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REMOTE PARTICIPATION ONLY

LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

Tuesday, March 15, 2022
8:30 a.m. – 10:00 a.m.

To Attend and Participate on Your Computer:
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PUBLIC ADVISORY

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

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

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All written comments received after 5pm on Monday, March 14, 2022 will be announced and included as part of the official record of the meeting.

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

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

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OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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



Instructions for Participating in the Meeting

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

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

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4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
5. During the Public Comment Period, press *9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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LCMC - Legislative/Communications and Membership Committee
Members – March 2022

1. **Hon. Alan Wapner**
LCMC Chair, SBCTA Representative
2. **Hon. Peggy Huang**
LCMC Vice Chair, TCA Representative
3. **Hon. Sean Ashton**
Downey, RC District 25
4. **Hon. Letitia Clark**
Tustin, RC District 17
5. **Hon. Margaret Finlay**
Duarte, RC District 35
6. **Sup. Curt Hagman**
San Bernardino County
7. **Hon. Jan C. Harnik**
RCTC Representative
8. **Hon. Clint Lorimore**
Eastvale, RC District 4
9. **Hon. Steve Manos**
Lake Elsinore, RC District 63
10. **Hon. Ray Marquez**
Chino Hills, RC District 10
11. **Hon. Frank Navarro**
Colton, RC District 6
12. **Hon. David Pollock**
Moorpark, RC District 46
13. **Hon. Deborah Robertson**
Rialto, RC District 8
14. **Hon. Ali Saleh**
Bell, RC District 27
15. **Hon. David J. Shapiro**
Calabasas, RC District 44

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LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

16. Hon. Jose Luis Solache
Lynwood, RC District 26

17. Hon. Cheryl Viegas-Walker
El Centro, RC District 1

18. Sup. Donald Wagner
Orange County

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LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

Southern California Association of Governments
Remote Participation Only
Tuesday, March 15, 2022
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 Alan D. Wapner, Chair)

PRESENTATION

(Mr. Joe Cruz, Executive Director, State Council of Laborers)

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

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

General information for all public comments: Members of the public are encouraged, but not required, to submit written comments by sending an email to: ePublicComment@scag.ca.gov by 5pm on Monday, March 14, 2022. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Legislative/Communications and Membership Committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to aguilarm@scag.ca.gov. Written comments received after 5pm on Monday, March 14, 2022, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Legislative/Communications and Membership Committee in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. If you desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the "raise hand" function on your computer or pressing *9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar (if there is a Consent Calendar), please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted upon with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

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REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – February 15, 2022
2. SB 942 (Newman) - LCTOP Reform: Free or Reduced Fare Transit Program

Receive and File

3. Legislative Tracking Report
4. Redistricting 2022 – New Legislative Maps

ACTION ITEM

5. S 3649 (Padilla) - Transportation Equity Act
(David Angel, Legislative Analyst)

RECOMMENDED ACTION:

Support

6. AB 1944 (Lee and C. Garcia) and AB 2449 (Rubio) - Brown Act Reform
(Estee Sepulveda, Legislative Analyst)

RECOMMENDED ACTION:

Support

7. Public Participation Plan Comments and Responses
(Sarah Patterson, Regional Services Manager)

RECOMMENDED ACTION:

Approve the proposed edits to the Draft Public Participation Plan and recommend that the resulting Proposed Final Public Participation Plan be submitted to the Regional Council for adoption.



LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

INFORMATION ITEMS

8. Legislative Advocacy Update
(Kevin Gilhooley, Legislation Manager)

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

(Javiera Cartagena, Director of Government and Public Affairs)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



Southern California Association of Governments
Remote Participation Only
March 15, 2022

LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)
MINUTES OF THE MEETING
TUESDAY, FEBRUARY 15, 2022

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

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

MEMBERS PRESENT

Alan D. Wapner (Chair)
Peggy Huang (Vice Chair)

Sean Ashton	<i>Downey</i>
Margaret Finlay	<i>Duarte</i>
Curt Hagman	
Jan Harnik	
Clint Lorimore	<i>Eastvale</i>
Steve Manos	<i>Lake Elsinore</i>
Ray Marquez	<i>Chino Hills</i>
Frank J. Navarro	<i>Colton</i>
David Pollock	<i>Moorpark</i>
Deborah Robertson	<i>Rialto</i>
David J. Shapiro	<i>Calabasas</i>
Jose Luis Solache	<i>Lynwood</i>
Cheryl Viegas-Walker	<i>El Centro</i>
Donald P. Wagner	

SBCTA
TCA
District 25
District 35
San Bernardino County
RCTC
District 4
District 63
District 10
District 6
District 46
District 8
District 44
District 26
District 1
Orange County

MEMBERS NOT PRESENT

Letitia Clark	<i>Tustin</i>	District 17
Ali Saleh	<i>Bell</i>	District 27

CALL TO ORDER

Chair Alan D. Wapner called the meeting to order at 8:30 a.m. and called on President Clint Lorimore, Eastvale, District 4, to lead the Pledge of Allegiance. Staff confirmed that a quorum was present.

PUBLIC COMMENT PERIOD

Chair Wapner, 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 that was not listed on the agenda. SCAG staff confirmed that there were no public comments submitted via email to ePublicComment@scag.ca.gov or any raised hands. Seeing and hearing no public comment speakers, Chair Wapner closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEM

There were no prioritized agenda items.

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – January 18, 2022

Receive and File

2. Legislative Tracking Report

Chair Wapner, opened the Public Comment Period for the Consent Calendar items 1 through 2. Seeing and hearing no public comment speakers, Chair Wapner closed the public comment period.

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

A MOTION was made (Finlay) to approve the Consent Calendar. The MOTION was SECONDED (Shapiro) and APPROVED by a majority roll call vote as follows:

AYES: Ashton (item 2 only), Finlay, Hagman, Harnik, Huang, Lorimore, Marquez, Navarro, Pollock, Shapiro, Viegas-Walker, Wagner, and Wapner (13)

NOES: None (0)

ABSTAINS: Ashton (item 1 only) (1)

ACTION ITEMS

3. SB 922 (Wiener) CEQA Exemption for Transit Projects

Ms. Estee Sepulveda, Legislative Analyst, provided the committee with a report on Senate Bill (SB) 922, which would permanently extend CEQA exemptions for certain transportation projects. She noted that the best way to understand SB 922 was to understand SB 288, a precursor bill that exempted certain types of transportation projects from the requirements of CEQA through January 1, 2023. Ms. Sepulveda indicated the staff report in today's agenda packet includes an extensive list of qualifying infrastructure that focuses on transit, pedestrian, and bicycle projects. She also listed the criteria needed to earn the CEQA exemption. Ms. Sepulveda shared that SB 288 had bipartisan support from the Assembly and Senate when it passed in 2020. She also stated that now that SB 288 was going to sunset, Senator Wiener introduced SB 922 to extend these CEQA exemptions permanently. She emphasized that SB 922 mirrors SB 288 but noted it includes new project categories, and she briefly listed those. Ms. Sepulveda noted that SB 922 does not apply to the California High-Speed Rail Program. She also mentioned that this bill is co-sponsored by the California Transit Association. She concluded her report by stating that staff recommends a support position on SB 922, as it is consistent with the Regional Council's legislative platform that would help implement projects in the Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS).

Chair Wapner opened the Public Comment Period for item #3. Seeing and hearing no public comment speakers, Chair Wapner closed the public comment period.

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

Hon. Cheryl Viegas-Walker, El Centro, District 1, asked staff to clarify what qualifies as a skilled workforce and what falls into that category. Ms. Sepulveda responded by stating it's referring to the use of Unionized Labor when constructing a project. Hon. Viegas-Walker shared a personal experience of why the requirement of unionized labor was a disadvantage in her situation and suggested the idea of modifying the unionized labor requirement. Ms. Sepulveda acknowledged Hon. Viegas-Walker's comments and suggestions.

Hon. David Pollock, Moorpark, District 46, asked staff what the reasoning was for dropping the existing right of way requirement from the previous bill. Ms. Sepulveda responded by stating it's

taken out of other projects because they want to broaden the types of projects available. Hon. Pollock asked for more clarification on what projects don't have to have a dedicated right away and can still have CEQA exemption. Ms. Sepulveda responded by stating that any pedestrian active transportation bicycle projects would fall under the CEQA exemption but wouldn't need a dedicated right of way.

Hon. Jan Harnik, RCTC, stated she would move approval but noted she would like to include Hon. Viegas-Walker's recommendation regarding the language used for the trained and skilled workforce.

A MOTION was made (Harnik) to SUPPORT SB 922 with the added recommendation to work with the Author of the bill for clarification on the language used for a trained and skilled workforce. The MOTION was SECONDED (Viegas-Walker) and APPROVED by a majority roll call vote as follows:

AYES: Ashton, Finlay, Hagman, Harnik, Huang, Lorimore, Manos, Marquez, Navarro, Pollock, Robertson, Shapiro, Viegas-Walker, Wagner, and Wapner (15)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEMS

4. Legislative Advocacy Update

Chair Wapner opened the Public Comment Period for item #3. Seeing and hearing no public comment speakers, Chair Wapner closed the public comment period.

Mr. Kevin Gilhooley, Legislation Manager, provided the Committee members with an informational update on the various legislative advocacy activities that the agency has pursued over the past month and indicated the full details of these efforts could be found in the staff report in this meeting's agenda packet. During Mr. Gilhooley's oral report, he provided the Committee members with details on the efforts that have been made to improve and augment the Infill Infrastructure Grant Program. He mentioned that staff from the Legislation and Housing teams at SCAG have been engaging stakeholders on possible improvements to the Infill Infrastructure Grant Program and listed who they met. He also indicated SCAG Lobbyists have reached out to the Senate Budget Subcommittee and its four members to brief them of SCAG's priorities. Mr. Gilhooley also briefly listed two upcoming advocacy opportunities for LCMC members to participate in.

Mr. Gilhooley also spoke on the Transportation Priorities Letter. He mentioned that the letter expresses regional transportation priorities for the state's budget surplus and urges the Legislature to make a transformative investment of \$19 billion in budget surplus funds to modernize the Golden State's transportation system. He also noted that the letter expresses four priority buckets and briefly listed those to the Committee members. He stated that now that the letter is complete, he emphasized it would become a central piece of SCAG's ongoing advocacy efforts with Sacramento decision-makers.

Mr. Gilhooley also provided an update on SCAG's ongoing advocacy campaign from the Assembly Housing Roundtables that includes SCAG's continued request for a special hearing on the status of housing element updates. He mentioned that in a follow-up to the meeting with Chair Wicks, staff to the Assembly Housing Committee recommended that SCAG ask the four (4) Southern California members of the Assembly Housing Committee to prioritize our request for the special hearing. Mr. Gilhooley stated a letter was transmitted two weeks ago but had received no response. He concluded his report by emphasizing this was another opportunity for members of the LCMC to advocate directly with members of the Assembly Housing Committee.

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

Hon. Deborah Robertson, Rialto, District 8, thanked Mr. Gilhooley for his report and indicated she would be in contact with him to discuss the Infill Infrastructure Grant Program further. She also requested copies of the letters and concluded by stating she would be participating in tomorrow's hearing. Mr. Gilhooley acknowledged Hon. Robertson comments and requests.

Hon. Viegas-Walker, El Centro, District 1, stated she wanted to flag Senate Bill 830, an Enrollment-Based Funding Bill for K-12 Schools sponsored by Senator Portantino. She addressed her concern and briefly detailed the two (2) things she wanted to flag on this bill.

Hon. David Shapiro, Calabasas, District 44, also requested a copy of the letter and offered to send a separate letter to Assemblymember Jesse Gabriel from the San Fernando Valley.

Hon. Harnik, RCTC, also requested a copy of the letter as an attachment with instructions. Both Hon. Harnik and President Lorimore noted they would be reaching out to Vice Chair Kelly Seyarto from Murrieta.

5. Communication Update

Ms. Javiera Cartagena, Director of Government and Public Affairs, provided the committee with an update on SCAG's 56th Regional Conference and General Assembly, which will take place on May 5th and 6th at the JW Marriott in Palm Desert, CA.

Ms. Cartagena also provided the committee with an update on the General Assembly Sponsorship, reporting that SCAG has met 55% of its goal as of yesterday.

Ms. Cartagena informed the committee members that staff would continue to update them with intricate details about the General Assembly and concluded her report by welcoming questions or comments.

Chair Wapner commented on Sponsorship solicitation and encouraged the committee members to assist with solicitations by contacting staff. Ms. Cartagena noted that a sponsorship form would be required, and if they had any conflict of interest, you may contact her or Mr. Houston Laney, Public Affairs Specialist, who is leading this effort.

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

Ms. Javiera Cartagena, Director of Government and Public Affairs, began by sharing SCAG was confirmed for a meeting with Assemblywoman Luz Rivas (D-San Fernando Valley) on Thursday, February 17.

Ms. Cartagena reported SCAG was represented at the annual "National Conference of Regions" that the National Association of Regional Councils (NARC) conducted in Washington, D.C., on the week of February 7. She noted that President Clint Lorimore, LCMC Chair Alan Wapner, Mr. Kevin Gilhooley, and herself were in attendance. She noted the conference featured information on the implementation of the recently passed bipartisan infrastructure bill, including a special guest speaker from the Department of Transportation, a guest speaker from HUD to talk about housing issues, and a guest speaker from the Department of Commerce to discuss economic development issues.

She noted SCAG delegation was also fortunate to meet in person with a former member of the SCAG Regional Council, Representative Michelle Steel, who now sits on the Transportation & Infrastructure Committee in the House, and Representative Ken Calvert, who is a high-ranking member of the Appropriations Committee.

Ms. Cartagena concluded her report by mentioning a survey staff had circulated to the Committee members after the January LCMC meeting. She reminded the Committee that the purpose of the survey is to help staff better understand their relationships with state and federal representatives.

Chair Wapner thanked the Legislative team in D.C. for setting up the meetings with Congress Members Ken Calvert and Michelle Steel.



Hon. Margaret Finlay, Duarte, District 35, asked staff if it was possible to meet with Congresswoman Grace Napolitano (D-CA 32nd District). Mr. Gilhooley responded, yes, it was.

FUTURE AGENDA ITEMS

Hon. Robertson, Rialto, District 8, suggested an agenda item on the redistricting of Congressional and State seats. Chair Wapner agreed with Hon. Robertson's suggestion and directed staff to provide a report on the impact of the redistricting.

Chair Wapner also asked Mr. Gilhooley if there has been any impact on the redistricting in the SCAG region. Mr. Gilhooley acknowledged Chair Wapner's question and stated he would bring that information back at next month's LCMC meeting.

Vice Chair Huang recommended we add an item on public safety, and the bills that she noted are in the Assembly seeking to appeal or amend Proposition 47, The Safe Neighborhoods and Schools Act.

