approval; approving or denying the applications for pre-approval pursuant to existing ADU law, and posting the pre-approved ADU plans to their website with contact information provided by the applicant. Local agencies would be able to charge a permitting fee for reviewing the submission for pre-approval as if they were reviewing a site-specific ADU plan.

Additionally, this bill would require local agencies to approve or disapprove an application for a detached ADU within 30 days from receipt of the completed application within the specified parameters, including: a plan for an ADU that has been pre-approved by the local agency, or a plan that is identical to a plan used in an application for a detached ADU approved by the local agency within the current triennial California Building Standards Code rulemaking cycle.

Staff recommends this bill be amended to require the California Department of Housing and Community Development (HCD) to develop model preapproval programs that local jurisdictions could use to comply with the law. While there are already jurisdictions that have been developing their own ADU pre-approval plan programs, some smaller jurisdictions with very limited staff capacity, may find the requirement costly and burdensome to establish. Having HCD as a resource would help reduce costs and make compliance more feasible for smaller jurisdictions whose planning staff can be as small as one individual.

Additionally, staff recommends the bill be amended to provide for protection from liability as including the contact information associated with the preapproved plans can be perceived as endorsement from the local jurisdictions.

AB 1332 (Carrillo) is supported by the Bay Area Council and the Casita Coalition. Additionally, the California Building Officials have taken a “support if amended” position. There is no opposition on file.

SCAG staff recommends a “support if amended” position for this bill, offering up the amendments mentioned, as it aligns with Item 1 under the Project Streamlining section of SCAG’s 2023 State Legislative Platform, which supports reform that expedites and streamlines project development and delivery, including housing.

**Staff is providing the following bill for discussion:**

**Bill:** SB 834      **Author:** Senator Anthony Portantino (D-Burbank)

**Title:** Housing: California Family home Constructions and Homeownership Bond Act of 2023

**Status:** Set for hearing in Senate Appropriations on May 18.

This bill would enact the California Family Home Construction and Homeownership Bond Act of 2023, which, if adopted, would authorize the issuance of \$25 billion upon approval by voters at the next statewide general election. Bond funds would be used to provide secondary mortgage loans to qualified homebuyers, which would be used as a down payment or to pay closing costs on the purchase of a new home by an eligible applicant who satisfies predetermined criteria, and loans to qualified homebuilders for predevelopment infrastructure improvements, as specified.

Historically, while SCAG has taken a “support” position on bonds occasionally, it does not happen often. SCAG staff recognizes there are varying viewpoints on bonds and so wanted to create a space for the LCMC to discuss this bill and provide general feedback to staff.

The League of California Cities wrote a “Notice of Support in Concept” for this bill, along with the following bills which they packaged together:

- AB 531 (Irwin): Veterans Housing and Homeless Prevention Bond Act of 2024

This bill would enact the Veterans Housing and Homeless Prevention Bond Act of 2024 to authorize the issuance of bonds in an amount not to exceed \$600 million to provide additional funding for the Veterans Housing and Homeless Prevention Act.

- AB 1656 (Wicks): Homelessness: funding

Existing law establishes various programs to prevent and ameliorate homelessness, including the Homelessness Youth Act of 2018 and the Homeless Housing, Assistance, and Prevention Program. This bill would enact subsequent legislation to establish an ongoing funding source to address the state’s homelessness crisis.

- AB 1657 (Wicks): The Affordable Housing Bond Act of 2024

This bill would enact the Affordable Housing Bond Act of 2024, which, if adopted, would authorize the issuance of \$10 billion in bonds to finance programs to fund affordable rental housing and homeownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program.

Cal Cities supports these programs in concept as they would provide substantial funding for homelessness and affordable housing programs, funding the construction, rehabilitation, and preservation of affordable housing and permanent supportive housing.

**FISCAL IMPACT:**

Work associated with the staff report on 2023 Sacramento Summit Legislation Follow-Up is contained in the Indirect Cost budget, Legislation 810-0120.10.

**ATTACHMENT(S):**

1. AB 585 (Rivas) Fact Sheet
2. AB 744 (J. Carrillo) Factsheet
3. AB 1181 (Zbur) Fact Sheet
4. AB 1488 (Wallis)
5. SB 860 (Bradford) Fact Sheet
6. AB 1332 (J. Carrillo)
7. SB 834 (Portantino) Fact Sheet



# Speaker-Designate Robert Rivas, 29<sup>th</sup> Assembly District

## AB 585 – Achieving California’s Climate Goals

### SUMMARY

California has set ambitious climate goals, but we are not building clean infrastructure – such as renewable energy and electric vehicle charging – fast enough to achieve them on schedule. Assembly Bill 585 requires the state to regularly assess clean infrastructure needs across sectors and publish annual progress reports identifying where faster buildout of clean infrastructure is needed.

### BACKGROUND/PROBLEM

Over the past twenty years, California has led the nation in setting bold targets to reduce climate-warming greenhouse gas emissions. These include a goal to develop an entirely carbon-neutral economy and net-negative greenhouse gas emissions by 2045 (Chapter 337, Statutes of 2022) and a goal to produce all electricity from renewable and carbon-free sources by that same year (Chapter 312, Statutes of 2018), among several others. These landmark policies have helped inspire the enactment of similar legislation around the world.

Meeting California’s climate goals will require a massive buildout of clean infrastructure across many sectors of the economy. In the energy sector, for example, the Air Resources Board’s recent Scoping Plan estimates that in order to power new electric vehicles, clean industries, and more, our state will need roughly 150% as much electricity by 2045 as we have available today. A massive expansion of transmission lines, energy storage, demand response, and other related resources will be needed to bring that much new electricity online. Because only about half of our state’s electricity is currently derived from renewable and carbon-free sources, this means that California will need to add three times as much clean energy capacity as is available today in just 22 years. To achieve that goal, California should be adding roughly 6-7 gigawatts (GW) of new clean energy per year between now and 2045. Unfortunately, we are only adding about 2-3 GW per year on average.

The first step in addressing this challenge is better understanding where California is falling short. The state already publishes a number of reports mapping out pathways to achieving the state’s climate goals (including the Scoping Plan, Integrated Energy Policy Report, and Integrated Resource Plan & Long Term Procurement Plan,

among others). Unfortunately, however, California lacks single, unified process to look at the full scope of the clean infrastructure buildout needed to make those pathways feasible. As a result, any plans put out by relevant state agencies – however strong they may look on paper – are falling short if the actual clean infrastructure needed to make them a reality cannot get built fast enough.

### SOLUTION

AB 585 takes the first step toward addressing this challenge by requiring improved analysis and reporting on progress toward building the clean infrastructure needed to meet California’s climate goals. Specifically, this legislation:

- Requests that the California Council on Science and Technology conduct biennial assessments of the state’s planning documents and report on the scale and pace of clean infrastructure needs across all sectors.
- Mandates that the CEQA Clearinghouse within the Office of Planning and Research, in collaboration with permitting bodies such as the Energy Commission, State Lands Commission, and others, publish an annual report detailing the scale and pace at which new clean infrastructure projects are getting sited, permitted, and built, as well as identifying barriers to faster buildout where applicable.

In addition to analyzing progress toward building the clean infrastructure needed to reduce greenhouse gas emissions, AB 585 also requires improved reporting on progress toward building infrastructure that reduces criteria air pollutants that do not warm the climate but do impact human health, such as particulate matter and sulfur dioxide. Together, these important measures will help keep California on schedule to meet our ambitious climate goals and dramatically improve air quality.

### SUPPORT

- California Council on Environmental and Economic Balance (Sponsor)
- American Federation of State, County, and Municipal Employees (AFSCME)
- California Environmental Voters
- California Trucking Association
- Clean Air Task Force

Attachment: 1. AB 585 (Rivas) Fact Sheet (2023 Sacramento Summit Legislation Follow-Up)





# Speaker-Designate Robert Rivas, 29<sup>th</sup> Assembly District

## AB 585 – Achieving California’s Climate Goals

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### FOR MORE INFORMATION

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Miles Horton, *Legislative Director*

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## AB 744 – Transportation Data Analytics

### PURPOSE

Assembly Bill 744 seeks to authorize the California Transportation Commission to take a leading role in the acquisition of data, modeling, and analytic software tools to support the state’s sustainable transportation, congestion management, affordable housing, efficient land use, air quality, and climate change strategies and goals.

### BACKGROUND

Too often, important decisions are made with data that’s out of date, incomplete, or both. The traditional way to gather traffic counts is to send staff onto a handful of targeted roadways to either manually count vehicles or install a temporary “tube” sensor across the roadway to capture counts for the vehicles that drive over it.

Unfortunately, the limitations of this type of traffic counter data include:

- Lower-trafficked and rural roads are often overlooked, which can skew the data for city-wide, regional, or national analyses.
- Sending staff onto busy roadways is dangerous to workers and distracts drivers.
- Small sample sizes can skew modeled results.
- Temporary traffic counters can drive inaccurate results.
- Permanent traffic counters are expensive to install and maintain.

Data planners also use survey data, asking respondents questions about their travel routes and habits. But counts and surveys may fall short in gathering sufficient traffic counter data.

The 21<sup>st</sup> century data analytic tools collect real-world information that is current and up-to-date. Forecasts are based on real-world location records that reflect current travel patterns.

This eliminates the subjectivity inherent to most surveys and yields better modeling results. These data platforms provide the origin-destination data required to design and implement effective, long-term transportation plans and strategies. For long-term solutions, it is vital to know where travelers begin and end their trips. It’s also vital to cover travel patterns across an entire busy city or region comprehensively.

These tools help planners understand what projects and policies are most effective. Planners can go “back in time” to see what projects were successful in the past, and whether new initiatives are meeting objectives. This type of critical evaluation leads to deeper trust between decisions makers and constituents.

### SOLUTION

AB 744 directs the Commission to establish best practices for the use of data in transportation planning and to identify data elements, types of data sources, desired data outputs, and modeling parameters that may be used by state and local agencies to allow for high level consistency of data.

### SUPPORT

Streetlight Data (Support)  
 Transportation California (Support)  
 Self-Help Counties Coalition (Support)  
 League of California Cities (Support)  
 Streets For All (Support)

### CONTACT

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 916-319-2039



## **AB 1181 (Zbur) Energy Resilience for Multifamily and Affordable Homes**

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### **SUMMARY**

AB 1181 makes it easier for multifamily homes to achieve energy reliability and lower electricity costs for their tenants. This bill directs the California Public Utilities Commission (CPUC) to improve financial incentives for pairing battery and solar panels in multifamily homes and ensure that tenants receive direct economic benefits from these technologies.

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### **BACKGROUND**

California’s most vulnerable communities are deeply affected by climate change. For example, issues of energy reliability and affordability affect low-income communities disproportionately. Integration of solar and storage technologies helps achieve grid reliability, and it is crucial that these technologies are implemented in low-income communities.

SOMAH was created by AB 693 (Eggman, Statutes 2015, Chapter 582) and provides rebates to multifamily affordable housing developments for solar panel installations. SGIP funds energy storage technology and includes a set-aside for equity projects.

SOMAH and SGIP together have the potential to provide energy resilience and affordability for low-income ratepayers, but very few projects that participate in SOMAH leverage SGIP. The high cost and time burden of installing energy storage makes it difficult for affordable housing developers to invest in these improvements without much gain.

Another reason that battery storage is underutilized in SOMAH-eligible properties is that energy produced from solar panels on multifamily homes is distributed directly to the grid. This means that energy generated at the building is not consumed by its tenants, which undercuts the value of adding battery storage and creating energy resilience for the housing development.

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### **SOLUTION**

AB 1181 reduces barriers so that affordable housing and multifamily developments can obtain both solar and energy storage. This not only allows people in affordable housing to have more reliable clean energy but also will generally reduce their energy costs.