Hon. David Shapiro, Calabasas, District 44, added to Hon. Robertson's comments by noting the various new seats in his area due to the redistricting.

Hon. Ray Marquez, Chino Hills, District 10, suggested an item to keep the Committee members abreast regarding the Housing Element. Hon. Viegas-Walker agreed with Hon. Marquez and also requested staff look into doing outreach with the different planning departments to help build a narrative to bring back to The California Department of Housing and Community Development (HCD).

Hon. David Pollock, Moorpark, District 46, requested an update on SCAG's representation in Ventura County.

ANNOUNCEMENTS

There were no announcements.

ADJOURNMENT

There being no further business, Chair Wapner adjourned the Legislative/Communications and Membership Committee meeting at 9:16 a.m.

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

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AGENDA ITEM 2
REPORT

Southern California Association of Governments
Remote Participation Only
March 15, 2022

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Estee Sepulveda, Legislative Analyst III,
(213) 236-1864, sepulveda@scag.ca.gov

Subject: SB 942 (Newman) - LCTOP Reform: Free or Reduced Fare Transit Program

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:

On February 8, 2022, Senator Josh Newman (D-Fullerton) introduced Senate Bill (SB) 942. This bill would provide public transit agencies with the flexibility to use Low Carbon Transit Operations Program (LCTOP) funds for free or reduced fare transit programs on an ongoing basis. Staff recommends that the Legislative/Communications and Membership Committee (LCMC) forward a “support” position recommendation to the Regional Council on SB 942.

BACKGROUND:

LCTOP is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by SB 862 (Chapter 36, Statutes of 2014). LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas (GHG) emissions and improve mobility, with a priority on serving disadvantaged communities.

Since the start of 2015, five percent of the annual Cap-and-Trade auction proceeds in the Greenhouse Gas Reduction Fund are continuously appropriated for LCTOP. Funding is distributed based on the State Transit Assistance (STA) formula where 50 percent is designated to regional entities and the other 50 percent for transit operators. Furthermore, to meet requirements outlined under SB 535 (Chapter 830, Statutes of 2012), the state requires agencies that serve designated disadvantaged communities to use at least 50 percent of their allocated funds to benefit those communities.

LCTOP is administered by the California Department of Transportation (Caltrans) in coordination with the California Air Resource Board (CARB) and the State Controller's Office (SCO). Agencies must prepare a document for Caltrans and CARB illustrating how they will use the funds to reduce GHGs. Caltrans is responsible for ensuring that the statutory requirements of the program are met in terms of project eligibility, greenhouse reduction, disadvantaged community benefit, and other requirements of the law.

Approved projects eligible for LCTOP funds generally support new or expanded bus or rail services, including the initial use of such funds for reduced or free transit fare programs. However, current statutes and regulations governing LCTOP create barriers that preclude the use of LCTOP funds for long-term funding. Under the terms of the current guidelines articulated in the statute, a transit agency can only use LCTOP funds once, as part of the launch of a local program. The current guidelines do not afford a transit agency the ability to utilize these same funds on an ongoing basis for the continuation of a free or reduced fare program that would otherwise meet the criteria governing the program's stringent requirements. The lack of LCTOP funding to continually maintain these programs can stymie the efforts of transit agencies from achieving their goals as envisioned in the chartering legislation.

In the SCAG region, there are transit agencies that are exploring or managing programs associated with free or reduced fares. For example, the Orange County Transportation Authority (OCTA) has operated a "Youth Ride Free" program that was launched in coordination with 29 school districts, including 620 schools, as a promotional pass that allows young riders aged 18 and under to access all Orange County fixed-route buses for free. This is a key part of the county's strategy to improve mobility options, reduce congestion, and reduce GHG emissions. This LCTOP-funded six-month pilot began in September 2021, with passes valid through February 28, 2022. Since the program's inception, the number of unique youth riders has continued to steadily increase, from 7,584 in September 2021 to 12,339 unique riders in December 2021. This provides compelling evidence that the program has succeeded in its aim of ushering in a generation of new riders. Unfortunately, while the initial pilot program qualified to utilize LCTOP funding, the statutory restrictions make LCTOP an unsustainable source of ongoing funding, irrespective of the initial success or long-term prospects for the program.

SB 942

On February 8, 2022, Senator Josh Newman (D-Fullerton) introduced SB 942. This bill would allow transit agencies to access LCTOP funds to subsidize free or reduced fare programs on an ongoing basis. Furthermore, if an LCTOP-funded pilot meets the program's requirements in its initial application, the transit agency would not be required to demonstrate such requirements in subsequent years, thereby exempting a transit agency from duplicative reporting requirements. Additionally, SB 942 would create additional flexibility for transit agencies that qualify for LCTOP by

allowing funding to be used continuously to maintain such programs without any prescribed time limit.

SB 942 was referred to the Senate Environmental Quality Committee and the Senate Transportation Committee where it will be heard on March 22, 2022. This bill is cosponsored by OCTA and the California Transit Association, of which SCAG and the county transportation commissions are members. SB 942 is also supported by the San Diego Metropolitan Transit System.

Staff Recommendation

Staff recommends support for SB 942 consistent with Regional Council-adopted policy and legislative priorities that support:

- Dedicated funding for Transportation Demand Management (TDM) programs and strategies;
- Legislation that would develop new strategies for reducing congestion caused by school trips, such as expanding access to free or reduced student transit passes; and
- Funding mechanisms that employ innovative transportation strategies that reduce congestion and improve mobility, while promoting equity measures.

SB 942 would provide a tool for the region’s transportation agencies to create and sustain free youth ridership programs that expand access to public transit, create lifelong riders, reduces congestion on our streets and roads, and offers an avenue for economic improvement to families who have been negatively impacted by the effects of the COVID-19 pandemic over the past two years.

FISCAL IMPACT:

Work associated with the staff report on SB 942 is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 3
REPORT

Southern California Association of Governments
Remote Participation Only
March 15, 2022

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: David Angel, Legislative 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 positions on policies related to SCAG’s core planning and policy areas.

BACKGROUND:

SCAG’s Legislative Tracking Report serves as a resource for the Committee to remain informed on bills moving through the legislative process in Sacramento. Currently, the Report tracks 191 different measures that have a nexus to the Regional Council’s adopted 2022 State and Federal Legislative Platform.

Legislators have been busy at work since they returned from the interim recess on January 3, 2022, kicking off the second half of the 2021-2022 Legislative Session. The Governor released his \$286 billion budget blueprint in January, and budget negotiations will continue to ramp up as we approach the June deadline to pass the budget. The bill introduction deadline, on February 18, 2022, was the only major legislative deadline between now and the start of the Spring Recess on April 7, 2022. Legislators will reconvene from Spring Recess on April 18, 2022.

FISCAL IMPACT:

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



ATTACHMENT(S):

1. 03a - LCMC - 03152022 - Legislative Tracking Report - Bill Report

SCAG Bill Report 3/10/2022

[SB 830](#) **(Portantino D) Education finance: supplemental education funding.**

Current Text: Amended: 3/9/2022 [html](#) [pdf](#)

Introduced: 1/3/2022

Last Amend: 3/9/2022

Status: 3/9/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on ED.

Location: 1/19/2022-S. ED.

Summary: Current law establishes a public school financing system that requires state funding for county superintendents of schools, school districts, and charter schools to be calculated pursuant to a local control funding formula, as specified, that includes average daily attendance as a component of that calculation for these local educational agencies. Current law requires the Superintendent of Public Instruction, on or before February 20 of each year, to make a first principal apportionment of funds and, on or before July 2 of each year, to make a 2nd principal apportionment of funds to each local educational agency. This bill would define "average daily membership" as the quotient of the aggregate enrollment days for all pupils in a school district, county office of education, or charter school, from transitional kindergarten to grade 12, inclusive, as applicable, divided by the total number of instructional days for the local educational agency in an academic year. The bill would require a local educational agency's average daily membership to be calculated using data from the same fiscal year or years that the local educational agency used to calculate its average daily attendance for purposes of state apportionment, as provided.

Position

Broadband

[AB 2749](#) **(Quirk-Silva D) Communications: California Advanced Services Fund.**

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 2/19/2022-From printer. May be heard in committee March 21.

Location: 2/18/2022-A. PRINT

Summary: Current law requires the Public Utilities Commission, in approving infrastructure projects funded through the Broadband Infrastructure Grant Account, to approve projects that provide last-mile broadband access to households that are unserved by an existing facility-based broadband provider. This bill would expand that requirement to require the commission to approve projects that provide last-mile broadband access to areas that include those households.

Position

[AB 2752](#) **(Wood D) Broadband infrastructure: mapping.**

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 2/19/2022-From printer. May be heard in committee March 21.

Location: 2/18/2022-A. PRINT

Summary: Would require the Public Utilities Commission, in collaboration with relevant state agencies and stakeholders, to additionally include all developed last-mile broadband service connections from the statewide open-access middle-mile broadband network on that interactive map.

Position

CEQA

[AB 1001](#) **(Garcia, Cristina D) Environment: mitigation measures for air and water quality impacts: environmental justice.**

Current Text: Amended: 1/24/2022 [html](#) [pdf](#)

Introduced: 2/18/2021
Last Amend: 1/24/2022
Status: 3/9/2022-Referred to Com. on RLS.
Location: 2/1/2022-S. RLS.

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 authorize mitigation measures, identified in an environmental impact report or mitigated negative declaration to mitigate the adverse effects of a project on air or water quality of a disadvantaged community, to include measures for avoiding, minimizing, or compensating for the adverse effects on that community.

Position

AB 1952 (Gallagher R) Infill Infrastructure Grant Program of 2019.

Current Text: Introduced: 2/10/2022 [html](#) [pdf](#)
Introduced: 2/10/2022
Status: 2/18/2022-Referred to Coms. on H. & C.D. and NAT. RES.
Location: 2/18/2022-A. H. & C.D.

Summary: Would exempt from the requirements of CEQA a project financed pursuant to the Infill Infrastructure Grant Program of 2019, and would make all legal actions, proceedings, and decisions undertaken or made pursuant to the program exempt from CEQA. The bill would also make nonsubstantive changes to the program by renumbering a code section and updating erroneous cross references.

Position

SB 886 (Wiener D) California Environmental Quality Act: exemption: public universities: housing projects.

Current Text: Amended: 2/22/2022 [html](#) [pdf](#)
Introduced: 1/27/2022
Last Amend: 2/22/2022
Status: 3/2/2022-Re-referred to Com. on E.Q.
Location: 3/2/2022-S. E.Q.

Summary: Would exempt from CEQA a student housing project, as defined, or a faculty and staff housing project, as defined, carried out by a public university, as defined, on real property owned by the public university if the project meets certain requirements and the project is not located, in whole or in part, on certain sites, including a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway as determined by the Federal Emergency Management Agency, as provided. The bill, with respect to a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway, would prohibit a local government from denying an application on the basis that a public university did not comply with any additional permit requirement, standard, or action adopted by that local government applicable to the site if the public university is able to satisfy all applicable federal qualifying criteria in order to demonstrate that the site meets these criteria and is otherwise eligible to be exempt from CEQA pursuant to the above requirements.

Position

SB 922 (Wiener D) California Environmental Quality Act: exemptions: transportation-related projects.

Current Text: Introduced: 2/3/2022 [html](#) [pdf](#)
Introduced: 2/3/2022
Status: 3/8/2022-Set for hearing March 28.
Location: 2/16/2022-S. E.Q.

Calendar: 3/28/2022 9 a.m. - John L. Burton Hearing Room (4203) SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair

Summary: CEQA, until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would extend the above exemption indefinitely. The bill would also repeal the requirement that the bicycle transportation plan is for an urbanized area and would extend the exemption to an active transportation plan or pedestrian plan, or for a feasibility and

Position

City Attorney

[AB 2766](#) (Maienschein D) Unfair Competition Law: enforcement powers: investigatory subpoena.

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 2/19/2022-From printer. May be heard in committee March 21.

Location: 2/18/2022-A. PRINT

Summary: Would grant the investigatory power granted to the Attorney General as a head of a department to the city attorney of any city having a population in excess of 750,000, to the county counsel of any county within which a city has a population in excess of 750,000, or to a city attorney of a city and county, when the city attorney or county counsel reasonably believes that there may have been a violation of the UCL. This bill contains other existing laws.

Position

City Clerk

[AB 1944](#) (Lee D) Local government: open and public meetings.

Current Text: Introduced: 2/10/2022 [html](#) [pdf](#)

Introduced: 2/10/2022

Status: 2/18/2022-Referred to Com. on L. GOV.

Location: 2/18/2022-A. L. GOV.

Summary: Current law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would specify that if a member of a legislative body elects to teleconference from a location that is not public, the address does not need to be identified in the notice and agenda or be accessible to the public when the legislative body has elected to allow members to participate via teleconferencing.

Position

[AB 2449](#) (Rubio, Blanca D) Open meetings: local agencies: teleconferences.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 3/3/2022-Referred to Com. on L. GOV.

Location: 3/3/2022-A. L. GOV.

Summary: Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would authorize a local agency to use teleconferencing without complying with those specified teleconferencing requirements if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. The bill would impose prescribed requirements for this exception relating to notice, agendas, the means and manner of access, and procedures for disruptions. The bill would require the legislative body to implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with federal law.

Position

[AB 2557](#) (Bonta, Mia D) Peace officers: records.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Location: 2/17/2022-A. PRINT

Summary: Would make records and information obtained from records maintained by an agency or body established by a city, county, city and county, local government entity, state agency, or state department for the purpose of civilian oversight of peace officers subject to disclosure pursuant to the California Public Records Act. The bill would require those records to be redacted only as specified. By increasing duties on local entities, this bill would create a state-mandated local program.

Position

AB 2582 (Bennett D) Recall elections: local offices.

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 2/19/2022-From printer. May be heard in committee March 21.

Location: 2/18/2022-A. PRINT

Summary: Current law requires a recall election to include the question of whether the officer sought to be recalled shall be removed from office and an election for the officer's successor in the event the officer is removed from office. This bill would instead require a recall election for a local officer to include only the question of whether the officer sought to be recalled shall be removed from office. If a local officer is successfully removed from office in a recall election, the bill would provide that the office becomes vacant and would require it to be filled according to law.

Position

AB 2647 (Levine D) Local government: open meetings.

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 2/19/2022-From printer. May be heard in committee March 21.

Location: 2/18/2022-A. PRINT

Summary: The Ralph M. Brown Act requires the meetings of the legislative body of a local agency to be conducted openly and publicly, with specified exceptions. Current law makes agendas of public meetings and other writings distributed to the members of the governing board disclosable public records, with certain exceptions. Current law requires a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates. This bill would instead require a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates or post the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.