AB 1181 requires the CPUC to evaluate program improvements to allow battery and solar pairing in multifamily homes in a way that provides direct economic benefits to tenants.

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### **SUPPORT**

California Housing Partnership (Sponsor)  
Association for Energy Affordability  
California Democratic Party Renters Council  
California Environmental Voters  
Clean Coalition  
Grid Alternatives  
Los Angeles County Board of Supervisors  
Non-Profit Housing Association of Northern California (NPH)

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### **FOR MORE INFORMATION**

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## AB 1488: Water Projects Expedited CEQA Review

AB 1488 will allow water storage, water conveyance and groundwater recharge projects to benefit from the Jobs and Economic Improvement through Environmental Leadership Act of 2021's expedited CEQA judicial review procedures. This will reduce delays on languishing projects.

### The Problem

California has consistently struggled with droughts including significant multi-year droughts in the last two decades. Over the next five years California expects to spend approximately \$3.5 billion to improve water infrastructure to ensure safe drinking water for our communities. Additionally, Proposition 1 of 2014 dedicated \$2.7 billion for investments in water storage projects.

Because these projects are stuck in the planning stages, California was unable to take advantage of recent storms to capture and store additional water.

### Current Law

Under existing law, water storage and conveyance projects are subject to the California Environmental Quality Act (CEQA), which provides a process for evaluating the environmental effects of a project. CEQA is an important part of ensuring environmental impacts are identified and when possible mitigated. Several laws have established the importance of expedited judicial review for types of projects essential for California's future. In 2011, AB 900 and SB 292 established this concept for large-scale projects which provided significant jobs and investment like football stadiums and convention centers. In 2021, SB 7 expanded the expedited standards to include smaller housing projects to try and help the state meet its housing needs.

### The Solution

AB 1488 creates an expedited judicial review process for water storage, water conveyance and groundwater recharge projects.

These projects will be eligible for the expedited CEQA process in the Jobs and Economic Improvement through Environmental Leadership Act of 2021 (Chapter 6.5 of the Public Resources Code.) This means that for one of these projects to be eligible for the expedited CEQA review process it must be certified by the Governor as an "environmental leadership development project (ELDP)"

Water storage, conveyance and groundwater recharge projects will benefit from the same expedited judicial review as other projects critical to California's future.

Expedited judicial review does not exempt projects from any CEQA standards. Streamlining the timeline for review keeps court costs low, prevents delays, and ensures projects meet their deadlines for approval. When projects are litigated under CEQA the judicial review time can make or break a project's success.

Streamlined judicial review of these water projects will reduce costs and delays due to lawsuits and get these badly needed projects on line.

### For More Information

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# Senator Steven Bradford

REPRESENTING THE 35<sup>TH</sup> DISTRICT

## SB 860 – Affordable Connectivity Program Outreach

### SUMMARY

SB 860 requires local and state governments who interact with low-income California households, to create an awareness campaign and distribute information regarding broadband affordability, utilizing existing and available materials, offered through the Affordable Connectivity Program (ACP).

### BACKGROUND

The ACP is a Federal Communications Commission (FCC) benefit program that helps ensure households can afford the broadband they need for work, school, healthcare and more. This affordable broadband program is offered by most, if not all, broadband service providers in California.

In November 2021, President Biden signed into law the Infrastructure Investment & Jobs Act (IIJA), setting aside a historic \$65 billion for broadband deployment and affordability—including \$14.2 billion for the ACP. The FCC launched the ACP in April 2022 to provide eligible households with a discount up to \$30 per month (up to \$75 per month on qualifying Tribal lands) for high-speed internet service.

At the end of 2022, there were more than 1.85 million (and counting) households enrolled throughout the state—that’s 30% of all ACP eligible households. However, there are more individuals and families who may not know about this affordable broadband offering.

### SOLUTION

The FCC order [CC 22-2, Appendix A. § 54.1804] guidelines encourage collaboration for local and state government and additionally offer outreach materials and other resources to help “get the word out” and reach those most vulnerable families.

SB 860 simply encourages coordination and collaboration to ensure targeted departments who can identify those families needing assistance with broadband costs do so with existing resources.

Most, if not all, California broadband providers voluntarily participate in the ACP and some even offer plans with speeds up to 100 Mbps that are free or very low cost with ACP eligibility. Local and state government should partner to help disseminate critical ACP information to those constituents who they have direct contact with on other issues.

### SUPPORT

USTelecom-The Broadband Association (Sponsor)  
California Independent Telecommunications  
The Utility Reform Network (TURN)

### OPPOSITION

None on File

### CONTACT

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Senator Steven Bradford  
REPRESENTING THE 35<sup>TH</sup> DISTRICT



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### PURPOSE

AB 1332 will lower the cost of building accessory dwelling units (ADUs) for all Californians and help to make them more accessible for middle and lower income property owners.

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### BACKGROUND

Throughout the past decade, California has built less than half of the housing units required to keep up with population growth. Our failure to keep pace is exacerbating the housing crisis and driving housing prices to increasingly unaffordable levels.

In addition to providing important infill and often affordable housing, ADUs can be an important asset for middle and low-income homeowners to build generational resources and for multigenerational families to care for each other. While no one solution will solve the housing crisis, the legislature has recognized ADUs as an important and effective tool in addressing the problem, passing numerous pieces of legislation to encourage ADU development throughout most of the state.

Despite significant progress made in recent years, the simple fact remains that building an ADU is an expensive process for most families. The first, and often most daunting step in this process is planning and designing the unit itself. This requires the homeowner to spend thousands of dollars to higher an architect or engineer just to get an estimate of how much building the unit will cost, for many low and middle income that is a prohibitive requirement.

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### EXISTING LAW

Section 65852.150 in Government Code, specifies that the California Legislature found and declared that, among other things, allowing ADUs in zones that allow single-family and multifamily uses provides additional rental housing and is an essential component in addressing California’s housing needs.

Over the years, state ADU law has been revised to improve its effectiveness at creating more housing units. Changes to state ADU law effective January 1, 2021, further reduced barriers, streamlined approval processes, and expanded capacity to accommodate the development of ADUs and junior accessory dwelling unit (JADUs).

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### SOLUTION

AB 1332 will require local governments to develop pre-approved ADU plans and make them available to homeowners.

This relatively small one time investment by local governments will save residents thousands of dollars each and dramatically increase access for low and middle income property owners.

Additionally, ADUs can serve as a tremendous resource for building generation wealth either as an affordable option for family members or as rental income.

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### CONTACT

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916-319-2039

# SB 834 (Portantino) – Housing: California Family home Construction and Homeownership Bond Act of 2023

## PROBLEM

California remains the epicenter of the American housing crisis. One in five California households spend half or more of their income on housing, the median cost of a home is now in excess of \$750,000 – more than two times the national average – and the state ranks 49th in the nation for homeownership with a rate of 54 percent. The underlying problem is simple: a lack of supply. California produces fewer housing units per capita than any other state other than Utah.

As a result, many renters of all income levels – but especially those of low-and moderate- income – view homeownership as an unattainable goal. The once standard buildup of a conventional down payment of 20 percent of the home price is now plainly unrealistic for ordinary Californians, and underrepresented communities already impacted by generational barriers to homeownership due to systemic racism and inequality are left even further behind.

## BACKGROUND

Younger Californians – especially those burdened with substantial student debt – are priced out of the market for decent housing. The average California home now costs more than seven times the median income for 25-to 34-year-olds compared to a cost of only three times the median income for this demographic in 1970. California has a responsibility to create more opportunities for first-time or left-behind homebuyers to purchase a home, thrive in the middle class, and build generational wealth. This cannot be accomplished without addressing the severe lack of housing production that is fueling the state’s homeownership crisis.

## SUMMARY

This bill will enact the California Family Home Construction and Homeownership Bond Act of 2023 (bond act), which, if adopted, would authorize the issuance of bonds in the amount of \$25,000,000,000 pursuant to the State General Obligation Bond Law to finance the California Family Home Construction and Homeownership Program, established as part of the bond act. The bill will authorize the California Housing Finance Agency to award California Socially Responsible Second Mortgage Loans to eligible applicants to use as a down payment or to pay closing costs on the purchase of a new home.

## EXISTING LAW

Existing law, the Veterans and Affordable Housing Bond Act of 2018, which was approved by the voters as Proposition 1 at the November 6, 2018, statewide general election, authorizes the issuance of bonds in the amount of \$4,000,000,000 pursuant to the State General Obligation Bond Law and requires the proceeds from the sale of these bonds to be used to finance various housing programs and a specified program for farm, home, and mobile home purchase assistance for veterans, as provided.

## SUPPORT

Version: 3/7/2023

Office of Senator Anthony J. Portantino  
SB 834– Fact Sheet

Contact: Aaron Skaggs – (916) 651-4025 or Email [Aaron.Skaggs@sen.ca.gov](mailto:Aaron.Skaggs@sen.ca.gov)





**AGENDA ITEM 8**  
**REPORT**

Southern California Association of Governments  
May 23, 2023

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** Safety, Resilience, & Housing Bills - Support

**RECOMMENDED ACTION:**

Staff recommends a “support” position for (AB) 364 (Bryan), AB 785 (Santiago), AB 1508 (Ramos), Senate Bill (SB) 517 (Gonzalez), and SB 538 (Portantino). Additionally, staff requests committee discussion on AB 825 (Bryan) and AB 645 (Friedman).

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*SCAG is monitoring over 200 legislative bills that relate to active transportation, affordable housing and housing production, California Environmental Quality Act (CEQA) modernization, land use, transportation, and more. Staff identified five bills that align with the agency’s adopted State and Federal Legislative Platform. For today’s meeting, staff recommends the Legislative/Communications and Membership Committee (LCMC) forward a “support” position to the Regional Council (RC) on AB 364 (Bryan), AB 785 (Santiago), AB 1508 (Ramos), SB 517 (Gonzalez), and SB 538 (Portantino). Staff also requests discussion and further guidance on AB 825 (Bryan) and AB 645 (Friedman).*

**BACKGROUND:**

SCAG is monitoring over 200 legislative bills that relate to active transportation, affordable housing and housing production, California Environmental Quality Act (CEQA) modernization, land use, transportation, and more. Today’s agenda packet includes these legislative bills as part of the Legislative Tracking Report contained in the Consent Calendar. Of these 200+ bills, staff identified five bills on which we recommend support positions.

For today’s meeting, staff recommends support for the following five bills: AB 364 (Bryan), AB 785 (Santiago), AB 1508 (Ramos), SB 517 (Gonzalez), and SB 538 (Portantino). Staff also requests further guidance and discussion of AB 825 (Bryan) and AB 645 (Friedman). These bills would generally further the principles included in the Regional Council’s adopted legislative platform.

Staff will continue to monitor the balance of tracked legislative bills and report back to the LCMC at a future meeting.

Summaries of all seven bills are included below.

**Staff recommends SUPPORT for the following five legislative bills:**

**Bill:** AB 364      **Author:** Assemblymember Isaac Bryan (D-Los Angeles)

**Title:** Statewide Street Furniture Data

**Status:** Pending hearing in Asm. Approps on 5/18/23.

This bill would create a data platform for street furniture, including bus shelters, benches, trash receptacles, and public toilets. The bill would also require the California Department of Transportation (Caltrans) to develop guidelines for sharing street furniture data and submit a report to the Legislature every three years to update the guidelines. Caltrans would be required to consult with the California Transportation Commission, state transportation agencies, the Office of Planning and Research (OPR), the Department of Public Health, local agencies, and metropolitan transportation organizations to develop data-sharing guidelines. It designates the Integrated Climate Adaptation and Resiliency Program (ICARP) Technical Advisory Council to review and make recommendations on Caltrans' guidelines to increase public accessibility for street furniture data. Lastly, this bill would require Caltrans and OPR to make this data publicly available so that trip planner applications can use it to help transit customers plan their trips. The Appropriations Committee estimates this bill would cost Caltrans hundreds of thousands of dollars to implement.