Position

SB 938 (Hertzberg D) The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000: protest proceedings: procedural consolidation.

Current Text: Introduced: 2/8/2022 [html](#) [pdf](#)

Introduced: 2/8/2022

Status: 2/16/2022-Referred to Com. on GOV. & F.

Location: 2/16/2022-S. GOV. & F.

Summary: The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 provides the exclusive authority and procedure for the initiation, conduct, and completion of changes of organization and reorganization for cities and districts, except as specified. Under current law, in each county there is a local agency formation commission that oversees these changes of organization and reorganization. With a specified exception, current law provides for protest proceedings for a change of organization or reorganization following adoption of a resolution making certain determinations by the commission, as provided. Current law sets forth required procedures for the commission following a protest hearing depending on the nature of the conducting authority, as defined, the type of change of organization or reorganization, and the results of the protest proceeding. The bill would reorganize and consolidate the above-described procedures. The bill would make conforming changes and remove obsolete provisions.

Position

SB 1100 (Cortese D) Open meetings: orderly conduct.

Current Text: Amended: 3/9/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 3/9/2022

Status: 3/9/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.

Location: 2/23/2022-S. GOV. & F.

Calendar: 3/17/2022 Upon adjournment of Session - John L. Burton Hearing Room (4203) SENATE GOVERNANCE AND FINANCE, CABALLERO, Chair

Summary: The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. Current law requires every agenda for regular meetings of a local agency to provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public, before or during the legislative body's consideration of the item, that is within the subject matter jurisdiction of the legislative body. This bill would authorize the members of the legislative body conducting a meeting to remove an individual for willfully interrupting the meeting. The bill, except as provided, would require removal to be preceded by a warning by the presiding member of the legislative body that the individual is disrupting the proceedings, a request that the individual curtail their disruptive behavior or be subject to removal, and a reasonable opportunity to respond to the warning.

Position

[SB 1131](#) **(Newman D) Election workers: confidentiality.**

Current Text: Introduced: 2/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Status: 2/23/2022-Referred to Coms. on E. & C.A. and JUD.

Location: 2/23/2022-S. E. & C.A.

Summary: (1)Current law requires an election official to post a list of all polling places and precinct board members at specified times before an election. Current law requires this list to be posted at the elections official's office and on their official website. Current law requires an election official to include the political party affiliation for each listed precinct board member. This bill would eliminate the requirement to post the names of the precinct board members, but would still require the election official to post the political party affiliation for all precinct board members, as specified. This bill contains other related provisions and other existing laws.

Position

Climate Bonds

[AB 2387](#) **(Garcia, Eduardo D) Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022.**

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 3/3/2022-Referred to Coms. on W.,P., & W. and NAT. RES.

Location: 3/3/2022-A. W.,P. & W.

Summary: Would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$7,430,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, and workforce development programs. This bill contains other related provisions.

Position

Climate Change

[AB 1634](#) **(Boerner Horvath D) Employment: clean economy: the Office of Just Transition.**

Current Text: Introduced: 1/12/2022 [html](#) [pdf](#)

Introduced: 1/12/2022

Status: 1/13/2022-From printer. May be heard in committee February 12.

Location: 1/12/2022-A. PRINT

Summary: Would express the intent of the Legislature to enact subsequent legislation to create the Office of Just Transition in the Labor and Workforce Development Agency to help communities and workers transition to carbon neutrality jobs that build a robust clean economy in which all Californians prosper.

Position

AB 1640 (Ward D) Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans.

Current Text: Introduced: 1/12/2022 [html](#) [pdf](#)

Introduced: 1/12/2022

Status: 1/20/2022-Referred to Com. on NAT. RES.

Location: 1/20/2022-A. NAT. RES.

Calendar: 3/21/2022 2:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, RIVAS, LUZ, Chair

Summary: Current law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state’s climate adaptation strategy, known as the Safeguarding California Plan. Existing law establishes the Office of Planning and Research in state government in the Governor’s office. Current law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office, through the program, to encourage the inclusion of eligible entities with land use planning and hazard mitigation planning authority into regional climate networks.

Position

SB 852 (Dodd D) Climate resilience districts: formation: funding mechanisms.

Current Text: Amended: 3/9/2022 [html](#) [pdf](#)

Introduced: 1/18/2022

Last Amend: 3/9/2022

Status: 3/9/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.

Location: 1/26/2022-S. GOV. & F.

Summary: Current law authorizes certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. Current law provides for the financing of these activities by, among other things, the issuance of bonds serviced by property tax increment revenues, and requires the authority to adopt a community revitalization and investment plan for the community revitalization and investment area that includes elements describing and governing revitalization activities. This bill would authorize a city, county, city and county, special district, or a combination of any of those entities to form a climate resilience district for the purposes of raising and allocating funding for eligible projects and the operating expenses of eligible projects. The bill would define “eligible project” to mean projects that address sea level rise, extreme heat, extreme cold, the risk of wildfire, drought, and the risk of flooding, as specified.

Position

SB 867 (Laird D) Sea level rise planning: database.

Current Text: Introduced: 1/24/2022 [html](#) [pdf](#)

Introduced: 1/24/2022

Status: 3/8/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (March 8). Re-referred to Com. on APPR.

Location: 3/8/2022-S. APPR.

Summary: Current law requires the Natural Resources Agency, in collaboration with the Ocean Protection Council, to create, update biannually, and post on an internet website a Planning for Sea Level Rise Database describing steps being taken throughout the state to prepare for, and adapt to, sea level rise. Current law further requires that various public agencies and private entities provide to the agency, on a biannual basis, sea level rise planning information, as defined, that is under the control or jurisdiction of the public agencies or private entities, and requires the agency to determine the information necessary for inclusion in the database, as prescribed. Current law repeals these provisions on January 1, 2023. This bill would extend the sunset date for the above provisions until January 1, 2028.

Position

Attachment: 03a - LCMC - 03152022 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

AB 1864 (Gipson D) Small business.

Current Text: Introduced: 2/8/2022 [html](#) [pdf](#)

Introduced: 2/8/2022

Status: 2/9/2022-From printer. May be heard in committee March 11.

Location: 2/8/2022-A. PRINT

Summary: Current law creates within the Governor's Office of Business and Economic Development the Office of Small Business Advocate, which is lead by the Small Business Advocate, who serves as the principal advocate in the state on behalf of small businesses. This bill would state the Legislature's intent to enact legislation that would further support small businesses and local governments by incentivizing local hire, which would also retain critical revenue to assist our communities through the pandemic and onward. The bill would state related findings and declarations of the Legislature.

Position

AB 2164 (Lee D) Disability access: funding.

Current Text: Introduced: 2/15/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Status: 2/24/2022-Referred to Com. on JUD.

Location: 2/24/2022-A. JUD.

Calendar: 3/22/2022 9 a.m. - State Capitol, Room 437 ASSEMBLY JUDICIARY, STONE, Chair

Summary: Current law establishes a Disability Access and Education Revolving Fund, a continuously appropriated fund, within the Division of the State Architect for purposes of increasing disability access and compliance with construction-related accessibility requirements and developing educational resources for businesses to facilitate compliance with federal and state disability laws, as specified. This bill would expand the purpose of the fund to include providing financial assistance to small businesses for construction of physical accessibility improvements. By expanding the purpose of a continuously appropriated fund, this bill would make an appropriation.

Position

AB 2342 (Cervantes D) Community Economic Resilience Fund Program.

Current Text: Introduced: 2/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Status: 3/3/2022-Referred to Com. on J., E.D., & E.

Location: 3/3/2022-A. J., E.D. & E.

Summary: Current law establishes the Community Economic Resilience Fund Program within the Workforce Services Branch of the Employment Development Department within the Labor and Workforce Development Agency. Current law requires the branch and the Inter-Agency Leadership Team, comprised of the Labor and Workforce Development Agency, the Office of Planning and Research, and the Governor's Office of Business and Economic Development, to administer the program. Current law makes the team jointly responsible for planning, oversight, and decisionmaking, as specified, and sets forth the specifics of the team's composition and duties. This bill would, among other things, require the Inter-Agency Leadership Team to include policies for grant funds to fund business and workforce investments in multiple sectors, state and federal recognized apprenticeship and preapprenticeship programs, and other workforce programs that support career pathways to high road jobs, require collaboratives to engage local and regional planning efforts, and require the Workforce Services Branch to make available copies of the reports on the internet websites of each agency of the Inter-Agency Leadership Team within 30 days of submitting the reports.

Position

AB 2376 (Petrie-Norris D) One-stop capital shop.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Location: 2/17/2022-A. PRINT

Summary: Current law requires the Treasurer to convene, on or before September 1, 2022, the CalAccount Blue Ribbon Commission to conduct, on or before July 1, 2024, a market analysis to determine the feasibility of implementing a CalAccount Program that, among other things, would be a program established by the state for the purpose of protecting consumers who lack access to traditional banking services from predatory, discriminatory, and costly alternatives, as specified. This bill would state the intent of the Legislature to enact legislation that would create a one-stop capital shop to provide a single, centralized platform where small businesses can go to be matched with a lender or grant opportunity for their capital needs.

Position

AB 2681 (Bloom D) The California Concert and Festival Crowd Safety Act.

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 2/19/2022-From printer. May be heard in committee March 21.

Location: 2/18/2022-A. PRINT

Summary: Current law provides that when 2 or more persons assemble together to do an unlawful act, or to do a lawful act in a violent, boisterous, or tumultuous manner, such assembly is an unlawful assembly. Current law requires that where any number of persons, whether armed or not, are unlawfully or riotously assembled, that the sheriff of the county and their deputies, the officials governing the town or city, or any of them, must go among the persons assembled, or as near to them as possible, and command them, in the name of the people of the state, immediately to disperse. This bill would state the intent of the Legislature to subsequently amend this bill to include provisions that would establish minimum crowd control safety standards for concerts and festivals throughout the state.

Position

SB 440 (Dodd D) Applications for licenses: procedural requirements.

Current Text: Amended: 1/3/2022 [html](#) [pdf](#)

Introduced: 2/16/2021

Last Amend: 1/3/2022

Status: 1/24/2022-Read third time. Passed. (Ayes 36. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 1/24/2022-A. DESK

Summary: The Alcoholic Beverage Control Act, administered by the Department of Alcoholic Beverage Control, regulates the granting of licenses for the manufacture, distribution, and sale of alcoholic beverages within the state. Current law limits the amount of on- and off-sale general licenses that may be issued per county and establishes procedural requirements concerning the issuance and transfer of those licenses, including a requirement that the department hold a drawing to determine the priority for consideration when there are more applicants for licensure than available licenses, as provided. This bill would require the department to conduct those drawings through a live video feed.

Position

SB 980 (Wiener D) Alcoholic beverage licenses.

Current Text: Introduced: 2/10/2022 [html](#) [pdf](#)

Introduced: 2/10/2022

Status: 2/23/2022-Referred to Com. on G.O.

Location: 2/23/2022-S. G.O.

Summary: The Alcoholic Beverage Control Act contains various provisions regulating the application for, the issuance of, the suspension of, and the conditions imposed upon alcoholic beverage licenses by the Department of Alcoholic Beverage Control. This bill would prohibit the department from denying the issuance of a retail license solely on the basis that the premises are located within 100 feet of a residence, and would prohibit the department from maintaining a presumption that the issuance of a retail license for a premises located within 100 feet of a residence would interfere with the quiet enjoyment of the property.

Position

Emergency Management

AB 1721 (Rodriguez D) California Emergency Services Act: Emergency Medical Services Mutual Aid Program.

Current Text: Introduced: 1/27/2022 [html](#) [pdf](#)

Introduced: 1/27/2022

Status: 2/3/2022-Referred to Com. on E.M.

Location: 2/3/2022-A. EMERGENCY MANAGEMENT

Summary: Would establish the Emergency Medical Services Mutual Aid Program, to be administered by the Office of Emergency Services, to support local government efforts in responding to surges in demand for emergency medical services and provide effective mutual aid during disasters, as defined. The bill would, upon appropriation by the Legislature, require OES to provide noncompetitive grant funding to local governments, special districts, and tribes for the purpose of acquiring emergency

medical services, as specified. The bill would also require OES to provide an annual report to the Legislature regarding the program, as specified.

Position

[AB 2477](#) (Rodriguez D) Local Emergency Preparedness, Hazard Mitigation, and Mutual Aid Fund.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Location: 2/17/2022-A. PRINT

Summary: Would establish a Local Emergency Preparedness, Hazard Mitigation, and Mutual Aid Fund to, upon appropriation by the Legislature, support staffing, planning, emergency mitigation priorities, and enhancing mutual aid to help local governments meet emergency management, preparedness, readiness, and resilience goals. The bill would require the Controller, upon appropriation by the Legislature, to transfer \$500,000,000 annually to the fund. The bill would require the Office of Emergency Services to establish the Local Emergency Preparedness, Hazard Mitigation, and Mutual Aid Fund Committee under the Standardized Emergency Management System Advisory Board. The bill, on or before July 1, 2023, would require the committee to adopt guidelines identifying eligible uses of the funds distributed pursuant to these provisions for the mitigation, prevention, preparedness, response and recovery phases of emergency management that supports the development of a resilient community and enhances mutual aid.

Position

Employee Relations

[AB 1949](#) (Low D) Employees: bereavement leave.

Current Text: Introduced: 2/10/2022 [html](#) [pdf](#)

Introduced: 2/10/2022

Status: 2/18/2022-Referred to Coms. on L. & E. and JUD.

Location: 2/18/2022-A. L. & E.

Calendar: 3/16/2022 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LABOR AND EMPLOYMENT, KALRA, Chair

Summary: Current law, commonly known as the California Family Rights Act, which is a part of the California Fair Employment and Housing Act, makes it an unlawful employment practice for an employer as defined, to refuse to grant a request by an eligible employee to take up to 12 workweeks of unpaid protected leave during any 12-month period for family care and medical leave, as specified. This bill would additionally make it an unlawful employment practice for an employer to refuse to grant a request by an eligible employee to take up to 5 days of bereavement leave upon the death of a family member, as defined.

Position

[AB 1993](#) (Wicks D) Employment: COVID-19 vaccination requirements.

Current Text: Introduced: 2/10/2022 [html](#) [pdf](#)

Introduced: 2/10/2022

Status: 2/11/2022-From printer. May be heard in committee March 13.

Location: 2/10/2022-A. PRINT

Summary: Would require an employer to require each person who is an employee or independent contractor, and who is eligible to receive the COVID-19 vaccine, to show proof to the employer, or an authorized agent thereof, that the person has been vaccinated against COVID-19. This bill would establish an exception from this vaccination requirement for a person who is ineligible to receive a COVID-19 vaccine due to a medical condition or disability or because of a sincerely held religious belief, as specified, and would require compliance with various other state and federal laws. The bill would require proof-of-vaccination status to be obtained in a manner that complies with federal and state privacy laws and not be retained by the employer, unless the person authorizes the employer to retain proof.