AB 364 passed unanimously out of the Assembly Privacy & Consumer Protection and Transportation Committees and is scheduled to be heard in the Assembly Appropriations Committee. This bill is sponsored by Move LA and is supported by various SCAG partners and other Community-Based Organizations, including Pacoima Beautiful, Streets for All, Coalition for Clean Air, Santa Ana Active Streets, Costa Mesa Alliance for Better Streets, Active San Gabriel Valley, Norwalk Unides, and the California Bicycle Coalition. There is no registered opposition.

Staff recommends a "support" position as it aligns with Item 2 under Building Resilience to support programs that provide the resources necessary for communities to prepare for the consequences of a changing climate and Item 1 under Transit & Rail to support legislative efforts that expand public transit operations and maintenance.

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**Bill:** AB 785      **Author:** Assemblymember Miguel Santiago (D-Los Angeles)  
**Title:** LA CEQA Streamlining for Homelessness  
**Status:** Pending Assembly Floor Vote.

AB 1197 (Santiago), Chapter 340, Statutes of 2019, established a CEQA exemption for emergency shelters and supportive housing projects approved or carried out within the City of LA by the City of LA or other specified public agencies. However, AB 1197 will sunset on January 1, 2025. AB 785 would extend the CEQA exemption for emergency shelters and supportive housing projects undertaken by the City and County of Los Angeles by five years, with a new sunset date of January 1, 2030. Additionally, this bill would expand the CEQA exemptions provided by AB 1197 to include affordable and transitional housing projects.

This bill passed unanimously from the Assembly Appropriations, Housing & Community Development, and Natural Resources committees. It is sponsored by the Mayor of the City of Los Angeles, Karen Bass, as well as the California Housing Partnership Corporation, LA Family Housing, and the Los Angeles Unified School District. There is no registered opposition.

Staff recommends a “support” position as it aligns with Item 5 under Expanding Economic Opportunity & Economic Development to support programs and legislation that provide more options for emergency, transitional, and permanent supportive housing options to address the homelessness crisis.

**Bill:** AB 1508      **Author:** Assemblymember James Ramos (D-San Bernardino)  
**Title:** California Statewide Housing Plan First-Time Home Buyers  
**Status:** Pending hearing in Asm. Approps on 5/18/23.

This bill would require future Statewide Housing Plan (SHP) updates to include analyses related to first-time homeownership in California. Specifically, this bill would require that each update and revision to the SHP after January 1, 2024, to incorporate an analysis of first-time homebuyer assistance policies, goals, and objectives, recommendations on how to increase homeownership opportunities for first-time homebuyers, and an evaluation of demographic disparities in homeownership attainment. This bill would require the California Department of Housing and Community Development (HCD) to consult with the California Housing Finance Agency (CalHFA) and optionally consult other departments and agencies to inform the update related to this bill.

This bill passed unanimously in the Assembly Housing & Community Development Committee and is pending a hearing in the Appropriations Committee. The California Community Builders and The Two Hundred for Homeownership sponsored this bill, and various other organizations are in support, including the California Association of Realtors, California Black Chamber of Commerce,

Inland Empire Latino Coalition, Southern California Black Chamber of Commerce, Southern California Leadership Council, and Ventura County Community Development Corporation. There is no registered opposition.

Staff recommends a “support” position as it aligns with Item 5 under Expanding Economic Opportunity & Economic Development to support efforts to expand access to homeownership, particularly for first-time homebuyers and communities of color.

**Bill:** SB 517      **Author:** Senator Lena Gonzalez (D-Long Beach)

**Title:** Freight and Supply Chain Coordinator

**Status:** Pending hearing in Asm. Approps on 5/18/23.

This bill would establish a Freight Coordinator within the Governor’s Office of Business and Economic Development (GO-Biz) and require the Governor to appoint the coordinator. This coordinator would be tasked with steering the growth, competitiveness, and sustainability of freight and the supply chain across the state and promoting the freight sector’s continued economic vitality, competitiveness, and sustainability. The coordinator would work directly with the California Transportation Commission, the State Transportation Agency, the Department of Transportation, the California Energy Commission, the California Public Utilities Commission, the State Air Resources Board, and other agencies to address freight and supply chain issues.

This bill passed unanimously in the Senate Business, Professions, & Economic Development, Senate Transportation, and Senate Appropriations Committees. SCAG supported SB 1104, also authored by Senator Gonzalez, in the previous legislative session, which is substantially similar to SB 517. However, SB 1104 did not pass in the Assembly Appropriations Committee. According to the Senate Appropriations Committee, GO-Biz would have increased annual costs in the hundreds of thousands of dollars, and the California Air Resources Board (CARB) estimates around \$484k in annual costs. This bill is supported by the California Association of Port Authorities, Pacific Merchant Shipping Association, California Trucking Association, California Business Roundtable, California Retailers Association, and the Ports of Hueneme and Long Beach. There is no opposition on file.

Staff recommends a “support” position as it aligns with Item 2 under Freight & Goods Movement to support legislation designed to improve freight mobility, establish public-private partnerships, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors.

**Bill:** SB 538      **Author:** Senator Anthony Portantino (D-Glendale)

**Title:** Department of Transportation: Chief Advisor on Cycling and Active Transportation

**Status:** Pending Senate Floor Vote.

This bill would require the director of the California Department of Transportation to appoint a Chief Advisor on Cycling and Active Transportation, who shall serve as the department's chief advisor on all issues related to bicycle transportation, safety, and infrastructure. The advisor would be required to serve as a point of contact for stakeholders, the public, and local officials to gather feedback and provide support. The advisor's work would be undertaken with the ultimate goal of lowering bicycle and pedestrian deaths and increasing public access to active transportation.

SB 538 passed 12 to 3 in the Senate Transportation Committee and now is awaiting a vote on the Senate Floor after the Senate Appropriations Committee determined the bill does not have a significant cost associated with implementation. Streets for All sponsored this bill, and various other organizations are in support, including Active San Gabriel Valley, California Bicycle Coalition, Norwalk Uni-Des, and Santa Ana Active Streets.

Staff recommends a "support" position on SB 538 as it aligns with Item 2 under Active Transportation to Support legislation that protects the safety of active transportation users.

**Staff requests DISCUSSION AND FURTHER GUIDANCE for the following two legislative bills:**

**Bill:** AB 825      **Author:** Assemblymember Isaac Bryan (D-Los Angeles)  
**Title:** Decriminalize Bicyclists on Sidewalks  
**Status:** Pending Assembly Floor Vote.

This bill would prohibit cities and counties from prohibiting the use of bicycles on sidewalks next to highways that do not include Class I, II, or IV bikeways. It would also establish a 10-mile-per-hour speed limit on bikes utilizing the sidewalk and require a bicycle user riding on the sidewalk to yield the right of way to pedestrians.

AB 825 passed by a vote of 11 to 4 in the Assembly Transportation Committee and 12 to 3 in the Assembly Appropriations Committee and is pending a floor vote. The Assembly Appropriations Committee determined that this bill would have minor costs. Streets for All sponsored this bill, and other supporters include Active San Gabriel, Norwalk Unides, California Bicycle Commission, and California Walks. Livable California is the only organization with registered opposition.

**Bill:** AB 645      **Author:** Assemblymember Laura Friedman (D-Burbank)  
**Title:** Speed Safety Cameras Pilot Program  
**Status:** Pending hearing in Asm. Appropriations 05/17/23.

This bill would authorize the cities of Los Angeles, San Jose, Long Beach, Oakland, Glendale, and the City/County of San Francisco to pilot speed camera systems for five years or until January 1, 2032, in high-injury areas and school zones in limited numbers based on population. The bill would require participating jurisdictions to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report. The Speed Safety System Use Policy shall outline policies regarding the purpose and use of the speed cameras. The Speed Safety System Impact Report shall include an assessment of the impact of the pilot on civil rights, a description of the speed cameras, an estimate of costs, an evaluation of the areas where cameras will be deployed, and why those particular locations may be experiencing high fatality and injury collisions. The bill requires participating jurisdictions to inform the public of the pilot at least 30 days before enforcement begins and only issue warning notices within the first 60 days of the pilot, after which violations may be issued. Participating jurisdictions may only continue to operate the speed cameras at a specific location if it reduces speed violations unless they install traffic calming measures and speed feedback signs in areas where cameras do not reduce speeding.

The bill sets fines of \$50, \$100, \$200, or \$500 for going over the speed limit by 11 mph, 16 mph, 26 mph, or 100 mph, which participating jurisdictions are required to reduce for those under the poverty line or offer community service. The bill requires that revenues be spent on program costs, including traffic calming measures, installation costs, arbitration of violations, and reporting requirements for performance metrics. Excess revenues must be spent on traffic calming measures within three years, or they will revert to the State Active Transportation Program. Participating jurisdictions must submit a report to the Legislature by March in the fifth year of implementation of the pilot. They must also abide by confidentiality provisions relating to the retention and disposal of information captured by the speed cameras.

This bill passed 12 to 0 in the Assembly Transportation Committee and 8 to 1 in the Assembly Privacy and Consumer Protection Committee and is set to be heard in Assembly Appropriations on May 18, 2023. According to the Appropriations Committee, this bill will have significant costs for local governments, which the State will not reimburse since its provisions are optional, and revenues from the pilot will help offset costs. The City of San Jose, the Glendale Police Department, and Streets for All are a few of the bill's co-sponsors. Other organizations in support include Active San Gabriel Valley, BikeLA, the Cities of Long Beach, West Hollywood, Los Angeles, and the Santa Monica Safe Streets Alliance. Organizations in opposition include ACLU California Action and the Electronic Frontier Foundation. Opponents argue that while the State has many unsafe streets, automated enforcement and ticketing raise privacy and equity concerns. They argue that the state can improve safety by investing in enhancing roads rather than taxing residents via fines.

**FISCAL IMPACT:**

Work associated with the staff report on Safety, Resilience, & Housing Bills - Support is contained in



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the Indirect Cost budget, Legislation 810-0120.10.

**ATTACHMENT(S):**

1. AB 364 Fact Sheet
2. AB 645 Fact Sheet
3. AB 785 Fact Sheet
4. AB 825 Fact Sheet
5. SB 517 Fact Sheet
6. SB 538 Fact Sheet



## AB 364 – Statewide Street Furniture Data

### SUMMARY

Assembly Bill 364 creates a data platform of bus shelters, benches, trash receptacles, and public toilets. AB 364 also requires the Department of Transportation (CalTrans) to develop guidelines for this street furniture and for the Integrated Climate Adaptation and Resiliency Program (ICARP) Technical Advisory Council to review and make recommendations on those guidelines to advance public accessibility related to street furniture information.

### BACKGROUND

The California Minimum General Transit Feed Specification (GTFS) is a data specification used by transit agencies to publish information for consumer trip planning. Currently, local agencies will maintain their collection of street furniture for purposes of permitting and maintenance, but the locations of street furniture are not shared with the public or reported to CalTrans.

California's 2021 heat wave broke records across the state, from Sacramento at 109 degrees to the Coachella Valley at 123 degrees. Shade structures can lower the temperature of surfaces beneath them by 25 – 40 degrees. An EnviroMetro study survey revealed 72% of participants indicated shade structures as the greatest need for improvement at bus stops. The state does not track where shade structures are located in reference to extreme heat hotspots.

### PROBLEM

The people most affected by the lack of information of the location of street furniture are low-income individuals. About half of LA Metro riders make less than \$15,000 a year and 72% are Black or Latinx. Outside of cities, transit riders general are people who cannot afford a vehicle. These transit riders are more exposed to rain and excessive heat throughout the year. This problem is getting worse. By 2050, there will be an estimated 22 days of extreme heat, and roofs and pavement can be 50 – 90 degrees hotter than the air.

Black people and Latinx people ride transit about three times as much as Whites and Asians, and households making less than \$50,000 a year ride transit as much as four

times more than those of higher incomes. A study in Wilderness and Environmental Medicine found that rates for emergency department visits for heat-related causes increased by 67% for African Americans, 63% for Hispanics, 53% for Asian Americans, and 27% for White people from 2005 to 2015.

### SOLUTION

For safety and health-related reasons, transit riders seek routes that least expose them to environmental hazards such as extreme heat. Street furniture such as benches and bus shelters can increase safety, convenience, accessibility, and comfort for riders. Information about where shaded street furniture exists is of critical value for riders, who can choose the best protected route.

With AB 364, CalTrans will create guidelines for street furniture data across the state, and the Technical Advisory Council will review those guidelines through a public process at least every three years to make recommendations. CalTrans will share the street furniture database with the General Transit Feed Specification so that transit applications may incorporate it into trip planning.

### SUPPORT

Move LA (sponsor)  
AARP  
Pacoima Beautiful  
Youth vs. Apocalypse  
Transform  
Streets for All  
Coalition for Clean Air  
Climate Resolve  
40 Acre Conservation League  
Aging & Disability Transportation Network  
Policy Link  
Climate Plan  
Natural Resources Defense Council  
Greenlining Institute  
California Green New Deal Coalition  
Seamless Bay Area  
Santa Ana Active Streets  
Costa Mesa Alliance for Better Streets  
San Diego County Bicycle Coalition





## AB 364 – Statewide Street Furniture Data

Marin County Bicycle Coalition  
Happy City Coalition  
Stop4Aidan  
Active San Gabriel Valley  
Norwalk Unides  
California Bicycle Coalition  
MOVE Santa Barbara County  
Northern California Association of Commuter  
Transportation  
Streets Are For Everyone

### FOR MORE INFORMATION

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Michelle Persoff | Legislative and Field Representative  
Office of Assemblymember Isaac Bryan  
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ASSEMBLY MEMBER

**Laura Friedman**  
DISTRICT 44

## AB 645 – Speed Safety Cameras Pilot Program

### Summary:

According to the National Transportation Safety Board, speeding accounts for nearly a third of all traffic fatalities. AB 645 implements policy recommendations from the California Transportation Agency as outlined in the Zero Traffic Fatalities Task Force by providing for the use of automated cameras to manage speed.

### Background:

Over 42 thousand Americans lost their lives to traffic violence in 2021, a 10.5% increase from 2020. According to National Transportation Safety Board (NTSB), speeding is a factor in 31% of all traffic fatalities. In California, Traffic fatalities and serious injuries increased by 15.76 percent from 2020 to 2021. 4,379 Californians lost their lives to traffic collisions in 2021, 1,275 of which were pedestrians and cyclists.

The faster a vehicle goes, the chances of survival in a car crash decreases tremendously, especially for vulnerable road users such as pedestrians, bicyclists, seniors and children. According to the National Highway Traffic Safety Administration, a person struck by a vehicle going 20 miles per hour (mph) has a 5% chance of dying. That number goes up to 40% for vehicles going 30 mph, and 80% for vehicles going 40 mph.

One of the proven ways to slow drivers down is to use speed cameras to enforce speed limits. NTSB, Center for Disease Control, Federal Highway Administration (FHA) and the California Transportation Agency have all recommended using speed safety cameras to enforce speed limits, and speed Cameras were authorized as an expenditure under the Bi Partisan Infrastructure Investment and Jobs Act.

According to FHA, speed cameras can reduce crashes on urban streets by 54%. Speed cameras in New York City reduced speeding in school zones up to 63%. An NTSB review of speed cameras around the world found that cameras can reduce fatal collisions by a low of 17% to a high of 71%.

Speed cameras can also help reduce work related injuries. Motor vehicle crashes are the 1<sup>st</sup> or 2<sup>nd</sup> leading cause of death in every major industry group. Over 1,000 workers died on a public road in 2020. According to the National Institute for Occupational Safety and Health, 28% of all line-of-duty deaths were traffic collisions, taking the lives of 498 officers from 2011-2020.

### AB 645:

- Authorizes the cities of Los Angeles, San Jose, San Francisco, Long Beach, Oakland and Glendale to install speed camera systems in school zones, on high injury streets and in areas with a history of speed racing and motor vehicle side shows.
- Sets fines of \$50, \$100, \$200 or \$500 for breaking speed limit by 11 mph, 16 mph, 26 mph, or going over 100 mph. Requires cities to reduce fines for those under the poverty line by 80% or offer community service, and requires cities to reduce fines by 50% for individuals 200% above the poverty level.
- Requires the revenue to be spent on traffic calming measures, and places performance metrics on cameras to require the installation of traffic calming measures and use of speed feedback signs if the cameras do not reduce speeding.

### Contact:

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# AB 785 (Santiago)

## LA CEQA Streamlining for Homelessness

### Bill Summary

AB 785 responds to the homeless crisis in Los Angeles by exempting, until 2035, from the California Environmental Quality Act (CEQA) any activity approved by the City of Los Angeles in the city, and the County of Los Angeles in the unincorporated areas of the county, in furtherance of providing affordable housing, emergency shelters, supportive housing, or transitional housing.

### Existing Law

Existing law requires lead agencies with the principal responsibility for carrying out or approving a proposed project to prepare a negative declaration, mitigated negative declaration, or environmental impact report (EIR) for this action, unless the project is exempt from CEQA. (Public Resources Code (PRC) 21000, et seq.)

Existing law exempts from CEQA, until January 1, 2025, specified emergency shelters and supportive housing projects approved or carried out by the City of Los Angeles. (PRC 21080.27)

### Background

The City of Los Angeles and the County of Los Angeles have each declared a state of emergency on homelessness. The County of Los Angeles has at any given time approximately 69,144 people experiencing homelessness Countywide, including approximately 41,980 in the City of Los Angeles. The City of Los Angeles represents 9.6 percent of the State of California's population but 25 percent of the State's unsheltered population.

Further, the City of Los Angeles has long been one of the least affordable areas in the country when comparing housing costs to median incomes, contributing to the homelessness emergency. When households pay more than 30% of their income for housing costs, they are considered "rent burdened" or "cost burdened" because the amount is considered unaffordable. If the total payment is 50% or more of the household's monthly income the term is "severely cost burdened." In 2019, Los Angeles had a higher percentage of cost burdened renter households (59.2%) than any other major American city and 27% of Angelenos are severely cost burdened.

The City's 2021-2029 RHNA allocation of 456,643 units is five times greater than the previous allotment, representing approximately 34% of the region's total share. In addition to planning for market rate development, roughly 40%, or 184,721 units, of the RHNA allocation are dedicated to planning for lower-income housing (0-80% Area Median Income). This target is also significantly greater than the previous cycle's targets. The City's adopted Housing Element is considered among the State's most ambitious plans. Governor Newsom and the CA Department of Housing and Community Development recently designated the City of Los Angeles as a Prohousing City in recognition of the City's efforts to streamlining multifamily housing developments, up-zoning in places near jobs

and transit to reduce emissions, and the creation of more affordable homes in places that historically or currently exclude households earning lower incomes and households of color.

### **Need for AB 785**

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While state law has created important tools to facilitate production of housing, significant barriers to planning for and producing new housing continue to exist, including the California Environmental Quality Act. AB 785 responds to the housing crisis and homelessness emergency in Los Angeles by removing barriers that add costs to and slow the construction of affordable housing, emergency shelters, supportive housing, or transitional housing for people experiencing homelessness or at risk of experiencing homelessness in the City of Los Angeles.

### **Support**

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Los Angeles City Mayor, Karen Bass (Sponsor)  
California Housing Partnership Corporation  
Central City Association  
Downtown Women’s Center  
John Burton Advocates for Youth  
Los Angeles Unified School District  
The People Concern

### **Opposition**

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### **For More Information**

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Jaspreet Johl, COS  
Assembly Member Miguel Santiago  
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## AB 825 – Decriminalize Bicyclists on Sidewalks

### SUMMARY

Assembly Bill 825 will allow cyclists to ride on the sidewalk where there is no safe bicycle infrastructure to ride on the street.

Criminalizing cyclists who prioritize their safety by riding on the sidewalk rather than a street with no bike lanes, paths, or routes, leads to unneeded interactions with law enforcement. People of Color, particularly Latinos in L.A. County, are disproportionately stopped and searched.

### BACKGROUND

Currently, municipalities regulate the use of a bicycle on the sidewalk. Some cities like Merced, Costa Mesa, Fullerton, Victorville, and others have made it legal to bike on the sidewalk. However, cities like Moreno Valley, Berkeley, Inglewood, Norwalk, Newport Beach, and others have not legalized it. About 8 million California residents live in a city where it is illegal, or where there are limited areas where cycling on the sidewalk is allowed.

Cyclists are subject to traffic stops by police, which are prone to bias and often lead to searches and violent encounters for people of color.

### PROBLEM

A Los Angeles Times analysis of more than 44,000 bike stops between 2017 and 2021 by Los Angeles County Sheriff’s deputies found that 70% of those stopped were Latino cyclists. The investigation found that deputies searched 85% of the people stopped, but that 92% of the searches found nothing illegal, less than 6% recovered illegal drugs, and less than 0.5% recovered weapons. Demonstrably, these stops are wildly ineffective and create dangerous opportunities for escalatory behavior for all parties involved.

Compared to other types of stops, officers were 3.2 times as likely to perform a search, 3.8 times as likely to detain the individual, and 2.7 times as likely to handcuff

the individual, statewide, during bicycle stops. “Overall, officers were more likely to search, detain, or handcuff a person during a bicycle-related stop when compared to stops for reasons other than bicycle violations.”

Without safe bicycle infrastructure, cyclists should be able to use their best judgment about where they should ride for their own safety and the safety of those around them. Over 130 cyclists die from collisions with cars each year in California. In 2022, traffic deaths in Los Angeles hit a 20-year high and 53% were pedestrians and cyclists.

### SOLUTION

AB 825 will prohibit local authorities from restricting cycling on the sidewalk when a proper bike lane does not exist.

People of color should not be criminalized for choosing to use their bicycle on the sidewalk when there is no safe bike infrastructure on the street.

### SUPPORT

- Streets for All (Co-Sponsor)
- Streets are for Everyone (Co-Sponsor)
- Active SGV (Co-Sponsor)
- California Walks (Co-Sponsor)
- California Bicycle Coalition (Co-Sponsor)
- Bike Culver City (Co-Sponsor)
- Happy City Coalition (Co-Sponsor)
- San Francisco Bicycle Coalition (Co-Sponsor)
- Bike East Bay (co-Sponsor)
- San Diego County Bicycle Coalition (co-Sponsor)

### FOR MORE INFORMATION

Kenneth Cruz | Legislative Director  
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Attachment: AB 825 Fact Sheet (Safety, Resilience, & Housing Bills - Support)



THE OFFICE OF SENATE MAJORITY WHIP  
**LENA A. GONZALEZ**  
SENATOR 33<sup>RD</sup> SENATE DISTRICT

## SB 517 (Gonzalez) Freight and Supply Chain Coordinator

### SUMMARY

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Senate Bill (SB) 517 will advance the economic vitality and long-term sustainability of the freight sector by designating a Freight and Supply Chain Coordinator within the Governor’s Office of Business and Economic Development (GO-Biz) to serve as the coordinating entity for supply chain issues among key state agencies and stakeholders.