Position

[AB 2693](#) (Reyes D) COVID-19: exposure.

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 2/19/2022-From printer. May be heard in committee March 21.

Location: 2/18/2022-A. PRINT

Summary: The California Occupational Safety and Health Act of 1973 authorizes the Division of Occupational Safety and Health to prohibit the performance of an operation or process, or entry into that place of employment when, in its opinion, a place of employment, operation, or process, or any part thereof, exposes workers to the risk of infection with COVID-19, so as to constitute an imminent hazard to employees. Current law requires a notice of the prohibition to be posted in a conspicuous location at the place of employment and makes violating the prohibition or removing the notice, except as specified, a crime. Current law requires that the prohibition be issued in a manner so as not to materially interrupt the performance of critical governmental functions essential to ensuring public health and safety functions or the delivery of electrical power, renewable natural gas, or water. Current law requires that these provisions not prevent the entry or use, with the division's knowledge and permission, for the sole purpose of eliminating the dangerous conditions. This bill would extend those provisions until January 1, 2025.

Position

Energy

[AB 1960](#) **(Villapudua D) Public Utilities Commission.**

Current Text: Introduced: 2/10/2022 [html](#) [pdf](#)

Introduced: 2/10/2022

Status: 2/18/2022-Referred to Com. on U. & E.

Location: 2/18/2022-A. U. & E.

Calendar: 3/30/2022 1:30 p.m. - State Capitol, Room 437 ASSEMBLY UTILITIES AND ENERGY, GARCIA EDUARDO, Chair

Summary: The California Constitution establishes the Public Utilities Commission, with jurisdiction over all public utilities, subject to control by the Legislature. The California Constitution provides that the commission consists of 5 members appointed by the Governor and approved by the Senate, a majority of the membership concurring. This bill would state that, beginning January 1, 2024, when selecting and confirming commissioners, the Governor and Senate should consider achieving regional diversity by selecting at least one candidate with a permanent residence in northern California, at least one candidate with a permanent residence in the central valley, and at least one candidate with a permanent residence in southern California, and should consider a candidate pool that collectively represents each of those areas.

Position

[SB 833](#) **(Dodd D) Community Energy Resilience Act of 2022.**

Current Text: Amended: 3/7/2022 [html](#) [pdf](#)

Introduced: 1/4/2022

Last Amend: 3/7/2022

Status: 3/7/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on E., U. & C.

Location: 1/19/2022-S. E. U., & C.

Calendar: 3/14/2022 3 p.m. or upon adjournment of Session - Senate Chamber SENATE ENERGY, UTILITIES AND COMMUNICATIONS, HUESO, Chair

Summary: Current law assigns the State Energy Resources Conservation and Development Commission various duties, including applying for and accepting grants, contributions, and appropriations, and awarding grants consistent with the goals and objectives of a program or activity the commission is authorized to implement or administer. This bill, the Community Energy Resilience Act of 2022, would require the commission to develop and implement a grant program for local governments to develop community energy resilience plans that help achieve energy resilience objectives and state clean energy and air quality goals. The bill would require a plan to, among other things, identify critical facilities, locations and facilities where the construction of microgrids or other distributed energy sources could meet local resilience needs,

Position

[SB 1463](#) **(Archuleta D) Hydrogen fueling hub: southern California.**

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 3/9/2022-Referred to Coms. on E., U. & C., TRANS., and E.Q.

Location: 3/9/2022-S. E. U., & C.

Summary: Would require the State Energy Resources Conservation and Development Commission to establish a hydrogen fueling hub in southern California that would include a heavy-duty hydrogen fueling station located at either the Port of Long Beach or the Port of Los Angeles and a medium- and light-duty hydrogen fueling station located within 80 miles of the heavy-duty station. The bill would require the commission to manage those stations.

Position

Environmental Services

AB 1935 (Grayson D) Resource conservation districts: formation.

Current Text: Introduced: 2/10/2022 [html](#) [pdf](#)

Introduced: 2/10/2022

Status: 2/18/2022-Referred to Com. on L. GOV.

Location: 2/18/2022-A. L. GOV.

Summary: Current law authorizes the formation of a resource conservation district in accordance with prescribed procedures for the control of runoff, the prevention or control of soil erosion, the development and distribution of water, and the improvement of land capabilities. Under current law, a proposal to form a district may be made by a petition of registered voters, as specified. Current law requires, within 30 days after the date of filing a petition, the executive officer of the local agency formation commission to cause the petition to be examined and prepare a certificate of sufficiency, as provided. Current law authorizes, within 15 days after a notice of insufficiency, the chief petitioners to file with the executive officer a supplemental petition, as provided. Current law requires, within 10 days after the date of filing a supplemental petition, the executive officer to examine the supplemental petition and certify in writing the results of their examination. This bill would increase the amount of time, from 30 to 45 days after the date of filing a petition, for the executive officer of the local agency formation commission to cause the petition to be examined and prepare a certificate of sufficiency.

Position

AB 2076 (Rivas, Luz D) Extreme Heat and Community Resilience Program: Extreme Heat Hospitalization and Death Reporting System.

Current Text: Introduced: 2/14/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Status: 2/24/2022-Referred to Coms. on NAT. RES. and HEALTH.

Location: 2/24/2022-A. NAT. RES.

Calendar: 3/21/2022 2:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, RIVAS, LUZ, Chair

Summary: Would establish the Extreme Heat and Community Resilience Program in the Office of Planning and Research, to be administered by the office through the Integrated Climate Adaptation and Resiliency Program, for the purpose of coordinating state efforts and supporting local and regional efforts to prevent or mitigate the impacts of, and reduce the public health risks of, heat. The bill would require the Director of State Planning and Research to appoint a Chief Heat Officer in the office to, among other things, implement the program and establish the Interagency Heat Taskforce, as provided. Upon appropriation by the Legislature, the bill would authorize the program to award grants and provide technical assistance to eligible entities, as defined, for specified projects that support local and regional efforts to mitigate the impacts and reduce the public health risks of heat.

Position

AB 2114 (Kalra D) Forest resources: urban forestry.

Current Text: Introduced: 2/14/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Status: 2/15/2022-From printer. May be heard in committee March 17.

Location: 2/14/2022-A. PRINT

Summary: The California Urban Forestry Act of 1978 has a purpose of, among other things, promoting the use of urban forest resources for purposes of increasing integrated projects with multiple benefits in urban communities, including expanded urban forest canopy. This bill would make nonsubstantive changes to the law relating to the act's purpose.

Position

AB 2238 (Rivas, Luz D) Extreme heat: statewide extreme heat ranking system.

Current Text: Introduced: 2/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Status: 3/3/2022-Referred to Coms. on NAT. RES. and INS.

Location: 3/3/2022-A. NAT. RES.

Calendar: 3/21/2022 2:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, RIVAS, LUZ, Chair

Summary: Current law establishes the California Environmental Protection Agency under the supervision of the Secretary for Environmental Protection, and vests the agency with authority over various environmental matters. Current law requires the agency to address heat and heat reduction by, among other things, identifying the extent and severity of the urban heat island effect for cities to set quantifiable goals for heat reduction. This bill would require the agency, by January 1, 2024, to develop a statewide extreme heat ranking system in coordination with ICARP and the Department of Insurance, as provided. The bill would also require the department, by January 1, 2024, to submit a study of the insured and uninsured costs related to past extreme heat events to the appropriate legislative policy and budget committees, the agency, and ICARP.

Position

AB 2251 (Calderon D) Urban forestry: grant assistance.

Current Text: Introduced: 2/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Status: 2/17/2022-From printer. May be heard in committee March 19.

Location: 2/16/2022-A. PRINT

Summary: The California Urban Forestry Act of 1978 has as stated purposes the promotion of the use of urban forest resources for purposes of increasing integrated projects with multiple benefits in urban communities and promoting policies and incentives that advance improved maintenance of urban forest canopy to optimize multiple benefits. Current law authorizes the Director of Forestry and Fire Protection to make grants to provide assistance for projects that further the goals of the act. Current law also authorizes the director to waive the cost sharing requirements for projects that are in disadvantaged and low-income communities, and to authorize advance payments from a grant awarded to a nonprofit organization that is located in or providing service to disadvantaged or low-income communities, as provided. This bill would make nonsubstantive changes to those provisions.

Position

AB 2348 (Mullin D) Sea level rise planning: database.

Current Text: Introduced: 2/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Status: 2/17/2022-From printer. May be heard in committee March 19.

Location: 2/16/2022-A. PRINT

Summary: Current law requires, on or before January 1, 2016, and until January 1, 2023, the Natural Resources Agency, in collaboration with the Ocean Protection Council, to create, update biannually, an post on an internet website a Planning for Sea Level Rise Database describing steps being taken throughout the state to prepare for, and adapt to, sea level rise. This bill would make a nonsubstantive change to this provision.

Position

AB 2419 (Bryan D) Environmental justice: federal Infrastructure Investment and Jobs Act: Justice40 Oversight Committee.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 3/3/2022-Referred to Coms. on NAT. RES. and E.S. & T.M.

Location: 3/3/2022-A. NAT. RES.

Summary: Current law requires the Secretary for Environmental Protection to convene a Working Group on Environmental Justice composed of various representatives, as specified, to assist the California Environmental Protection Agency in developing an agencywide environmental justice strategy. The federal Infrastructure Investment and Jobs Act provides additional federal funds to rebuild the nation's infrastructures. This bill would require a minimum of 40% of funds received by the state under the federal act to be allocated to projects that provide direct benefits to disadvantaged communities and a minimum of an additional 10% be allocated for projects that provide direct benefits to low-income households and low-income communities. The bill would establish the Justice40 Oversight Committee in the Office of Planning and Research to perform various actions related to the expenditure of those federal funds.

Position

[AB 2451](#)

(Wood D) State Water Resources Control Board: drought planning.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 3/3/2022-Referred to Com. on W.,P., & W.

Location: 3/3/2022-A. W.,P. & W.

Summary: Would require the State Water Resources Control Board to establish a Drought Section within the Division of Water Rights, as specified. The bill would require the state board, in consultation with the Department of Fish and Wildlife, to adopt principles and guidelines for diversion and use of water in coastal watersheds during times of water shortage for drought preparedness and climate resiliency and for the development of watershed-level contingency plans to support public trust uses, public health and safety, and the human right to water in times of water shortage. The bill would require the state board to adopt those principles and guidelines no later than March 31, 2023, as specified.

Position

[SB 45](#)

(Portantino D) Short-lived climate pollutants: organic waste reduction goals: local jurisdiction assistance.

Current Text: Amended: 1/3/2022 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 1/3/2022

Status: 1/24/2022-Read third time. Passed. (Ayes 36. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 1/24/2022-A. DESK

Summary: Current law requires the Department of Resources Recycling and Recovery, in consultation with the State Air Resources Board, to adopt regulations to achieve the organic waste reduction goals established by the state board for 2020 and 2025, as provided. Current law requires the department, no later than July 1, 2020, and in consultation with the state board, to analyze the progress that the waste sector, state government, and local governments have made in achieving these organic waste reduction goals. This bill would require the department, in consultation with the state board, to provide assistance to local jurisdictions, including, but not limited to, any funding appropriated by the Legislature in the annual Budget Act, for purposes of assisting local agencies to comply with these provisions, including any regulations adopted by the department.

Position

Watch

[SB 54](#)

(Allen D) Plastic Pollution Producer Responsibility Act.

Current Text: Amended: 2/25/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 2/25/2021

Status: 1/24/2022-Read third time. Passed. (Ayes 29. Noes 7.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 1/24/2022-A. DESK

Summary: Would establish the Plastic Pollution Producer Responsibility Act, which would prohibit producers of single-use, disposable packaging or single-use, disposable food service ware products from offering for sale, selling, distributing, or importing in or into the state such packaging or products that are manufactured on or after January 1, 2032, unless they are recyclable or compostable.

Position

Watch

[SB 989](#)

(Hertzberg D) Climate Change Preparedness, Resiliency, and Jobs for Communities Program: climate-beneficial projects: grant funding.

Current Text: Amended: 3/9/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Last Amend: 3/9/2022

Status: 3/9/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Location: 2/14/2022-S. RLS.

Summary: Would establish the Climate Change Preparedness, Resiliency, and Jobs for Communities Program, to be administered by the Strategic Growth Council, and would require the council to fund grants to develop and implement multibenefit, community-level, climate-beneficial projects to support community and landscape resiliency and workforce development. The bill would require the council to award competitive grants to eligible entities, as defined, through an application process, as provided. The bill would require the council, on or before July 1, 2023, to develop guidelines to implement the program and criteria to select projects eligible for grant funding that include, at a minimum, specified

information related to community resiliency grants, landscape resiliency grants, and climate and career pathways grants.

Position

SB 1078 (Allen D) Sea Level Rise Revolving Loan Pilot Program.

Current Text: Introduced: 2/15/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Status: 3/4/2022-Set for hearing March 22.

Location: 2/23/2022-S. N.R. & W.

Calendar: 3/22/2022 9 a.m. - John L. Burton Hearing Room (4203) SENATE NATURAL RESOURCES AND WATER, STERN, Chair

Summary: Would require the Ocean Protection Council, in consultation with the State Coastal Conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program for purposes of providing low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property located in specified communities, including low-income communities, as provided. The bill would require the council, before January 1, 2024, in consultation with other state planning and coastal management agencies, as provided, to adopt guidelines and eligibility criteria for the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program from the conservancy, in consultation with the council, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements imposed by the council. The bill would require the conservancy, in consultation with the council, to review the plans to determine whether they meet the required criteria and guidelines for vulnerable coastal properties to be eligible for participation in the program. This bill contains other related provisions.

Position

SB 1124 (Archuleta D) Central Basin Communities Water Reliability, Safe Drinking Water, and Recycled Water Expansion Act of 2022.

Current Text: Introduced: 2/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Status: 3/8/2022-Set for hearing March 28.

Location: 2/24/2022-S. E.Q.

Calendar: 3/28/2022 9 a.m. - John L. Burton Hearing Room (4203) SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair

Summary: Would enact the Central Basin Communities Water Reliability, Safe Drinking Water, and Recycled Water Expansion Act of 2022. The bill would establish the Central Basin Communities Water Reliability, Safe Drinking Water, and Recycled Water Expansion Fund in the State Treasury and would provide that unspecified sums of money are available upon appropriation by the Legislature from the fund to the board for specified purposes related to drinking water, including, but not limited to, protecting state, local, and regional drinking water systems located in the Central Basin from climate change, drought, catastrophic seismic damage, or failure from terrorist acts or other deliberate acts of destruction, competitive grants to eligible applicants, and improving local water security by reducing the use of potable water for nonpotable purposes. This bill contains other related provisions and other existing laws.