### EXISTING LAW

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In 2015, Governor Brown issued Executive Order B-32-15, which directed the California Air Resources Board (CARB) and other state agencies to develop a California Sustainable Freight Action Plan (Action Plan). The Action Plan provided a vision for freight planning supported by three pillars: economic competitiveness, infrastructure, and sustainability. Currently, state law includes robust planning for freight infrastructure and sustainability.

Assembly Bill 14 (Lowenthal, Chapter 223, Statutes of 2013) created the California Freight Advisory Committee and requires the California Department of Transportation (CalTrans) to collaborate with the advisory committee and stakeholders to develop the California Freight Mobility Plan (CFMP) every five years, a plan that outlines future investment in freight, with an emphasis on infrastructure planning.

California also has various laws, dozens of regulations, and incentive programs for supply chain sustainability and emissions reductions.

Existing law requires CARB to prepare and approve a Scoping Plan, to be updated every five years, to achieve the maximum technologically feasible and cost-effective reduction of greenhouse gas (GHG) emissions. Given that the transportation sector accounts for approximately 40-50% of GHG emissions and adversely affects air quality, the Scoping Plan lays out various goals and efforts to reduce emissions from the freight and mobile sources including efforts to accelerate deployment of clean heavy duty vehicles, equipment, and fuels in the supply chain sector.

### BACKGROUND/PROBLEM

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The supply chain sector, including seaports, airports, land ports of entry, truck and rail transportation, and warehouses and distribution centers, is vital to California’s economy. The supply chain sector drives one-third of California’s economy, and creates millions of direct and indirect jobs<sup>1</sup>, with trillions of dollars of goods being shipped throughout the state and the contiguous United States<sup>2</sup>.

Despite its critical importance to the state, the supply chain sector lacks high-level coordination and resiliency, as evidenced during the supply chain crisis during the COVID-19 pandemic. In 2021, the Ports of Los Angeles and Long Beach saw over a 30% increase in flow of

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<sup>1</sup> <https://business.ca.gov/advantages/logistics-and-infrastructure/>.

<sup>2</sup> <https://www.census.gov/library/stories/2021/02/what-is-in-that-truck-i-just-passed-on-the-highway.html>.

goods<sup>3</sup>, which overwhelmed the supply chain, resulting in up to 80 container ships waiting to dock at the ports.<sup>4</sup> Container dwell times skyrocketed up to 10 days resulting in delays for \$90 billion worth of cargo<sup>5</sup>, including a loss of \$1.5 billion in agricultural exports.<sup>6</sup>

To facilitate coordination between the interlocking industries along the supply chain, GO-Biz launched the California Supply Chain Success Initiative to coordinate with local, state, and federal stakeholders on improving data sharing throughout the supply chain and shifting the supply chain to 24/7 operations; however, this initiative was a temporary measure to support the freight sector in its initial response to the 2021 supply chain crisis and is not an ongoing initiative.

## **SOLUTION**

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In order to better facilitate coordination across the supply chain, California needs a centralized state entity that will identify and set clear goals to promote economic competitiveness and a better understanding of how freight is impacted by the economy, global and domestic competition, workforce performance, mobility issues, and state regulations.

SB 517 will designate a Freight and Supply Chain Coordinator in GO-Biz to facilitate high-level coordination and advocate for the long-term sustainability and competitiveness of the California supply chain sector.

## **SUPPORT**

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California Association of Port Authorities  
Pacific Merchant Shipping Association  
California Trucking Association  
California Business Roundtable  
California Retailers Association  
Port of Hueneme  
Port of San Francisco  
Port of Redwood City

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<sup>3</sup> <https://www.reuters.com/world/us/record-60-cargo-ships-wait-unload-busiest-us-port-complex-2021-09-15/>.

<sup>4</sup> <https://www.wsj.com/articles/cargo-delays-are-getting-worse-but-california-ports-still-rest-on-weekends-11632648602>.

<sup>5</sup> <https://www.michiganfarmnews.com/west-coast-seaport-congestion-a-1-5-billion-hit-on-ag-exports>.

<sup>6</sup> <https://www.russell.co.uk/ProductStories/1672/long-beach-and-los-angeles-port-delays-may-disrupt-us-holiday-season>.

## **CONTACT**

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Senator Lena Gonzalez  
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# SB 538 (Portantino) Department of Transportation: Chief Advisor on Cycling and Active Transportation

## PROBLEM

There is currently no specialized department chair who can advise the California Department of Transportation (Caltrans) on issues related to bicycle transportation.

## BACKGROUND

The California Department of Transportation includes the Bicycle Facilities Unit (BFU). This unit is responsible for coordinating all aspects of Caltrans bicycle programs, promoting well designed bicycle facilities, and cultivating the funding, regulations, and education that makes these facilities possible.

Several executive agencies and departments include specialized roles within their institutions to help disaggregate different aspects of their work and provide a better understanding of particular issues.

Appointing a Chief Advisor on Cycling and Active Transportation within the Department of Transportation would give this unit of transportation specialized attention and focus amongst the department's goal to increase safe transportation options for Californians, create connected networks of bikeways that fit into other transportation modes, and lessen the state's carbon footprint.

## SUMMARY

SB 538 would require the director of the California Department of Transportation to appoint a Chief Advisor on Cycling and Active Transportation, who shall serve as the department's chief advisor on all issues related to bicycle transportation, safety, and infrastructure.

## EXISTING LAW

Existing law establishes the Department of Transportation and provides that the Director of Transportation shall perform all duties, exercise all powers and jurisdiction, assume and discharge all responsibilities, and carry out and effect all purposes vested by law in the department, except as otherwise provided by law.

## SUPPORT

Streets for All (Sponsor)  
Active SGV  
Bike Coalition San Diego County  
California Bicycle Coalition  
Climate Resolve  
Culver City Democratic Club  
Happy City Coalition  
Marin County Bicycle Coalition  
Move Santa Barbara  
Norwalk Uni-des  
Santa Ana Active Streets  
Santa Gabriel Valley  
Telegraph for People  
TransForm  
**Version:** 4/24/2023





**AGENDA ITEM 9**  
**REPORT**

Southern California Association of Governments  
May 23, 2023

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** Governor's May Revise Budget Proposal

**RECOMMENDED ACTION:**

Information Only – No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*Governor Newsom released his May Revision budget proposal for the 2023-24 fiscal year on Friday, May 12, 2023. As required by the State Constitution, the budget proposal was balanced, taking into consideration a now estimated \$31.5 billion budget shortfall, approximately \$9 billion more than was estimated in his January budget proposal. The Governor’s revised proposal is the second step in the budget process that will last through June 15, the Legislature’s deadline to pass a balanced budget to get paid. Cruz Strategies, LLC will provide a presentation of the details of the revised budget proposal and its potential impacts on SCAG.*

**BACKGROUND:**

Governor Newsom presented his May Revision budget proposal for the 2023-24 fiscal year on Friday, May 12, 2023. The overall \$306.5 billion budget seeks to prioritize protecting the state’s continued investments in specified programs, including protecting healthcare access, addressing homelessness, and increasing housing supply. Of note are additional cuts and fund-shifts the Governor proposes for climate programs, an additional \$1.1 billion on top of the \$6 billion cuts he proposed in the January budget, as well as the lack of aid for public transit systems.

To offset the proposed cuts to climate programs, the Newsom administration is proposing the development of a Climate Resilience Bond, essentially shifting climate resilience program funding from the general fund to the bond. No changes were made in transportation funding from the January budget, maintaining funding at 84% of what was originally budgeted in the last fiscal year.



Of note is the Legislative Analyst Office's response to the May Revise, whose tax revenue estimates are \$11 billion lower than Governor Newsom's May Revise estimates, meaning deeper cuts may be needed still.

Cruz Strategies, LLC represents SCAG in Sacramento and will provide a presentation to the Legislative/ Communications and Membership Committee (LCMC) on the Governor's proposed budget. A copy of their budget summary as well as the LAO's response to the Governor's May Revise have been included in this report.

**FISCAL IMPACT:**

Work associated with the 2023-24 State Budget Update is contained in the Indirect Cost Budget, Legislation 810-0120.10.

**ATTACHMENT(S):**

1. 1. Cruz Strategies May Revise 23-24 Budget Update
2. 2. LAO May Revise Comments



## Summary of Governor's 2023-24 May Revise

May 12, 2023

This morning, Governor Newsom unveiled an updated budget proposal through the 2023-2024 May Revision, which sets in motion the plan for the Legislature to negotiate and tweak before the June 15 deadline for the budget to be passed. The current budget projections show a \$31.5 billion deficit, which is nearly \$9 billion more than projected in the Governor's initial January budget which projected a \$22.5 billion shortfall. The May Revise reflects a total \$306.5 billion spending plan.

In January, the Governor proposed a number of ideas to cover the deficit, including about \$9.6 billion in spending cuts that hit some of the state's ambitious climate programs and other policy areas. The May Revise includes roughly another \$1 billion in spending reductions. Some of that comes from clawing back unspent money in various programs and delaying previously allocated spending to later years.

While the Governor noted that he tried to limit any cuts or delays in spending, he did provide the following caution in his budget summary: "While the May Revision does not project a recession, should risks be realized and a moderate recession occur, revenue declines below the May Revision forecast could be significant."

Below, please find a summary of the most significant portions of the Governor's May Revise, including housing and homelessness, transportation, public safety, health and human services. We will be sure to keep you updated as additional details and clarifications become available in the coming weeks with the Legislature's budget subcommittee process. The full May Revise budget documents can be reviewed online ([summary](#) and [details](#)). Please feel free to reach out if you have any questions.

## Housing and Homelessness

The May Revision continues the Administration's emphasis on local accountability so that all jurisdictions build their fair share of housing units. It also maintains \$3.4 billion in funding proposed for homelessness programs.

- The May Revision maintains the commitment to \$1 billion one-time General Fund proposed in the Governor's Budget for the Homeless Housing, Assistance and Prevention Program (HHAP), the Administration proposed statutory language to focus that funding allocation on the highest priority needs, with a specific focus on reducing unsheltered homelessness.
- The May Revision includes \$500 million one-time Mental Health Services Fund in 2023-24 in lieu of General Fund for the Behavioral Health Bridge Housing Program, effectively eliminating the Governor's Budget proposed delay of \$250 million General Fund to 2024-25.
- The May Revision includes \$17.5 million in General Fund reductions and \$345 million in deferrals related to housing programs. Even with these reductions, funding for housing programs remains at approximately 88 percent of the allocations made in 2022-23 and proposed for 2023-24 (\$2.85 billion).
- **Foreclosure Intervention Housing Prevention Program**—The 2023-24 May Revision proposes to defer \$345 million of the \$500 million one-time General Fund over four fiscal years—for a revised allocation of: \$50 million in 2023-24, \$100 million in 2024-25, \$100 million in 2025-26, and \$95 million in 2026-27.
- **Downtown Rebound Program**—The May Revision proposes to revert \$17.5 million in unexpended funding that remained in this program after the Notice of Funding Availability.