Position

SB 1144 (Wiener D) Water efficiency and quality assessment reports: state buildings and public school buildings.

Current Text: Amended: 3/8/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 3/8/2022

Status: 3/8/2022-From committee with author's amendments. Read second time and amended. Referred to Com. on RLS.

Location: 2/16/2022-S. RLS.

Summary: The California Safe Drinking Water Act, requires the State Water Resources Control Board to administer provisions relating to the regulation of drinking water to protect public health. In this regard, current law prohibits a person from using any pipe, pipe or plumbing fitting or fixture, solder, or flux that is not lead free in the installation or repair of any public water system or any plumbing in a facility providing water for human consumption, except as provided. This bill would require, no later than January 1, 2024, except as provided, an operating agency, as defined, to complete a water efficiency and quality assessment report, as specified, for each covered building. The bill would define "covered building" to mean a building owned and occupied, or leased and occupied, by a state agency or a public school building, as described. If the report identifies noncompliant plumbing fixtures and

appliances, or determines that a building contains lead pipe, or pipe of an unknown material that was installed prior to 1986, the bill would require the operating agency to replace those materials or take other specified action, as described.

Position

[SB 1194](#) (Allen D) Public restrooms: building standards.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 3/2/2022-Referred to Com. on HOUSING.

Location: 3/2/2022-S. HOUSING

Summary: This bill would authorize a city, county, or city and county to require, by ordinance or resolution, that public restrooms constructed within its jurisdiction comply with specified requirements instead of complying with the plumbing standards set forth in the California Building Standards Code. This bill would set bathroom requirements, including, among others, that the occupancy load for each sex be determined by dividing the total occupancy 1/2, that single-user toilets and bathing rooms, including family or assisted-use toilet rooms and bathing rooms, be identified for use by either sex, that separate facilities be provided for each sex where plumbing fixtures are required, and that separate facilities not be required in specified circumstances.

Position

[SB 1261](#) (Stern D) Energy assistance: residential building extreme heat zone mitigation assistance program.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 3/2/2022-Referred to Coms. on E., U. & C. and N.R. & W.

Location: 3/2/2022-S. E. U., & C.

Summary: Would require the commission and the Natural Resources Agency to collaborate to develop a residential building extreme heat zone mitigation assistance program to provide assistance to residents to mitigate extreme heat-related impacts, as provided.

Position

Finance/Tax

[AB 1610](#) (Lackey R) State mandates: claims.

Current Text: Introduced: 1/5/2022 [html](#) [pdf](#)

Introduced: 1/5/2022

Status: 1/14/2022-Referred to Com. on L. GOV.

Location: 1/14/2022-A. L. GOV.

Summary: The California Constitution, whenever the Legislature or a state agency mandates a new program or higher level of service on any local government, including school districts, requires the state to provide a subvention of funds to reimburse the local government, unless an exception applies. Statutory provisions that establish procedures for making that reimbursement include a requirement that no claim shall be made or paid unless it exceeds \$1,000. This bill would change the minimum claim amount to \$800.

Position

[AB 2149](#) (Aguir-Curry D) Local agencies: financial reports.

Current Text: Introduced: 2/15/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Status: 2/15/2022-From printer. May be heard in committee March 18.

Location: 2/15/2022-A. PRINT

Summary: Current law requires the Controller to annually compile, publish, and make publicly available on the Controller's website reports of the information concerning financial transactions and annual compensation of each county, city, and school district within the state, as specified. Current law provides that an officer of a local agency who fails or refuses to make and file their financial report within 20 days after receipt of a written notice of the failure from the Controller forfeits to the state a specified amount depending on the amount of total revenue of that local agency. This bill would make a nonsubstantive change to those provisions.

Position

Housing

[AB 411](#) (Irwin D) Veterans Housing and Homeless Prevention Bond Act of 2022.

Current Text: Amended: 1/24/2022 [html](#) [pdf](#)

Introduced: 2/3/2021

Last Amend: 1/24/2022

Status: 2/1/2022-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 2/1/2022-S. RLS.

Summary: Existing law, the Veterans Housing and Homeless Prevention Bond Act of 2014 (the 2014 bond act), authorizes the issuance of bonds in the amount of \$600,000,000, as specified, for expenditure by the California Housing Finance Agency, the Department of Housing and Community Development, and the Department of Veterans Affairs to provide housing to veterans and their families pursuant to the Veterans Housing and Homeless Prevention Act of 2014 (VHHPA). This bill would enact the Veterans Housing and Homeless Prevention Bond Act of 2022 to authorize the issuance of bonds in an amount not to exceed \$600,000,000 to provide additional funding for the VHHPA. The bill would provide for the handling and disposition of the funds in the same manner as the 2014 bond act. This bill contains other related provisions.

Position

[AB 682](#) (Bloom D) Planning and zoning: density bonuses: cohousing buildings.

Current Text: Amended: 1/13/2022 [html](#) [pdf](#)

Introduced: 2/12/2021

Last Amend: 1/13/2022

Status: 1/27/2022-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com on RLS. for assignment.

Location: 1/27/2022-S. RLS.

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, among other options, specified percentages of units for moderate-income, lower income, or very low income households and meets other requirements. This bill would additionally require that a density bonus be provided under these provisions to a developer who agrees to construct a housing development that is a cohousing building, as defined, that meets specified requirements and will contain either 10% of the total square footage for lower income households, as defined, or 5% of the total square footage for very low income households, as defined.

Position

[AB 916](#) (Salas D) Zoning: accessory dwelling units: bedroom addition.

Current Text: Amended: 1/3/2022 [html](#) [pdf](#)

Introduced: 2/17/2021

Last Amend: 1/3/2022

Status: 1/27/2022-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com on RLS. for assignment.

Location: 1/27/2022-S. RLS.

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 city or county legislative body from adopting or enforcing an ordinance requiring a public hearing as a condition of adding space for additional bedrooms or reconfiguring existing space to increase the bedroom count within an existing house, condominium, apartment, or dwelling. The bill would include findings that ensuring adequate housing is a matter of statewide concern and is not a municipal affair, and that the provision applies to all cities, including charter cities. This bill contains other related provisions and other existing laws.

Position

[AB 1288](#) (Quirk-Silva D) Taxation: income: insurance: tax credits: low-income housing.

Current Text: Amended: 1/24/2022 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 1/24/2022

Status: 2/1/2022-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 2/1/2022-S. RLS.

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

Position

AB 1445 (Levine D) Planning and zoning: regional housing need allocation: climate change impacts.

Current Text: Amended: 1/3/2022 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 1/3/2022

Status: 2/1/2022-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 2/1/2022-S. RLS.

Summary: Would, commencing January 1, 2025, require that a council of governments, a delegate subregion, or the Department of Housing and Community Development, as applicable, additionally consider among these factors emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change.

Position

AB 1551 (Santiago D) Planning and zoning: development bonuses: mixed-use projects.

Current Text: Amended: 1/13/2022 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 1/13/2022

Status: 1/27/2022-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com on RLS. for assignment.

Location: 1/27/2022-S. RLS.

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. Previously existing law, until January 1, 2022, required a city, county, or city and county to grant a commercial developer a development bonus, as specified, when an applicant for approval of a commercial development had entered into an agreement for partnered housing with an affordable housing developer to contribute affordable housing through a joint project or 2 separate projects encompassing affordable housing. This bill would reenact the above-described provisions regarding the granting of development bonuses to certain projects. The bill would require a city or county to annually submit to the Department of Housing and Community Development information describing an approved commercial development bonus. The bill would repeal these provisions on January 1, 2028.

Position

AB 1602 (McCarty D) Student, faculty, and staff housing: California Student Housing Revolving Loan Fund Act of 2022.

Current Text: Introduced: 1/3/2022 [html](#) [pdf](#)

Introduced: 1/3/2022

Status: 1/14/2022-Referred to Com. on HIGHER ED.

Location: 1/14/2022-A. HIGHER ED.

Calendar: 3/15/2022 1:30 p.m. - State Capitol, Room 437 ASSEMBLY HIGHER EDUCATION, MEDINA, Chair

Summary: Would establish the California Student Housing Revolving Loan Fund Act of 2022 to provide zero-interest loans to qualifying applicants of the University of California, the California State University, and the California Community Colleges for the purpose of constructing affordable student housing and faculty and staff housing, as specified. The bill would establish the California Student

Housing Revolving Fund as a continuously appropriated fund in the State Treasury, thereby making an appropriation. The bill would state the intent of the Legislature to appropriate \$5,000,000,000 for purposes of the housing loans.

Position

[AB 1695](#) (Santiago D) Housing construction subsidy programs: adaptive reuse projects.

Current Text: Introduced: 1/25/2022 [html](#) [pdf](#)

Introduced: 1/25/2022

Status: 1/26/2022-From printer. May be heard in committee February 25.

Location: 1/25/2022-A. PRINT

Summary: Would declare the intent of the Legislature to enact legislation to provide that state housing construction subsidy programs provide funding for adaptive reuse projects that repurpose existing buildings to produce affordable housing units for extremely low and very low income Californians.

Position

[AB 1830](#) (Seyarto R) Department of Housing and Community Development: annual report: Homeless Housing, Assistance, and Prevention program.

Current Text: Introduced: 2/7/2022 [html](#) [pdf](#)

Introduced: 2/7/2022

Status: 2/18/2022-Referred to Com. on H. & C.D.

Location: 2/18/2022-A. H. & C.D.

Summary: Current law establishes the Homeless Housing, Assistance, and Prevention (HHAP) program for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. Under current law, grants under the HHAP program are allocated in 4 rounds of funding, administered by the Homeless Coordinating and Financing Council, as provided. Current law requires the Department of Housing and Community Development to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. Current law requires that the report include, among other things, the number of units assisted by those programs and the number of individuals and households served and their income level. This bill would additionally require that this report include an assessment of the HHAP program.

Position

[AB 1850](#) (Ward D) Public housing: unrestricted housing.

Current Text: Introduced: 2/8/2022 [html](#) [pdf](#)

Introduced: 2/8/2022

Status: 2/18/2022-Referred to Com. on H. & C.D.

Location: 2/18/2022-A. H. & C.D.

Summary: Would prohibit a city, county, city and county, joint powers authority, or any other political subdivision of a state or local government from acquiring unrestricted housing, as defined, unless each unit in the development meets specified criteria, including that the initial rent for the first 12 months postconversion is at least 10% less than the average monthly rent charged for the unit over the 12-month period prior to conversion and at least 20% less than the small area fair market rent.

Position

[AB 1910](#) (Garcia, Cristina D) Publicly owned golf courses: conversion: affordable housing.

Current Text: Introduced: 2/9/2022 [html](#) [pdf](#)

Introduced: 2/9/2022

Status: 2/18/2022-Referred to Coms. on H. & C.D. and L. GOV.

Location: 2/18/2022-A. H. & C.D.

Calendar: 3/23/2022 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

Summary: Would, upon appropriation by the Legislature, require the Department of Housing and Community Development to administer a program to provide incentives in the form of grants to local agencies that enter into a development agreement to convert a golf course owned by the local agency into housing and publicly accessible open space, as specified. This bill would require the department to award funding in accordance with the number of affordable units a local agency proposes to construct

Position

Attachment: 03a - LCMC - 03152022 - Legislative Tracking Report - Bill Report (Legislative Tracking Report)

[AB 1911](#) (Gabriel D) Income taxes: credits: low-income housing.
Current Text: Amended: 3/7/2022 [html](#) [pdf](#)
Introduced: 2/9/2022
Last Amend: 3/7/2022
Status: 3/8/2022-Re-referred to Com. on REV. & TAX.
Location: 2/18/2022-A. REV. & TAX
Calendar: 3/21/2022 2:30 p.m. - State Capitol, Room 126 ASSEMBLY REVENUE AND TAXATION, IRWIN Chair
Summary: The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill, for taxable years beginning on or after January 1, 2023, and before January 1, 2028, would allow a credit against those taxes to a taxpayer that is transferred and allocated, credits pursuant to the sale of a specified multifamily rental housing development or mobilehome park to a qualified developer, that has received a credit reservation from the California Tax Credit Allocation Committee, in specified amounts. The bill would define a qualified developer for purposes of this bill, in part, as a specified entity that commits, under penalty of perjury, to employing a tax credit reservation allowed by the bill in the acquisition of a qualified development.

Position

[AB 1952](#) (Gallagher R) Infill Infrastructure Grant Program of 2019.
Current Text: Introduced: 2/10/2022 [html](#) [pdf](#)
Introduced: 2/10/2022
Status: 2/18/2022-Referred to Coms. on H. & C.D. and NAT. RES.
Location: 2/18/2022-A. H. & C.D.
Summary: Would exempt from the requirements of CEQA a project financed pursuant to the Infill Infrastructure Grant Program of 2019, and would make all legal actions, proceedings, and decisions undertaken or made pursuant to the program exempt from CEQA. The bill would also make nonsubstantive changes to the program by renumbering a code section and updating erroneous cross references.

Position

[AB 1976](#) (Santiago D) Housing elements.
Current Text: Introduced: 2/10/2022 [html](#) [pdf](#)
Introduced: 2/10/2022
Status: 2/11/2022-From printer. May be heard in committee March 13.
Location: 2/10/2022-A. PRINT
Summary: Current law requires a city or county to adopt a comprehensive general plan, which must include a housing element. Current law establishes a schedule for local governments to revise their housing element within specified timeframes. This bill would state the intent of the Legislature to enact legislation relating to housing enforcement.

Position

[AB 2006](#) (Berman D) Regulatory agreements: compliance monitoring.
Current Text: Introduced: 2/14/2022 [html](#) [pdf](#)
Introduced: 2/14/2022
Status: 2/24/2022-Referred to Com. on H. & C.D.
Location: 2/24/2022-A. H. & C.D.
Summary: Would, on or before January 1, 2024, require the Department of Housing and Community Development, the California Housing Finance Agency, and the California Tax Credit Allocation Committee to enter into a memorandum of understanding to streamline the compliance monitoring of affordable housing developments that are subject to a regulatory agreement with more than one of these entities. The bill would require the memorandum of understanding to ensure that only one entity conducts physical inspections for a particular project, eliminate the submission of duplicate information and to provide for a single process to obtain specified approvals.

Position

[AB 2011](#) (Quirk-Silva D) Housing.
Current Text: Introduced: 2/14/2022 [html](#) [pdf](#)
Introduced: 2/14/2022
Status: 2/15/2022-From printer. May be heard in committee March 17.
Location: 2/14/2022-A. PRINT

Summary: Current law authorizes a city to sell, lease, exchange, quitclaim, convey, or otherwise dispose of real property or interest therein at less than fair market value, or purchase an interest in real property, to provide affordable housing under whatever terms and conditions the city deems best suited to the provision of affordable housing if the legislative body of a city determines that any real property or interest therein owned or to be purchased by the city can be used to provide housing affordable to persons and families of low or moderate income, as defined, and that this use is in the city's best interests. This bill would make a nonsubstantive change to that provision.