## Health and Human Services

- The May Revision proposes the renewal of the Managed Care Organization (MCO) Tax effective April 1, 2023, through December 31, 2026, resulting in \$19.4 billion in funding to help maintain the Medi-Cal program and support increased investments while minimizing the need for reductions to the program.
  - A total of \$8.3 billion over the proposed MCO Tax period in net General Fund offset to support the Medi-Cal program and achieve a balanced budget.
  - Of the remaining \$11.1 billion, the Administration proposes to support Medi-Cal investments that improve access, quality, and equity in the Medi-Cal program over an 8-to-10-year period.
- The May Revision includes \$128.9 million General Fund in 2023-24, \$234 million General Fund in 2024-25, \$290.6 million General Fund in 2025-26, and \$290.8 million General Fund in 2026-27 and annually thereafter for the Department of Health Care Services and Judicial Branch to implement the CARE Act.
  - Of this amount, \$67.3 million General Fund in 2023-24, \$121 million General Fund in 2024-25, and \$151.5 million in 2025-26 and annually thereafter is to support estimated county behavioral health department costs for the CARE Act.
- The May Revision includes \$15 million one-time 988 State Suicide and Behavioral Health Crisis Services Fund in 2023-24 to support eligible 988 call center behavioral health crisis services, for a total of \$19 million in 2023-24 and \$12.5 million in 2024-25 and ongoing.
- The May Revision includes a \$500 million one-time Mental Health Services Fund in 2023-24 in lieu of the General Fund for the Behavioral Health Bridge Housing Program.
- The May Revision reflects a 3.6-percent increase to CalWORKs Maximum Aid Payment levels,

effective October 1, 2023, which is estimated to cost \$111.2 million in 2023-24.

- The May Revision includes \$22.4 billion (\$8.4 billion General Fund) for the IHSS program in 2023-24.
- The May Revision includes \$60.7 million (\$27.9 million General Fund) ongoing to increase access to authorized services and better serve the IHSS program's minor recipients and their families.
- Child Welfare Services-California Automated Response and Engagement System Project—The May Revision includes \$163.7 million (\$83.4 million General Fund), in alignment with Special Project Report 6, to support ongoing project development costs, and authority to access an additional \$36.6 million (\$18.3 million General Fund) should project activities accelerate.
- The May Revision includes \$406.5 million (\$159.5 million General Fund) to reflect a revised budgeting methodology for county CalFresh administration activities.
- The May Revision maintains a \$300 million ongoing General Fund to modernize state and local public health infrastructure and transition to a more resilient public health system.
- The May Revision includes an additional \$141.3 million in Opioid Settlements Fund over four years for the Department of Health Care Services to support the Naloxone Distribution Project, for a total of \$220.3 million over four years.
- The May Revision includes \$20 million General Fund in 2023-24, \$20 million General Fund in 2024-25, and \$10 million General Fund in 2025-26 at the California Department of Aging to support the continuation of the Older Adult Friendship Line—a targeted media campaign for older adults, and competitive grants to local jurisdictions to build organizational capacity to identify and address older adult behavioral health and substance use disorder needs.

## Infrastructure

The May Revision proposes statutory changes to expedite infrastructure projects that advance California's climate, equity, and economic goals and maximize the state's share of federal infrastructure spending while maintaining appropriate environmental review.

- **California Environmental Quality Act (CEQA)** - The Governor has already signed 20 CEQA-related bills in order to streamline the construction of housing and emergency shelter. The Administration remains committed to working with the Legislature on additional legislation to speed the planning, permitting, and construction of needed housing. Additionally, the Administration will continue its efforts to hold local governments accountable for planning and developing their fair share of housing across the state.
- **Department of Transportation (Caltrans)** - The May Revision includes \$39 million and 143 full-time equivalents for Caltrans engineering work for the state's many transportation programs.
- **2023 Five-Year Infrastructure Plan (Plan)** - The California Infrastructure Planning Act (Chapter 606, Statutes of 1999) requires the Governor to submit a five-year infrastructure plan to the Legislature for consideration with the annual budget bill. The Plan reflects approximately \$56.6 billion in state infrastructure investments over the next five years. This includes investments in capital assets that support core state functions, including state office buildings, fire protection facilities, state parks, correctional facilities, and courts.
- **Education Facilities**— The May Revision includes roughly \$2.9 billion General Fund to support the debt service costs associated with General Obligation bonds. In addition to state General Obligation bonds, school districts may use developer fees, local General Obligation bonds, and Mello-Roos bonds to construct additional classrooms or renovate existing classrooms and community colleges may use local General Obligation bonds to support their facility needs.

Specifically for transportation, the May Revision includes a reduction of \$2.85 billion General Fund, partially offset by \$650 million of new state transportation funds for a net reduction of \$2.2 billion. This reflects an additional fund shift of \$150 million as compared to the Governor's Budget.

- These adjustments will maintain a total of \$12.8 billion in continuing new transportation infrastructure investments, including:
  - \$5.65 billion for high-priority transit and rail infrastructure projects that will improve rail and transit connectivity between state and local/regional services that are designed to reduce traffic congestion and greenhouse gas production.
  - \$4.2 billion for the High-Speed Rail Authority to continue building the 119-mile Central Valley Segment from Madera to just north of Bakersfield.
  - \$1.4 billion for Active Transportation Program projects, the Highways to Boulevards Pilot, and bicycle and pedestrian safety projects.
  - \$1.2 billion for projects that improve goods movement on rail and roadways at port terminals, including rail yard expansions, new bridges, and zero-emission modernization projects.
  - \$350 million for grade separation projects that support critical safety improvements and expedite the movement of traffic and rail by separating the vehicle roadway from the rail tracks.
- **State Highway Operations and Protection Program** - Caltrans will continue delivering over \$20 billion worth of planned state highway repair and rehabilitation projects over the next five years.
- **State Transportation and Improvement Program (STIP)** - Caltrans and local partners will invest over \$3 billion in projects that support the implementation of regional Sustainable Community Strategies.

## Public Safety

- Consistent with the Governor's January Budget, the May Revision reflects a decrease of \$92.1 million (\$89.3 million General Fund and \$2.8 million various funds) in 2023-24, and \$95.8 million beginning in 2025-26 (\$93 million General Fund and \$2.8 various funds) associated with the closure of DJJ.
- The May Revision includes an additional investment of \$12 million one-time General Fund for Grants for Missing and Murdered Indigenous Persons.
- \$10 million one-time General Fund to provide security assistance to nonprofit organizations at risk of hate-motivated violence, which includes members of the Asian American Pacific Islander, LGBTQ+, Black, Latinx, and Jewish communities.
- The May Revision proposes reallocating the Gun Buyback Program funding to the Office of Emergency Services to work directly with local law enforcement agencies to expedite targeted, coordinated gun buybacks.
- The May Revision includes an additional \$1.1 million General Fund for county probation departments to supervise the temporary increase of individuals on Post Release Community Supervision as a result of Proposition 57 credit earning opportunities.
- In total, the Budget provides the Judicial Branch \$32.7 million in 2023-24, \$55.3 million in 2024-25, and \$68.5 million ongoing for CARE Act implementation. The May Revision also includes an additional \$16.8 million in 2023-24, \$29.8 million in 2024-25, and \$32.9 million ongoing to double the number of hours per participant for legal services from 20 hours to 40 hours.
- Cannabis Related Funding: The May Revision estimates \$567.4 million will be available for these purposes in 2023-24, which includes \$150 million General Fund to backfill the estimated decline in

revenues:

- Education, prevention, and treatment of youth substance use disorders and school retention—60 percent (\$340.4 million)
- Clean-up, remediation, and enforcement of environmental impacts created by illegal cannabis cultivation—20 percent (\$113.5 million)
- Public safety-related activities—20 percent (\$113.5 million)

### Climate Change & Extreme Heat

- The May Revision includes an additional \$1.1 billion in General Fund shifts across climate resilience programs. These programs remain a high priority for the Administration and will be included as part of the future climate bond proposal.
- The May Revision maintains \$8.9 billion (89 percent) in investments to the state's ZEV agenda—ranging from cleaning up short-haul trucks and school buses to accelerating equitable electrification of passenger vehicles—coupled with infrastructure and incentives for in-state manufacturing.
- The May Revision maintains \$11.6 billion (84 percent), including fund shifts, for transportation programs and projects that align with the state's climate goals.
- The May Revision maintains \$2.7 billion (98 percent) over four years to advance critical investments in restoring forest and wildland health to continue to reduce the risk of catastrophic wildfires in the face of extreme climate conditions, in addition to a \$25 million one time investment in the Climate Catalyst Fund.
- The May Revision maintains \$1.4 billion (89 percent) in investments over multiple years in programs and projects to support nature-based solutions.
- The May Revision maintains \$444 million (68 percent) in investments over multiple years in programs and projects to support extreme heat.
- The May Revision maintains \$1.6 billion (85 percent) in investments over multiple years in programs and projects to promote community resilience.
- The May Revision maintains \$734 million (57 percent) in investments over multiple years in programs and projects for coastal resilience.
- The May Revision continues to support building the clean, reliable, affordable, and safe electric grid of the future by providing details on the one-time \$1 billion investment in programs and projects as proposed by the Clean Energy Reliability Investment Plan (over multiple years).

### Water and Drought

- The May Revise includes an additional \$290 million to support flood response and projects to protect communities from future floods. This is in addition to the Governor's \$202 million proposed in January - for a total of \$492 million. The new \$290 million is broken down as follows:
  - \$125 million to support preparedness, response and recovery related to the 2023 storms
  - \$75 million to support local flood control projects;
  - \$25 million to expand the current California Small Agricultural Business Drought Relief Grant Program to provide direct assistance to eligible agriculture-related businesses that have been affected by the recent storms;
  - \$25 million for potential additional disaster relief and response costs in this fiscal year to address immediate impacts;
  - \$40 million for the San Joaquin Floodplain restoration.
- The state is also providing funding in the May Revise to raise a levee in Corcoran that is needed to maintain public safety in the Tulare Basin region.

- A reduction of \$25 million one-time General Fund for the Agriculture and Delta Drought Response Program (LandFlex).
- The May Revision includes \$4.8 million General Fund in 2023-24 and 2024-25 to support the State Water Board’s oversight roles for basins deemed inadequate, as required by SGMA.

## K-12 Education

- The May Revision includes total funding of \$127.2 billion (\$79.1 billion General Fund and \$48.1 billion other funds) for all K-12 education programs.
- The 2022 Budget Act included a \$100 million one-time General Fund and included a planned \$550 million General Fund in 2023-24, to support the California Preschool, Transitional Kindergarten and Full-Day Kindergarten Facilities Grant Program. The California Preschool, Transitional Kindergarten and Full-Day Kindergarten Facilities Grant Program supports the construction of new school facilities or retrofitting existing school facilities for the purpose of providing transitional kindergarten, full-day kindergarten, or preschool classrooms. The Governor’s Budget proposed delaying this \$550 million investment to 2024-25.
- **Local Control Funding Formula (LCFF)** - The 2023-24 cost-of-living adjustment is updated from 8.13 percent at the Governor’s Budget to 8.22 percent at the May Revision. This adjustment, when combined with further declining enrollment at the May Revision, would increase year-over-year discretionary funds available to local educational agencies (LEAs) by approximately \$3.4 billion. The May Revision also reflects the utilization of approximately \$2.7 billion one-time Proposition 98 General Fund to support the overall costs of the LCFF in 2023-24.
- The May Revision includes an increase of \$80 million ongoing Proposition 98 General Fund to support county offices of education serving students in juvenile court and other alternative school settings.
- The May Revision proposes reducing support for the following one-time programs to better enable the state to support and maintain critical ongoing education investments:
  - **Arts, Music, and Instructional Materials Discretionary Block Grant**—A decrease of approximately \$607 million one-time Proposition 98 General Fund for the Arts, Music, and Instructional Materials Block Grant, taking proposed support for the Block Grant from \$2.3 billion Proposition 98 General Fund at the Governor’s Budget to approximately \$1.8 billion Proposition 98 General Fund at the May Revision. The Arts and Music in Schools: Funding Guarantee and Accountability Act (Proposition 28) is expected to provide approximately \$933 million ongoing Proposition 98 General Fund beginning in 2023-24.
  - **The Arts and Music in Schools: Funding Guarantee and Accountability Act (Proposition 28)**—A decrease of approximately \$8 million to support the implementation of Proposition 28, which requires an amount equal to one percent of the Proposition 98 Guarantee to be allocated to schools to increase arts instruction and/or arts programs in public education. With this adjustment, support for the program would be approximately \$933 million in 2023-24.



# Initial Comments on the Governor's May Revision

GABRIEL PETEK | LEGISLATIVE ANALYST | MAY 2023

## KEY TAKEAWAYS

**Governor's May Revision Solves a \$28 Billion Budget Problem.** The figure below summarizes the budget solutions that the Governor proposes using to address the \$28.3 billion budget problem. As the figure shows, while the January Governor's budget focused primarily on spending solutions, the May Revision solves much of the additional budget problem by shifting more costs and increasing revenues. That said, spending solutions still represent about half of the total proposals. Total budget solutions proposed in the May Revision (including those maintained from Governor's budget) are: \$15.1 billion in spending reductions and delays, \$9.1 billion in cost shifts, \$3.7 billion in revenue increases and shifts, and \$450 million in reserve withdrawals.

**Although Revenues Are Always Uncertain, May Revision Predicated on Optimistic Estimates.**

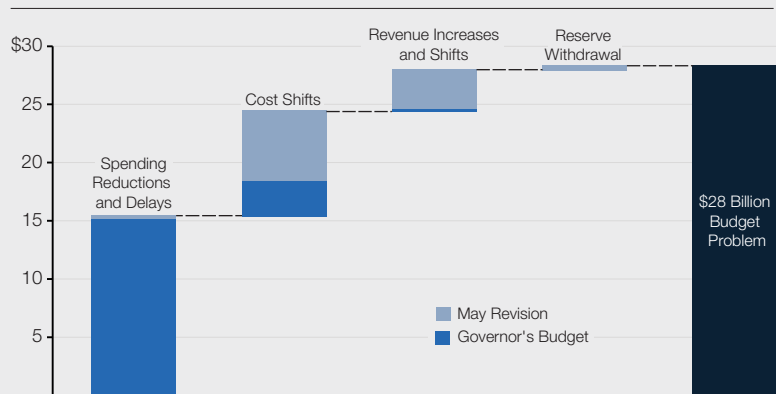
The administration points out that there is elevated uncertainty in this year's revenue outlook. Significant revenue uncertainty, however, is not unique to this year. Due to economic unknowns, policy changes, and other potential disruptions, revenues forecasts are always uncertain. This year, as always, we advise adopting the best possible revenue estimate based on all available economic and revenue data. We do not view revenue uncertainties as a cause for inaction or a reason to adopt optimistic revenue assumptions. Based on our assessment, there is a roughly two-thirds chance revenues will come in below May Revision estimates. As such, while we consider the May Revision revenues plausible, adopting them would present considerable downside risk.

**Adopting Administration's Revenue Estimates Sets Up Difficult January.**

Under our revenues, and after accounting for constitutional spending requirements, the budget problem for 2023-24 is \$6.2 billion larger than the administration's estimates. The state currently has \$11 billion in one-time or temporary spending planned for 2023-24—amounts that could be reduced to address this larger budget problem. Doing so now—in response to our lower revenue projections—would be better than waiting until next year for a few reasons. Once the new fiscal year begins, state departments will begin obligating and distributing these funds as planned. As such, midyear pullbacks would need to be based on what money has gone out the door instead of the state's priorities.

This approach could be particularly disruptive to program participants who would have planned on receiving the funds. Moreover, the administration will have an information advantage—it knows better what money has or has not been dispersed—making it more challenging for the Legislature to exert its preferences in response. While using some reserves at that time could be reasonable, the Legislature could still face difficult decisions to ensure the budget is on sound fiscal footing in future years.

**How the May Revision Addresses a \$28 Billion Budget Problem**  
(In Billions)



## INTRODUCTION

On May 12, 2023, Governor Newsom presented a revised state budget proposal to the Legislature. (This annual proposed revised budget is called the “May Revision.”) In this brief, we provide a summary of and comments on the Governor’s revised budget, focusing on the overall condition and structure of the state General Fund—the budget’s main operating account.

In the coming days, we will analyze the plan in more detail and provide additional comments in hearing testimony. The information presented in this brief is based on our best understanding of the administration’s proposals as of May 13, 2023. In many areas of the budget, our understanding will continue to evolve as we receive more information.

## \$28 BILLION BUDGET PROBLEM

In this section, we present our estimates of the budget problem the Governor addressed in the May Revision budget proposal. Importantly, the estimates in this section are predicated on the administration’s revenue projections. As we discuss later in this report, the administration’s revenue projections are optimistic. Under our own projections, the budget problem would be larger.

**What Is a Budget Problem?** A budget problem—also called a deficit—occurs when resources are insufficient to cover the costs of currently authorized services. Under the State Constitution, a budget problem must be solved, for example, by increasing revenues or reducing spending. Due to a deteriorating revenue picture relative to expectations from June 2022, both our office and the administration have anticipated the state faces a budget problem in the 2023-24 budget process. (The budget problem is calculated across the budget window—that is, the three fiscal years under review in the budget process. In this case, those years are: 2021-22, 2022-23, and 2023-24.)

### THE BUDGET PROBLEM

**We Estimate the Governor Solved a \$28.3 Billion Budget Problem in the May Revision.** Our estimate of the budget problem is slightly lower than the \$31.5 billion figure cited by the administration. The reasons for our differences are generally the same as those we cited at the Governor’s budget, including the cost of certain assumptions and policies that the administration included in the baseline, but had not been adopted. For example, the administration’s

estimates included an assumption about the costs of inflation in future years that was not current law. We explained those differences in more detail in our report, [The 2023-24 Budget: Overview of the Governor’s Budget](#).

**Budget Problem Increased \$10.4 Billion Since January.** We estimate that, under the administration’s policies and assumptions, the budget problem grew by \$10.4 billion since the administration’s January projections in the Governor’s budget. There are a range of factors, some offsetting, that contribute to the growing budget problem. They are:

- **Revenues Lower by \$9.4 Billion.** The administration’s baseline revenue estimates (that is, excluding constitutionally required reserve deposits and policy choices) are lower by \$8.4 billion across the three-year budget window compared to January estimates. (The total also includes about \$1 billion in revenue adjustments attributable to 2020-21 and earlier.) This increases the size of the budget problem.
- **Constitutional Requirements Lower by \$2.7 Billion.** Reflecting these lower revenue estimates, the administration’s estimates of General Fund constitutional requirements (including school and community college spending, reserve deposits, and debt payments) are lower by \$2.7 billion. This partially offsets the revenue decrease described above, reducing the size of the budget problem.

- **Spending and Other Adjustments Increase Budget Problem by \$2.7 Billion.** Across the budget, baseline spending (meaning, spending under current law) is higher than Governor’s budget estimates by \$2.7 billion. Some of the contributors to this increase include baseline costs in Medi-Cal and In-Home Supportive Services. Higher baseline spending increases the size of the budget problem.

- **New Discretionary Spending of Over \$700 Million.** We estimate the Governor proposed additional discretionary spending of over \$700 million in the May Revision. This adds to the \$2.2 billion in discretionary spending proposed in January for a total of \$2.9 billion. A forthcoming appendix also provides a list of these proposals, which increase the size of the budget problem. The nearby box includes more information on how we categorize adjustments for universities, courts, and employee compensation.

### Adjustments for Universities, Courts, and Employee Compensation

We define discretionary spending as new spending not required under current law or policy. We generally do not assume annual cost increases for inflation and other cost pressures, except where the Legislature has a practice of enacting them. Programs for which the Legislature generally has provided these increases include: universities, employee compensation, and courts. In these cases, as long as the administration’s proposed increase is consistent with our estimate of underlying cost pressures, we do not consider the augmentation to be discretionary. For example, the Governor proposes \$443 million to provide 5 percent base General Fund increases for the universities, which we do not include in the forthcoming Appendix on discretionary spending. That said, to address the budget problem, the Legislature could choose to provide a lower amount for universities and other similar items.

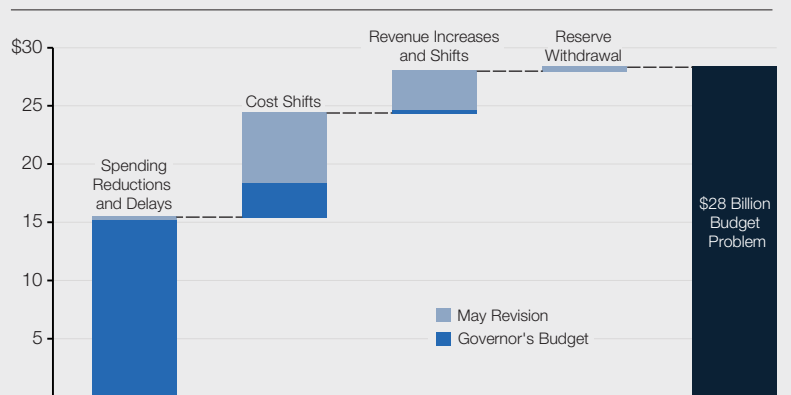
## HOW THE GOVERNOR PROPOSES SOLVING THE BUDGET PROBLEM

The State Constitution requires the Legislature to enact a balanced budget, which means the Governor must propose solutions when the administration estimates the state faces a deficit. The state has many types of solutions—or options—for addressing a budget problem, but the most important include: reserve withdrawals, spending reductions, revenue increases, and cost shifts (for example, between funds).

**Figure 1** summarizes the budget solutions that the Governor proposes using to address the \$28.3 billion budget problem. As the figure shows, while the January Governor’s budget focused primarily on spending solutions, the May Revision solves

Figure 1

### How the May Revision Addresses a \$28 Billion Budget Problem (In Billions)



much of the additional budget problem by shifting more costs and increasing revenues. That said, spending solutions still represent about half of the total proposals. Total budget solutions proposed in the May Revision (including those that persisted from the Governor's budget) are: \$15.1 billion in spending reductions and delays, \$9.1 billion in cost shifts, \$3.7 billion in revenue increases and shifts, and \$450 million in reserve withdrawals. The remainder of this section describes each of these components in more detail. (In this figure and throughout the report, some of the estimates cited here for the Governor's budget might not match estimates provided in our *Overview of the Governor's Budget*, published in January. In these cases, our understanding of the proposals has evolved since we published that report.)

## **\$15.1 Billion Spending-Related Solutions**

The Governor's May Revision includes \$15.1 billion in spending-related budget solutions, a slight increase relative to the Governor's budget. That said, although spending reductions increased on net, the May Revision also withdraws some spending reductions proposed in January. For example, the May Revision retracts the proposed reduction to the Court Appointed Special Advocate program and proposes using an alternative fund source for a portion of the Behavioral Bridge Housing program, rather than a General Fund delay.

The May Revision spending proposals can be categorized into three types: reductions, delays, and reductions subject to trigger restoration. Nearly all of these solutions would apply to one-time and temporary spending. The forthcoming appendix provides a list of these proposed solutions. The remainder of this section describes each of these types in turn.

**\$6.3 Billion in Delays.** We define a delay as an expenditure reduction proposed for the budget window (2021-22 through 2023-24) with an associated cost increase in a future year of the multiyear (2024-25 through 2026-27). That is, the spending would be moved to a future year. Less than half of the Governor's spending-related solutions are delays. For example, the Governor

proposes delaying: \$550 million in grants for early education facilities from 2023-24 to 2024-25 and \$550 million for broadband last-mile project grants from 2023-24 to future years. To the extent budget problems persist—as we anticipate is likely—the Legislature will have to revisit these and other spending augmentations again.