Position

AB 2013 (Quirk-Silva D) California Statewide Housing Plan.

Current Text: Amended: 3/9/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Last Amend: 3/9/2022

Status: 3/9/2022-From committee chair, with author's amendments: Amend, and re-refer to Com. on H & C.D. Read second time and amended.

Location: 2/24/2022-A. H. & C.D.

Summary: Current law requires that the California Statewide Housing Plan incorporate, among other things, a statement of housing goals, policies, and objectives and that the Department of Housing and Community Development update and provide a revision of the plan to the Legislature every 4 years. Current law requires each update and revision to the plan occurring on or after January 1, 2023, to incorporate specified elements, including an inventory of the number of affordable units needed to meet the state's affordable housing needs for the plan period. The bill would additionally require the plan to include a goal to increase home ownership among people of color in the state of California, as specified.

Position

AB 2049 (Villapudua D) Housing: EO N-06-19 State Land Affordable Housing Infrastructure, Demolition, Abatement, and Remediation Fund: grant program.

Current Text: Introduced: 2/14/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Status: 2/24/2022-Referred to Com. on H. & C.D.

Location: 2/24/2022-A. H. & C.D.

Summary: Current law establishes the Department of General Services in the Government Operations Agency. By executive order, the Governor requires the department to create a digitized inventory of all state-owned parcels that are in excess of state agencies' foreseeable needs, as provided, and to issue, in consultation with the Department of Housing and Community Development, requests for proposals on individual parcels and accept proposals from developers of affordable housing interested in entering into low-cost, long-term ground leases of these parcels, as described. This bill would establish the EO N-06-19 State Land Affordable Housing Infrastructure, Demolition, Abatement, and Remediation Fund and would make moneys in the fund available, upon appropriation by the Legislature, to an unspecified state agency for purposes of establishing and administering a grant program, as specified.

Position

AB 2053 (Lee D) The Social Housing Act.

Current Text: Introduced: 2/14/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Status: 2/24/2022-Referred to Com. on H. & C.D.

Location: 2/24/2022-A. H. & C.D.

Summary: Would enact the Social Housing Act and would create the California Housing Authority, as an independent state body, the mission of which would be to produce and acquire social housing developments for the purpose of eliminating the gap between housing production and regional housing needs assessment targets, as specified. The bill would prescribe a definition of social housing that would describe, in addition to housing owned by the authority, housing owned by other entities, as specified, provided that all social housing developed by the authority would be owned by the authority. The bill would prescribe the composition of the California Housing Authority Board, which would govern the authority, and would be composed of appointed members and members who are elected by residents of social housing developments, as specified. The bill would prescribe the powers and duties of the authority and the board.

Position

AB 2063 (Berman D) Density bonuses: affordable housing impact fees.

Current Text: Introduced: 2/14/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Status: 2/24/2022-Referred to Coms. on H. & C.D. and L. GOV.

Location: 2/24/2022-A. H. & C.D.

Calendar: 3/23/2022 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

Summary: The Density Bonus Law requires a city or county to provide a developer that proposes a housing development in the city or county with a density bonus and other incentives or concessions for the production of lower income housing units, or for the donation of land within the development, if the developer agrees to, among other things, construct a specified percentage of units for very low income, low-income, or moderate-income households or qualifying residents, including lower income students. Current law requires the amount of a density bonus and the number of incentives or concessions a qualifying developer receives to be pursuant to a certain formula based on the total number of units in the housing development, as specified. Existing law prohibits affordable housing impact fees, including inclusionary zoning fees and in-lieu fees, from being imposed on a housing development's affordable units. This bill would prohibit affordable housing impact fees, including inclusionary zoning fees, in-lieu fees, and public benefit fees, from being imposed on a housing development's density bonus units.

Position

AB 2094 (Rivas, Robert D) General plan: annual report: extremely low-income housing.

Current Text: Introduced: 2/14/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Status: 2/24/2022-Referred to Coms. on H. & C.D. and L. GOV.

Location: 2/24/2022-A. H. & C.D.

Calendar: 3/23/2022 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

Summary: The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Current law requires the planning agency of a city or county to provide an annual report to certain specified entities by April 1 of each year that includes, among other information, the city or county's progress in meeting its share of regional housing needs and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing, as specified. This bill would additionally require a city or county's annual report to include the locality's progress in meeting the housing needs of extremely low income households, as specified.

Position

AB 2123 (Villapudua D) Bringing Health Care into Communities Act of 2023.

Current Text: Introduced: 2/15/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Status: 2/24/2022-Referred to Com. on HEALTH.

Location: 2/24/2022-A. HEALTH

Summary: Current establishes various programs to facilitate the expansion of the health care workforce in rural and underserved communities, including, but not limited to, the Health Professions Career Opportunity Program and the California Registered Nurse Education Program. This bill, the Bringing Health Care into Communities Act of 2023, would establish the Bringing Health Care into Communities Program to be administered by the agency to provide housing grants to specified health professionals to be used for mortgage payments for a permanent residence in a health professional shortage area, as specified. Under the bill, a health professional would be eligible for a grant for up to 5 years. The bill would make its provisions operative upon appropriation by the Legislature.

Position

AB 2166 (Mayes I) Federal funding: promoting homeownership.

Current Text: Introduced: 2/15/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Status: 2/24/2022-Referred to Com. on H. & C.D.

Location: 2/24/2022-A. H. & C.D.

Summary: Under existing law governing the Community Development Block Grant Program, the Department of Housing and Community Development is required to distribute federal funds in the form of grants to eligible cities and counties to provide housing and economic development, principally for persons and families of low or moderate income. Current law requires all funds made available under the program to be utilized to provide decent housing, a suitable living environment, and expanding economic opportunities, consistent with federal requirements. This bill would require the Department c

Housing and Community Development to prioritize 30% of the federal funding provided under the Community Development Block Grant Program for purposes of promoting homeownership for persons and families of low or moderate income. The bill would also require the department to prioritize at least 10% of program funds for down payment assistance for persons and families of low or moderate income. The bill would provide that these requirements be implemented only to the extent that they are consistent with federal requirements. This bill contains other related provisions and other existing laws.

Position

[AB 2186](#) **(Grayson D) Housing Cost Reduction Incentive Program.**

Current Text: Introduced: 2/15/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Status: 2/24/2022-Referred to Coms. on H. & C.D. and L. GOV.

Location: 2/24/2022-A. H. & C.D.

Calendar: 3/23/2022 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

Summary: Would establish the Housing Cost Reduction Incentive Program, to be administered by the Department of Housing and Community Development, for the purpose of reimbursing cities, counties, and cities and counties for development impact fee waivers or reductions provided to qualified rental housing developments. Upon appropriation, the bill would require the department to provide grants to applicants in an amount equal to 50% of the amount of development impact fee waived or reduced for a qualified rental housing development by issuing a Notice of Funding Availability for each calendar year in which funds are made available for the program, as provided. The bill would require an applicant that receives a grant under the program to use those funds solely for those purposes for which the development impact fee that was waived or reduced would have been used. The bill would require the department to adopt guidelines to implement the program and exempt those guidelines from the rulemaking provisions of the Administrative Procedure Act.

Position

[AB 2211](#) **(Ting D) Shelter crisis: homeless shelters.**

Current Text: Introduced: 2/15/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Status: 2/24/2022-Referred to Com. on H. & C.D.

Location: 2/24/2022-A. H. & C.D.

Summary: Current law, among other things, exempts from the California Environmental Quality Act specified actions by a state agency or a city, county, or city and county relating to land owned by a local government to be used for, or to provide financial assistance to, a homeless shelter constructed pursuant to these provisions, and provides that homeless shelters constructed or allowed pursuant to these shelter crisis declarations are not subject to specified laws, including the Special Occupancy Parks Act. Current law defines a "homeless shelter" as a facility with overnight sleeping accommodations, the primary purpose of which is to provide temporary shelter for the homeless that is not in existence after the declared shelter crisis. Current law provides that a temporary homeless shelter community may include supportive and self-sufficiency development services and that a homeless shelter includes a parking lot owned or leased by a city, county, or city and county specifically identified as one allowed for safe parking by homeless and unstably housed individuals. Current law repeals these provisions as of January 1, 2026. This bill would remove the repeal date from these provisions. This bill would provide that a city, county, or city and county is in a shelter crisis if the number of unsheltered homeless persons that comprises the total homeless population within the jurisdiction of the city, county, or city and county is greater, as a percentage, than the combined average of the 49 states in the United States not including California, as determined by the Department of Housing and Community Development, as specified.

Position

[AB 2233](#) **(Quirk-Silva D) Public Housing Loan Fund and Program: Public Housing Financing Authority.**

Current Text: Introduced: 2/15/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Status: 2/24/2022-Referred to Com. on H. & C.D.

Location: 2/24/2022-A. H. & C.D.

Summary: Would establish the Public Housing Loan Fund for purposes of establishing and administering, upon appropriation by the Legislature, the Public Housing Loan Program and making loans pursuant to that program. The bill would require California Health Facilities Financing Authority (CHFFA) to administer the fund and program from January 1, 2023, to December 31, 2025, and would require the Public Housing Financing Authority (PHFA), as established on January 1, 2025, in the Treasurer's office by the bill, to administer the fund and program on and after January 1, 2026. The bill

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would authorize the CHFFA and PHFA to make and award loans from the fund for purposes of the program. This bill would require the CHFFA or PHFA, as applicable, to establish requirements for a local agency to be eligible to receive a loan under the program, including, but not limited to, requiring that the loan be used to cover construction costs for public housing on property owned by the local agency

Position

AB 2234 (Rivas, Robert D) Planning and zoning: housing: post-entitlement phase permits.

Current Text: Introduced: 2/15/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Status: 2/24/2022-Referred to Coms. on L. GOV. and H. & C.D.

Location: 2/24/2022-A. L. GOV.

Summary: Current law requires a city, county, or special district to provide specified information, including a current schedule of fees, exactions, and affordability requirements applicable to a proposed housing development project, and an archive of impact fee nexus studies, cost of service studies, or equivalent studies, conducted by the city, county, or special district, on its internet website. This bill would require a public agency to create a list of information needed to approve or deny a post-entitlement phase permit, as defined, and to make that list available to all applicants for these permits no later than January 1, 2024. No later than January 1, 2024, the bill would require a public agency to require permits to be applied for, completed, and stored through a process on its internet website, and to accept applications and related documentation by electronic mail until that internet website is established. The bill would require the internet website or electronic mail to list the current processing status of the applicant's permit by the public agency, and would require that status to note whether it is being reviewed by the agency or action is required from the applicant. This bill contains other related provisions and other existing laws.

Position

AB 2295 (Bloom D) Local educational agencies: housing development projects.

Current Text: Introduced: 2/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Status: 3/3/2022-Referred to Coms. on H. & C.D. and L. GOV.

Location: 3/3/2022-A. H. & C.D.

Summary: The Planning and Zoning Law, requires that the legislative body of each county and each city adopt a comprehensive, long-term general plan for the physical development of the county and city, and specified land outside its boundaries, that includes, among other mandatory elements, a housing element. Current law authorizes the legislative body of any county or city, pursuant to specified procedures, to adopt ordinances that, among other things, regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes. This bill, notwithstanding any inconsistent provision of a city's or county's general plan, specific plan, zoning ordinance, or regulation, would require that a qualified housing development on land owned by a local educational agency be an authorized use if the housing development complies with certain conditions.

Position

AB 2305 (Grayson D) Housing Finance: Coordinated Housing Finance Committee.

Current Text: Introduced: 2/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Status: 3/3/2022-Referred to Com. on H. & C.D.

Location: 3/3/2022-A. H. & C.D.

Calendar: 3/23/2022 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

Summary: Would establish the Coordinated Affordable Housing Finance Committee and would require that the committee be comprised of representatives from the Department of Housing and Community Development, the California Housing Finance Agency, the California Tax Credit Allocation Committee, the Treasurer, and the Controller. This bill would require the committee to allocate state-controlled resources for the finance of affordable rental housing, as defined, through a single process and competition. This bill would require the committee to develop an application, threshold requirements, a rating and ranking system, as specified, for applicants seeking these resources. This bill would authorize the committee to adopt, amend, or repeal rules and regulations for the allocation of state-controlled resources for the finance of affordable rental housing that take effect immediately upon adoption. This bill would provide that the adoption, amendment, or repeal of these rules and regulations is not subject to the rulemaking provisions of the Administrative Procedure Act but would require the committee to follow specified procedures pursuant to the adoption of the rules and regulations.

Position

AB 2310 (Carrillo D) Regional housing need allocation.

Current Text: Introduced: 2/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Status: 2/17/2022-From printer. May be heard in committee March 19.

Location: 2/16/2022-A. PRINT

Summary: Current law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as prescribed. Current law requires the appropriate council of governments, or, for cities and counties without a council of governments, the department, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county at least one year before the scheduled revision for the region. This bill would state the intent of the Legislature in subsequent amendments to amend existing law regarding midcycle adjustment for the regional housing need allocation.

Position

AB 2325 (Rivas, Luz D) Coordinated homelessness response.

Current Text: Introduced: 2/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Status: 3/3/2022-Referred to Com. on H. & C.D.

Location: 3/3/2022-A. H. & C.D.

Calendar: 3/23/2022 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

Summary: Would require the California Interagency on Homelessness, on or before September 30, 2023, to convene a funder’s workgroup to accomplish specified goals related to ending homelessness. The bill would require the workgroup to include council staff, staff working for agencies or departments represented on the council, and representatives from specified committees. The bill would require the Deputy Secretary on Homelessness to oversee the work of the funder’s workgroup and to report on a least a quarterly basis to the council on progress made on specified goals. The bill would also require the council, as part of its goals, to develop and implement a statewide strategic plan on homelessness that establishes measurable objectives and strategies to enhance state-level accountability, coordination, and best practices.

Position

AB 2334 (Wicks D) Density Bonus Law: affordability: incentives or concessions in low vehicle travel areas: parking standards: definitions.

Current Text: Introduced: 2/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Status: 3/3/2022-Referred to Coms. on H. & C.D. and L. GOV.

Location: 3/3/2022-A. H. & C.D.

Calendar: 3/23/2022 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

Summary: Current law, referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Existing law requires that an applicant agree to, and the city, county, or city and county ensure, the continued affordability of all very low and low-income rental units that qualified the applicant for a density bonus, as provided. This bill, with respect to the affordability requirements applicable to 100% lower income developments, would instead require the rent for the remaining units in the development be set at an amount consistent with the maximum rent levels for lower income households, as those rents and incomes are determined by CTCAC. The bill, with regard to the enforcement of equity sharing agreements for for-sale units, would also permit the local government to defer to the recapture provisions of the public funding source. The bill would also make a technical change to the Density Bonus Law by deleting duplicative provisions relating to for-sale units subject to the above-described provisions.