**\$5.1 Billion in Reductions.** We define a spending reduction as the elimination of an augmentation previously approved under current law or policy. The May Revision includes \$5.1 billion in reductions, the largest of which is withdrawing a discretionary principal payment on state's unemployment insurance loan (which otherwise is paid by employers' payroll taxes). The May Revision also includes a proposal to delay providing ongoing General Fund for financial assistance to Covered California enrollees, freeing up \$304 million. About one-third of the Governor's spending solutions are reductions.

**\$3.7 Billion in Reductions Subject to Trigger Reduction.** The May Revision proposes making one-quarter of all spending-related solutions subject to trigger restoration language. Under this proposed language, program spending that otherwise would have occurred in 2023-24 would not be allocated as part of the June budget act. However, if in January 2024 the administration estimates there are sufficient resources available to fund these expenditures, those programs would be restored halfway through the fiscal year. Many of the spending solutions in natural resources and environment, transportation, and housing and homelessness are subject to this trigger restoration language. That said, our revenue estimates suggest it is unlikely that these trigger restorations can be afforded in 2023-24. As such, the Legislature should consider these solutions as spending reductions.

## **\$9.1 Billion Cost Shifts**

We estimate the May Revision includes \$9.1 billion in cost shifts, a \$6 billion increase relative to January. Cost shifts occur when the state moves costs between entities, fund sources, or across fiscal years. For example, shifting spending from the General Fund to special funds or, as has been done in prior budgets, shifting costs from

the state to local governments. Major cost shift proposals in the May Revision include: (1) \$2 billion in loans from special funds (and other state funds) to the General Fund; (2) a shift of \$1.1 billion in costs for zero-emission vehicles from the General Fund to the Greenhouse Gas Reduction Fund; (3) early reversion of unspent funds in General Child Care (as estimated by the Department of Finance) and California Work Opportunity and Responsibility to Kids (CalWORKs); and (4) shifts in a variety of capital outlay projects from General Fund cash to bonds, for example for climate projects, student housing, and clean energy projects. (Bonds associated with the climate projects and clean energy would require voter approval to move forward.) While swapping bonds for General Fund is a reasonable response to weakening fiscal conditions, the merits of the individual projects proposed warrant scrutiny, especially given that with higher interest rates, the related debt servicing costs will be higher into the future. The forthcoming appendix provides a full list of these proposed cost shifts.

### **\$3.7 Billion Revenue-Related Solutions**

The May Revision includes \$3.7 billion in revenue-related solutions, an increase of \$3.4 billion from January. The main proposal in this area is a renewal and increase in a tax on health insurance plans known as the managed care organization (MCO) tax. Under the proposal, the tax would last from April 2023 through December 2026 and be used to maintain and augment support for Medi-Cal, the state's Medicaid program. The tax also requires approval from the federal government

to be used to draw down federal funding to support Medi-Cal. We estimate that, in 2023-24 specifically, the MCO tax proposal would provide \$3.5 billion to address the budget problem. In addition, the May Revision proposes reverting \$200 million in unspent funds associated with the Middle Class Tax Refund to the General Fund.

### **\$450 Million Reserves**

***Uses \$450 Million From the Safety Net Reserve.*** The 2018-19 budget created the Safety Net Reserve to set aside funds for future costs of two programs—CalWORKs and Medi-Cal—in the event of a recession. Absent policy changes, these programs typically experience increased expenditures during a recession when unemployment increases and program caseloads rises. The reserve has a balance of \$900 million and the May Revision proposes using half of that to address the budget problem in 2023-24.

***Maintains State's Constitutional Reserves.*** The state has two main constitutional reserve accounts: the Budget Stabilization Account (BSA), which can help address a budget problem, and the School Reserve, which can supplement otherwise required spending on schools and community colleges (and cannot help address the budget problem). In order for the state to make discretionary withdrawals from either of these accounts, the Governor must declare a budget emergency. Although a budget emergency is likely available, the Governor does not propose using funds from either the BSA or the School Reserve in the May Revision.

# MAY REVISION BUDGET CONDITION

In this section, we describe the overall condition of the General Fund budget after accounting for the May Revision proposals and solutions. We also describe the condition of the school and community college budget. As is the case in the previous section, all of the estimates and figures here are predicated on the administration’s revenue projections.

## General Fund Budget

**Figure 2** shows the General Fund condition under the May Revision. The state would end 2023-24 with \$3.8 billion in the Special Fund for Economic Uncertainties (SFEU). The SFEU is the state’s operating reserve and essentially functions like an end-of-year balance. The State Constitution’s balanced budget provision prohibits the state from enacting a negative SFEU balance for the upcoming fiscal year, in this case, 2023-24. While historically the state mostly has enacted SFEU balances between \$1 billion and \$4 billion, the Legislature can choose to set the balance at any level above zero.

**Under May Revision, Reserves Would Total \$26.5 Billion by End of 2023-24.** As mentioned earlier, the Governor’s May Revision does not propose using any constitutional reserves to

address the budget problem. As a result, under the administration’s estimates and assumptions, general purpose reserves would total \$26.5 billion by the end of 2023-24. In addition, the state would have \$10.7 billion in the School Reserve, available only for school and community college programs. In both cases, the state would have reached the constitutional maximum for the accounts.

**Budget Condition Expected to Continue to Deteriorate.** Under the administration’s estimates and assumptions, the budget condition would worsen in future years. Specifically, under these estimates, the state faces operating deficits of around \$15 billion in each year of the outlook (2024-25 through 2026-27). Cumulatively, these deficits would compound such that the state would have a negative \$41 billion balance in the SFEU by 2026-27. As such, these operating deficits represent future budget problems the Legislature would need to address. The budget condition will look different under our revenue estimates, however. We will address the budget’s multiyear condition in greater detail in our forthcoming report, *The 2023-24 Budget: Multiyear Budget Outlook*.

## School and Community College Budget

### Proposition 98 Minimum Guarantee Down Over Budget Window.

The State Constitution sets a minimum annual funding requirement for schools and community colleges. The minimum guarantee is met with a combination of General Fund and local property tax revenue. Compared with the estimates included in the June 2022 budget plan, the administration revises its estimates of the minimum guarantee up \$317 million in 2021-22 and down \$3.6 billion in 2022-23. For 2023-24, the administration estimates the minimum guarantee is \$106.8 billion—\$3.5 billion below the 2022-23 level enacted last June.

Figure 2

### General Fund Condition Summary

(In Millions)

	2021-22 Revised	2022-23 Revised	2023-24 Proposed
Prior-year fund balance	\$40,057	\$55,462	\$24,118
Revenues and transfers	232,537	205,129	209,054
Expenditures	217,133	236,472	224,101
Ending fund balance	<b>\$55,462</b>	<b>\$24,118</b>	<b>\$9,072</b>
Encumbrances	\$5,272	\$5,272	\$5,272
<b>SFEU Balance</b>	<b>\$50,190</b>	<b>\$18,846</b>	<b>\$3,800</b>
<b>Reserves</b>			
BSA	\$21,708	\$22,252	\$22,252
SFEU	50,190	18,846	3,800
Safety net	900	900	450
<b>Total Reserves</b>	<b>\$72,798</b>	<b>\$41,998</b>	<b>\$26,502</b>

SFEU = Special Fund for Economic Uncertainties and BSA = Budget Stabilization Account.

The net decrease over the period is primarily attributable to lower General Fund revenue estimates, somewhat offset by higher local property tax revenue.

***Includes Additional Ongoing Spending, Makes Reductions to Previous One-Time Augmentations.*** Despite the drop in the guarantee, the May Revision proposes to provide an 8.22 percent statutory cost-of-living adjustment

for existing programs. Compared with the June 2022 budget plan, it also includes a net increase of \$1.1 billion in constitutionally required deposits into the School Reserve, as well as a few new ongoing and one-time initiatives. To cover these increases and avoid spending more than the guarantee, the May Revision proposes \$5.1 billion in reductions to several one-time grants approved last year.

## COMMENTS

***Administration Maintains Some Spending Augmentations Using Safety Net Reserve and Budget Borrowing.*** Although the administration proposes about \$15 billion in spending-related solutions in its budget proposal, the administration still maintains significant one-time or temporary spending augmentations slated for 2023-24. To support this spending, at least in part, the administration uses about \$2.5 billion in special fund loans and reserve withdrawals. Using these funds now means the state will not have them to support core programs later in the likely event that budget problems persist. In order to minimize the likelihood of future reductions to core programs, the Legislature could reduce more one-time spending instead of using these reserves and special fund loans.

***May Revision Predicated on Optimistic Revenues.*** Across 2021-22 to 2023-24, our tax revenue estimates are \$11 billion lower than the administration's May Revision estimates. We discuss our revenue estimates in greater detail here: [The 2023-24 Budget: May Revenue Outlook](#). Based on our assessment, there is a roughly two-thirds chance revenues will come in below May Revision estimates. As such, while we consider the May Revision revenues plausible, adopting them would present considerable downside risk.

***Budget Problem Magnified by New Proposals.*** The May Revision includes \$2.9 billion in new, discretionary spending proposals. These proposals add to the budget problem dollar for dollar, necessitating spending reductions and other budget solutions. Given the budget problem, we recommend the Legislature reject all new

discretionary proposals without prejudice, unless they address an immediate safety or health issue. In most cases, doing so would not impact current services provided by the state.

***Revenues Estimates Are Always Uncertain.*** The administration points out that there is elevated uncertainty in this year's revenue outlook. Significant revenue uncertainty, however, is not unique to this year. Due to economic unknowns, policy changes, and other potential disruptions, revenues forecasts are always uncertain. This year, as always, we advise adopting the best possible revenue estimate based on all available economic and revenue data. We do not view revenue uncertainties as a cause for inaction or a reason to adopt optimistic revenue assumptions.

***Adopting Administration's Revenue Estimates Sets Up Difficult January.*** We advise the Legislature to adopt our revenue estimates, which are less likely to result in unanticipated shortfalls in the future. Adopting the administration's revenue estimates, by contrast, would mean there is a two-in-three chance that the state's shortfall will grow, necessitating more budget solutions in next year's budget. For example, under our revenues, and after accounting for constitutional spending requirements, the budget problem for 2023-24 is \$6.2 billion larger than the administration's estimates. This would add to the administration's already planned deficit for 2024-25 of \$14 billion. Put another way, adopting the Governor's plan sets the Legislature up for another double-digit budget problem, involving even more difficult budget decisions, next year.

**Spending Reductions for 2023-24 Will Be More Challenging Next Year.** The state currently has \$11 billion in one-time or temporary spending planned for 2023-24—amounts that appeared affordable when they were enacted in previous years, but appear less so today. If budget problems persist, as is likely, pulling back more of this spending will be necessary, at least in part. Doing so now—in response to our lower revenue projections—would be better than waiting until next year for a few reasons. Once the new fiscal year begins, state departments will begin obligating and distributing these funds as planned. As such, midyear pullbacks would

need to be based on what money has gone out the door instead of the state’s priorities. This approach could be particularly disruptive to program participants who would have planned on receiving the funds. Moreover, the administration will have an information advantage—it knows better what money has or has not been dispersed—making it more challenging for the Legislature to exert its preferences in response. While using some reserves at that time could be reasonable, the Legislature could still face difficult decisions to ensure the budget is on sound fiscal footing in future years.

## LAO PUBLICATIONS

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This report was prepared by Ann Hollingshead with contributions from staff across the office, and reviewed by Carolyn Chu. The Legislative Analyst’s Office (LAO) is a nonpartisan office that provides fiscal and policy information and advice to the Legislature.

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