Position

AB 2339 (Bloom D) Housing element: emergency shelters: regional housing need.

Current Text: Introduced: 2/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Status: 3/3/2022-Referred to Coms. on H. & C.D. and L. GOV.

Location: 3/3/2022-A. H. & C.D.

Summary: The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city that includes a housing element. Current law requires that the housing element identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, and make adequate provision for the existing and projected needs of all economic segments of a community. Current law also requires that the housing element include an analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels. This bill would revise the requirements of the housing element, as described above, in connection with zoning designations that allow residential use, including mixed use, where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit. The bill would prohibit a city or county from establishing overlay districts to comply with these provisions.

Position

AB 2357 (Ting D) Surplus land.

Current Text: Introduced: 2/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Status: 3/3/2022-Referred to Coms. on L. GOV. and H. & C.D.

Location: 3/3/2022-A. L. GOV.

Summary: Current law requires the Department of Housing and Community Development to maintain on its internet website, an up-to-date listing of all notices of availability throughout the state. This bill would also require the department to maintain on its internet website a listing of all entities, including housing sponsors, that have notified the department of their interest in surplus land for the purpose of developing low- and moderate-income housing.

Position

AB 2430 (Grayson D) Tiny homes.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Location: 2/17/2022-A. PRINT

Summary: Current law contains various provisions addressing housing in California, including, among others, providing for the creation by local ordinance or ministerial approval, as applicable, of accessory dwelling units, and governing, under the Manufactured Housing Act of 1980, the titling, registration, and transfer of, and occupational licensing relating to, manufactured homes, mobilehomes, commercial coaches, truck campers, and floating homes. This bill would state the intent of the Legislature to enact legislation relating to tiny homes.

Position

AB 2469 (Wicks D) Housing: Statewide Rental Registry.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Location: 2/17/2022-A. PRINT

Summary: Would require the Department of Housing and Community Development to develop and maintain a rental registry online portal designed to collect specified information related to housing and make that information available to the public. The bill would require the department to develop a rental registry form to collect information from landlords, as defined, including the address and owners of a rental property, the number and type of rooms in the rental property, and information related to the payments collected and the duration of tenancies. This bill would require a landlord to submit a rental registry form annually, under penalty of perjury.

Position

AB 2483 (Maienschein D) Housing for individuals experiencing homelessness.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Location: 2/17/2022-A. PRINT

Summary: Would require the Department of Housing and Community Development, by December 31, 2023, to award reasonable priority points to Multifamily Housing Program project applicants that agree

to set aside at least 25 units for individuals that are either experiencing homelessness or eligible to receive specified services, including, among others, those received under the Program of All-Inclusive Care for the Elderly. The bill would also require the department to partner with the State Department of Health Care Services to determine the most effective way to align qualifying services in housing projects funded by the Multifamily Housing Program. The bill would require the department to assess tenant outcomes and engage with an evaluator to identify specified information with respect to projects receiving priority points under these provisions, including the number and demographics, including age, race, or ethnicity, and presubsidy housing status, of people being served.

Position

AB 2485 (Choi R) California Environmental Quality Act: exemption: emergency shelters and supportive housing.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Location: 2/17/2022-A. PRINT

Summary: CEQA includes exemptions from its environmental review requirements for numerous categories of projects. This bill would exempt from the requirements of CEQA emergency shelters and supportive housing, as defined.

Position

AB 2523 (Bloom D) Local planning agencies.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Location: 2/17/2022-A. PRINT

Summary: Current law authorizes 2 or more legislative bodies to create a joint area planning agency, planning commission, or advisory agency, to exercise delegated powers regarding planning, and authorizes 2 or more legislative bodies to authorize their planning agencies to meet jointly to coordinate their work, among other things. This bill would make nonsubstantive change to those provisions.

Position

AB 2531 (Grayson D) Housing data: collection and reporting.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Location: 2/17/2022-A. PRINT

Summary: Current law requires a city, county, or special district that has an internet website to make specified information available on its internet website, as applicable, including a current schedule of fees, exactions, affordability requirements it has imposed that are applicable to a proposed housing development project, and an archive of impact fee nexus studies, cost of service studies, or equivalent conducted by that city, county, or special district on or after January 1, 2018. Current law requires a city, county, or special district to update this information within 30 days of any changes. This bill would instead require a city, county, or special district that has an internet website to create a landing page with links to the specified information on its website, as applicable. This bill would also make a nonsubstantive change to these provisions.

Position

AB 2569 (Nguyen R) Department of Homelessness Prevention, Outreach, and Support.

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 2/19/2022-From printer. May be heard in committee March 21.

Location: 2/18/2022-A. PRINT

Summary: Would require the California Health and Human Services Agency to convene a working group that includes representatives from all departments and agencies that currently receive funding relating to services for homeless individuals. The bill would require the working group to determine the best approach to creating a Department of Homelessness Prevention, Outreach, and Support and to submit its findings and recommendations to the Legislature no later than January 1, 2024. The bill would repeal these provisions on January 1, 2024.

Position

[AB 2630](#) (O'Donnell D) Housing: California Interagency Council on Homelessness: report.

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 2/19/2022-From printer. May be heard in committee March 21.

Location: 2/18/2022-A. PRINT

Summary: Current law establishes various programs to assist local governments in addressing homelessness, such as the Homeless Emergency Aid Program and the Homeless Housing, Assistance, and Prevention program. This bill would require each city, county, and city and county that has used funds from any source to assist in addressing homelessness to submit a report to the California Interagency Council on Homelessness providing specified information, thereby imposing a state-mandated local program.

Position

[AB 2631](#) (O'Donnell D) Government Claims Act.

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 2/19/2022-From printer. May be heard in committee March 21.

Location: 2/18/2022-A. PRINT

Summary: The Government Claims Act establishes the liability and immunity of a public entity for its acts or omissions that cause harm to persons. This bill would provide that a public entity is liable for injury relating to the effects of that public entity's homelessness policies on another public entity.

Position

[AB 2656](#) (Ting D) Planning and zoning.

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 2/19/2022-From printer. May be heard in committee March 21.

Location: 2/18/2022-A. PRINT

Summary: Current law requires the planning agency of the city or county to provide to the Department of Housing and Community Development, the Office of Planning and Research, and the legislative body of the city or county, by April 1 of each year, an annual report that includes, among other things, the city or county's progress in meeting its share of the regional housing needs. This bill would require the planning agency to provide the annual report on or by March 31 of each year.

Position

[AB 2705](#) (Quirk-Silva D) Housing: fire safety standards.

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 2/19/2022-From printer. May be heard in committee March 21.

Location: 2/18/2022-A. PRINT

Summary: Current law requires the State Fire Marshal to prepare, adopt, and submit building standards and other fire and life safety regulations to the California Building Standards Commission for approval establishing minimum requirements for the storage, handling, and use of hazardous materials. Current law requires the State Fire Marshal to seek the advice of the Secretary for Environmental Protection in establishing those requirements. This bill would prohibit the legislative body of a city or county from approving a discretionary entitlement, as defined, that would result in a new residential development project, as defined, being located within a very high fire hazard severity zone, unless the city or county finds that the residential development project will meet specified standards intended to address wildfire risks, as specified.

Position

[AB 2755](#) (Muratsuchi D) Right to housing.

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 2/19/2022-From printer. May be heard in committee March 21.

Location: 2/18/2022-A. PRINT

Summary: Current law sets forth the general responsibilities and roles of the Business, Consumer Services, and Housing Agency, the Department of Housing and Community Development, and the California Housing Finance Agency in carrying out state housing policies and programs. This bill would

declare the intent of the Legislature to subsequently amend this bill to include provisions that would create a personal right to housing or shelter in this state and would establish a corresponding obligation for the unhoused to seek out and utilize available local housing or shelter options.

Position

AB 2762

(Bloom D) Housing: parking lots.

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 2/19/2022-From printer. May be heard in committee March 21.

Location: 2/18/2022-A. PRINT

Summary: Current law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside boundaries, that includes, among other mandatory elements, a housing element. This bill would state that it is the intent of the Legislature to enact subsequent legislation that would allow local agencies to build affordable housing on parking lots that serve public parks and recreational facilities, as provided.

Position

ACA 1

(Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: vote approval.

Current Text: Introduced: 12/7/2020 [html](#) [pdf](#)

Introduced: 12/7/2020

Status: 4/22/2021-Referred to Coms. on L. GOV. and APPR.

Location: 4/22/2021-A. L. GOV.

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.

Position

Support

SB 490

(Caballero D) Housing acquisition and rehabilitation: technical assistance.

Current Text: Amended: 4/22/2021 [html](#) [pdf](#)

Introduced: 2/17/2021

Last Amend: 4/22/2021

Status: 1/24/2022-Read third time. Passed. (Ayes 36. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 1/24/2022-A. DESK

Summary: Would, upon appropriation by the Legislature, establish the Housing Acquisition and Rehabilitation Technical Assistance Program, with the purpose of providing technical assistance to qualified entities engaged in acquisition-rehabilitation projects. The bill would define "acquisition-rehabilitation project" as a project to acquire and preserve unsubsidized housing units and attaching long-term affordability restrictions on the housing units. The bill would define "qualified entity" to include an eligible nonprofit corporation, community land trust, public housing authority, a nonprofit, limited-equity, or workforce housing cooperative, a resident association or organization, and a local or regional government agency administering an acquisition-rehabilitation project funding program.

Position

SB 847

(Hurtado D) COVID-19 relief: tenancy: grant program.

Current Text: Introduced: 1/13/2022 [html](#) [pdf](#)

Introduced: 1/13/2022

Status: 2/23/2022-Set for hearing March 24.

Location: 1/26/2022-S. HOUSING

Calendar: 3/24/2022 10:30 a.m. or upon adjournment of Session - Senate Chamber
SENATE HOUSING, WIENER, Chair

Summary: Current law, the State Rental Assistance Program, establishes a program for providing rental assistance, using funding made available pursuant to federal law, administered by the Department of Housing and Community Development. This bill would, until January 1, 2025, create a

grant program under the administration of the department and would require the department to award a program grant, as defined, to a qualified applicant who submits a complete application, as defined, on a first-come, first-served basis. The bill would define "qualified applicant" to mean a landlord who satisfies certain criteria, including that the landlord has applied for rental assistance funds pursuant to the State Rental Assistance Program and either received a negative final decision, as specified, or the landlord has been notified that an application to the State Rental Assistance Program was submitted, as specified, but 20 days have passed without a final decision being rendered.

Position

SB 849

(Umberg D) Surplus land.

Current Text: Amended: 3/2/2022 [html](#) [pdf](#)

Introduced: 1/14/2022

Last Amend: 3/2/2022

Status: 3/9/2022-Re-referred to Com. on GOV. & F.

Location: 3/9/2022-S. GOV. & F.

Summary: Current law prescribes requirements for the disposal of surplus land by a local agency. This bill would require, if, after the disposing agency and an entity desiring to purchase or lease the land have entered into an exclusive negotiating agreement, the determined value of the sales price and terms or lease terms exceeds (\$25,000,000), that the disposing agency post prominently on its internet website the terms of the proposed disposition of the surplus land for not less than 90 days before entering a legally binding agreement to dispose of the land.

Position

SB 914

(Rubio D) Homeless domestic violence survivors and data systems: local and state support and guidelines.

Current Text: Introduced: 2/2/2022 [html](#) [pdf](#)

Introduced: 2/2/2022

Status: 3/1/2022-Set for hearing March 29.

Location: 2/9/2022-S. HUM. S.

Calendar: 3/29/2022 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE HUMAN SERVICES, HURTADO, Chair

Summary: Current law requires the Governor to create a California Interagency Council on Homelessness for specified purposes, including to create partnerships among various entities, like participants in the United States Department of Housing and Urban Development's Continuum of Care Program, and to identify mainstream resources, benefits, and services that can be accessed to prevent and end homelessness in California. This bill would require cities, counties, and continuums of care receiving state funding to address homelessness on or after January 1, 2023, to take specific steps to ensure that the needs of victim service providers and survivors of violence, and a gendered analysis of the causes and consequences of homelessness, are incorporated into homelessness planning and responses. The bill would also impose other homelessness planning and data analysis requirements on these cities, counties, and continuums of care.

Position

SB 930

(Wiener D) Housing Accountability Act.

Current Text: Introduced: 2/7/2022 [html](#) [pdf](#)

Introduced: 2/7/2022

Status: 2/16/2022-Referred to Com. on HOUSING.

Location: 2/16/2022-S. HOUSING

Summary: The Housing Accountability Act, prohibits, among other things, a local agency from disapproving a housing development project that complies with applicable, objective general plan, zoning, and subdivision standards and criteria, or from imposing a condition that it be developed at a lower density, unless the local agency bases its decision on written findings supported by the preponderance of the evidence on the record that specified conditions exist, as provided. Current law, the Administrative Procedure Act, in part, sets forth procedural requirements for the adoption, publication, review, and implementation of regulations by state agencies, and for review of those regulatory actions by the Office of Administrative Law. This bill would authorize the Department of Housing and Community Development to review, adopt, amend, and repeal the standards, forms, or definitions to implement the Housing Accountability Act without compliance with those procedural requirements, as provided

Position

[SB 948](#)

(Becker D) Housing finance programs: development reserves.

Current Text: Amended: 3/3/2022 [html](#) [pdf](#)

Introduced: 2/9/2022

Last Amend: 3/3/2022

Status: 3/4/2022-Set for hearing March 24.

Location: 2/16/2022-S. HOUSING

Calendar: 3/24/2022 10:30 a.m. or upon adjournment of Session - Senate Chamber
SENATE HOUSING, WIENER, Chair

Summary: Under current law governing the State Community Development Block Grant Program, the Department of Housing and Community Development is required to distribute funds made available under the program in order to provide decent housing, a suitable living environment, and expand economic opportunities, consistent with federal requirements. Current federal law also establishes the HOME Investment Partnership Program to, among other things, expand the supply of affordable housing. Current law designates the department as the state agency responsible for administering the HOME Investment Partnership Act. This bill would prohibit the department from requiring a project-specific transition reserve, as defined, for any unit subject to a qualified project rental or operating subsidy. This bill would create the Pooled Transition Reserve Fund and would continuously appropriate moneys in that fund to the department for the purpose of maintaining a pooled transition reserve to mitigate the impacts on tenant rents from the loss or exhaustion of rental or operating subsidies.

Position

[SB 1063](#)

(Skinner D) Density Bonus Law.

Current Text: Introduced: 2/15/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Status: 2/23/2022-Referred to Com. on RLS.

Location: 2/15/2022-S. RLS.

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 prescribes an application process for a city or county to follow in this regard. This bill would make nonsubstantive changes to those provisions and would delete duplicative provisions relating to for-sale units subject to those provisions.

Position

[SB 1177](#)

(Portantino D) Joint powers authorities: Cities of Burbank, Glendale, and Pasadena.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 3/2/2022-Referred to Coms. on GOV. & F. and HOUSING.

Location: 3/2/2022-S. GOV. & F.

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, a joint powers authority, for the purposes of funding housing specifically assisting the homeless population and persons and families of extremely low, very low, and low income within the County of Orange. This bill would similarly authorize the creation of the Burbank-Glendale-Pasadena Regional Housing Trust, a joint powers authority, by the Cities of Burbank, Glendale, and Pasadena, with the stated purpose of funding housing to assist the homeless population and persons and families of extremely low, very low, low, and moderate income.

Position

[SB 1217](#)

(Allen D) State-Regional Collaborative for Climate, Equity, and Resilience.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 3/8/2022-Set for hearing March 28.

Location: 3/7/2022-S. E.Q.

Calendar: 3/28/2022 9 a.m. - John L. Burton Hearing Room (4203) SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair

Summary: Would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the State Air Resources Board for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of the state board, the Transportation Agency, the Department of Housing

and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations, as specified. The bill would require, on or before December 31, 2025, the state board to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative.

Position

SB 1292 (Stern D) Accessory dwelling units: setbacks.

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 3/4/2022-Set for hearing March 24.

Location: 3/2/2022-S. HOUSING

Calendar: 3/24/2022 10:30 a.m. or upon adjournment of Session - Senate Chamber
SENATE HOUSING, WIENER, Chair

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 prohibits a local agency's accessory dwelling unit ordinance from imposing a setback requirement of more than 4 feet from the side and rear lot lines for an accessory dwelling unit that is not converted from an existing structure or a new structure constructed in the same location and to the same dimensions as an existing structure. This bill would remove the above-described prohibition on a local agency's accessory dwelling unit ordinance, and would instead provide that the rear and side yard setback requirements for accessory dwelling units may be set by the local agency. The bill would authorize an accessory dwelling unit applicant to submit a request to the local agency for an alternative rear and side yard setback requirement if the local agency's setback requirements make the building of the accessory dwelling unit infeasible. The bill would prohibit any rear and side yard setback requirements established pursuant to these provisions from being greater than those in effect as of January 1, 2020. The bill would specify that if the local agency did not have an accessory dwelling unit ordinance as of January 1, 2020, the applicable rear and side yard setback requirement is 4 feet. This bill contains other related provisions and other existing laws.

Position

SB 1353 (Wilk R) Homeless population census information: collection and reporting.

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 3/9/2022-Referred to Coms. on GOV. & F., HUMAN S., and HOUSING.

Location: 3/9/2022-S. GOV. & F.

Summary: Current law creates the California Interagency Council on Homelessness and requires departments administering state programs created on or after July 1, 2017, to collaborate with the council for the purpose of adopting guidelines and regulations to incorporate core components of Housing First. Current law defines "Housing First" as an evidence-based model that uses housing as a tool, rather than a reward, for recovery and that centers on providing or connecting homeless people to permanent housing as quickly as possible. Under current law, Housing First providers offer services as needed and requested on a voluntary basis and do not make housing contingent on participation in services. This bill would require a local government entity, as defined, to develop and maintain a publicly available internet website homelessness dashboard for prescribed purposes.

Position

SB 1457 (Hertzberg D) Housing: housing and community development.

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 3/9/2022-Referred to Com. on RLS.

Location: 2/18/2022-S. RLS.

Summary: Under current law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership for very low and low-income households, and downpayment assistance for first-time homebuyers. This bill would state the intent of the Legislature to enact legislation that would subsequently create the California Family Home Construction and Home Ownership Act of 2022.

Position

SB 1466 (Stern D) Affordable Housing and Community Development Investment Program.

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 3/9/2022-Referred to Coms. on GOV. & F., HOUSING, and ED.

Location: 3/9/2022-S. GOV. & F.

Summary: Would establish in state government the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district, or a combination of those entities, to apply to the Affordable Housing and Community Development Investment Committee to participate in the program and would authorize the committee to approve or deny plans for projects meeting specific criteria.

Position

SCA 2

(Allen D) Public housing projects.

Current Text: Introduced: 12/7/2020 [html](#) [pdf](#)

Introduced: 12/7/2020

Status: 1/26/2022-Read. Adopted. (Ayes 37. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 1/26/2022-A. DESK

Summary: The California Constitution prohibits the development, construction, or acquisition of a low-rent housing project, as defined, in any manner by any state public body until a majority of the qualified electors of the city, town, or county in which the development, construction, or acquisition of the low-rent housing project is proposed approve the project by voting in favor at an election, as specified. This measure would repeal these provisions.

Position

Support

Information Technology

AB 2677

(Gabriel D) Information Practices Act of 1977.

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 2/19/2022-From printer. May be heard in committee March 21.

Location: 2/18/2022-A. PRINT

Summary: The Information Practices Act of 1977 prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Current law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to remove that exemption for local agencies and include, among other things, genetic information, IP address, online browsing history, and location information within the definition of "personal information" for the act's purposes.

Position

Land Use/Zoning

ACA 7

(Muratsuchi D) Local government: police power: municipal affairs: land use and zoning.

Current Text: Introduced: 3/16/2021 [html](#) [pdf](#)

Introduced: 3/16/2021

Status: 3/17/2021-From printer. May be heard in committee April 16.

Location: 3/16/2021-A. PRINT

Summary: Would provide that a county or city ordinance or regulation enacted under the police power that regulates the zoning or use of land within the boundaries of the county or city would prevail over conflicting general laws, with specified exceptions. The measure, in the event of the conflict with a state statute, would also specify that a city charter provision, or an ordinance or regulation adopted pursuant to a city charter, that regulates the zoning or use of land within the boundaries of the city is deemed to address a municipal affair and prevails over a conflicting state statute, except that the measure would provide that a court may determine that a city charter provision, ordinance, or regulation addresses either a matter of statewide concern or a municipal affair if it conflicts with specified state statutes. The measure would make findings in this regard and provide that its provisions are severable.

Position

Natural Resources

[AB 2248](#) (Garcia, Eduardo D) Salton Sea Restoration Fund.

Current Text: Introduced: 2/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Status: 2/17/2022-From printer. May be heard in committee March 19.

Location: 2/16/2022-A. PRINT

Summary: Current law establishes the Salton Sea Restoration Fund and requires the fund to be administered by the Director of Fish and Wildlife. Existing law requires the money deposited in the fund to be expended, upon appropriation by the Legislature, for various purposes relating to the restoration of the Salton Sea. Current law prohibits the moneys in the fund from being expended for mitigation except mitigation undertaken by the State of California. This bill would make a nonsubstantive change to the latter provision.

Position

Planning, Building, & Code Enforcement

[AB 2221](#) (Quirk-Silva D) Accessory dwelling units.

Current Text: Amended: 3/3/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Last Amend: 3/3/2022

Status: 3/7/2022-Re-referred to Com. on H. & C.D.

Location: 3/3/2022-A. H. & C.D.

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 permitting agency to act on the application to create an accessory dwelling unit or a junior accessory dwelling unit within specified timeframes. This bill would provide that the requirement for an agency to act on an application means either to return in writing a full set of comments to the applicant with a comprehensive request for revisions or to return the approved permit application. The bill would require the permitting agency to complete all required service upgrades within 60 days of request if service upgrades are required for the project to pass final inspection.

Position

[AB 2244](#) (Wicks D) Religious institution affiliated housing: colocated place of worship.

Current Text: Introduced: 2/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Status: 3/3/2022-Referred to Coms. on L. GOV. and H. & C.D.

Location: 3/3/2022-A. L. GOV.

Summary: Current law prohibits a local agency from requiring the replacement of religious-use parking spaces, as defined, that a developer of a religious institution affiliated housing development project proposes to eliminate as part of that housing development project. Current law prohibits the number of religious-use parking spaces requested to be eliminated from exceeding 50% of the number that are available at the time the request is made. This bill would clarify that the definition of "religious-use parking spaces" applies to both existing parking spaces and those parking spaces required of a proposed development for a new place of worship.

Position

[AB 2295](#) (Bloom D) Local educational agencies: housing development projects.

Current Text: Introduced: 2/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Status: 3/3/2022-Referred to Coms. on H. & C.D. and L. GOV.

Location: 3/3/2022-A. H. & C.D.

Summary: The Planning and Zoning Law, requires that the legislative body of each county and each city adopt a comprehensive, long-term general plan for the physical development of the county and

city, and specified land outside its boundaries, that includes, among other mandatory elements, a housing element. Current law authorizes the legislative body of any county or city, pursuant to specified procedures, to adopt ordinances that, among other things, regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes. This bill, notwithstanding any inconsistent provision of a city's or county's general plan, specific plan, zoning ordinance, or regulation, would require that a qualified housing development on land owned by a local educational agency be an authorized use if the housing development complies with certain conditions.

Position

AB 2328 (Flora R) Local ordinances: home experience sharing.

Current Text: Introduced: 2/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Status: 3/3/2022-Referred to Coms. on L. GOV. and JUD.

Location: 3/3/2022-A. L. GOV.

Summary: Current law defines "hosting platform" as a marketplace that is created for the primary purpose of facilitating the rental of a residential unit, as specified. This bill would prohibit a city or county from prohibiting or effectively prohibiting the use of property as a home experience sharing unit. The bill would define "home experience sharing unit" as a privately owned, noncommercial property or residential dwelling unit that is rented partially for a fee for a period of fewer than 18 continuous hours and that does not provide sleeping accommodations to transients. The bill would authorize a city or county to reasonably regulate home experience sharing units to protect the public's health and safety, as specified. This bill contains other related provisions.

Position

AB 2339 (Bloom D) Housing element: emergency shelters: regional housing need.

Current Text: Introduced: 2/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Status: 3/3/2022-Referred to Coms. on H. & C.D. and L. GOV.

Location: 3/3/2022-A. H. & C.D.

Summary: The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city that includes a housing element. Current law requires that the housing element identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, and make adequate provision for the existing and projected needs of all economic segments of a community. Current law also requires that the housing element include an analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels. This bill would revise the requirements of the housing element, as described above, in connection with zoning designations that allow residential use, including mixed use, where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit. The bill would prohibit a city or county from establishing overlay districts to comply with these provisions.

Position

AB 2386 (Bloom D) Planning and zoning: tenancy in common subject to an exclusive occupancy agreement.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 3/3/2022-Referred to Coms. on L. GOV. and JUD.

Location: 3/3/2022-A. L. GOV.

Summary: Current law provides for the adoption and administration of zoning laws, ordinances, rules, and regulations by counties and cities, as specified. 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, open space, including agriculture, recreation, enjoyment of scenic beauty, use of natural resources, and other purposes. This bill would specify that regulation, by ordinance, of the design and improvement of any multifamily property held under a tenancy in common subject to an exclusive occupancy agreement, as defined, is vested in the legislative body of the local agency.

Position

AB 2428 (Ramos D) Mitigation Fee Act: fees for improvements: timeline for expenditure.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 3/3/2022-Referred to Coms. on L. GOV. and H. & C.D.

Location: 3/3/2022-A. L. GOV.

Summary: The Mitigation Fee Act, requires a local agency that establishes, increases, or imposes a fee as a condition of approval of a development project to, among other things, determine a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. The Mitigation Fee Act also imposes additional requirements for fees imposed to provide for an improvement to be constructed to serve a development project, or which is a fee for public improvements, as specified, including that the fees be deposited in a separate capital facilities account or fund. This bill would require a local agency that requires a qualified applicant, as described, to deposit fees for improvements, as described, into an escrow account as a condition for receiving a conditional use permit or equivalent development permit to expend the fees within 5 years of the deposit.

Position

AB 2492 (Grayson D) General plans: housing element.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Location: 2/17/2022-A. PRINT

Summary: Current law requires a city or county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. Current law requires the housing element to identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, among other things. Current law requires the housing element to contain an assessment of housing needs and an inventory of resources and constraints that are relevant to the meeting of these needs. This bill would make a nonsubstantive change to those provisions.

Position

AB 2523 (Bloom D) Local planning agencies.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Location: 2/17/2022-A. PRINT

Summary: Current law authorizes 2 or more legislative bodies to create a joint area planning agency, planning commission, or advisory agency, to exercise delegated powers regarding planning, and authorizes 2 or more legislative bodies to authorize their planning agencies to meet jointly to coordinate their work, among other things. This bill would make nonsubstantive change to those provisions.

Position

AB 2531 (Grayson D) Housing data: collection and reporting.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Location: 2/17/2022-A. PRINT

Summary: Current law requires a city, county, or special district that has an internet website to make specified information available on its internet website, as applicable, including a current schedule of fees, exactions, affordability requirements it has imposed that are applicable to a proposed housing development project, and an archive of impact fee nexus studies, cost of service studies, or equivalent conducted by that city, county, or special district on or after January 1, 2018. Current law requires a city, county, or special district to update this information within 30 days of any changes. This bill would instead require a city, county, or special district that has an internet website to create a landing page with links to the specified information on its website, as applicable. This bill would also make a nonsubstantive change to these provisions.

Position

AB 2625 (Ting D) Surplus land: public park and recreational purposes: development.

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 2/19/2022-From printer. May be heard in committee March 21.

Location: 2/18/2022-A. PRINT

Summary: Current law requires land retained or transferred for public park and recreational purposes by a local agency to be developed within 10 years and used for at least 25 years, following the retention or transfer for those purposes in accordance with the general plan for the city or county in which the land is located. Current law otherwise requires the land to be sold by the local agency and the funds received from the sale to be used for highway purposes. Existing law also provides that if the land originally had been transferred for those purposes, it shall revert to the original acquiring local agency for the sale. This bill would instead require land retained or transferred for public park and recreational purposes, in the above-described circumstances, to be developed within 5 years and used for at least 30 years following the retention or transfer for those purposes.

Position

AB 2656 (Ting D) Planning and zoning.

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 2/19/2022-From printer. May be heard in committee March 21.

Location: 2/18/2022-A. PRINT

Summary: Current law requires the planning agency of the city or county to provide to the Department of Housing and Community Development, the Office of Planning and Research, and the legislative body of the city or county, by April 1 of each year, an annual report that includes, among other things, the city or county's progress in meeting its share of the regional housing needs. This bill would require the planning agency to provide the annual report on or by March 31 of each year.

Position

AB 2668 (Grayson D) Planning and zoning: housing: streamlined, ministerial approval.

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 2/19/2022-From printer. May be heard in committee March 21.

Location: 2/18/2022-A. PRINT

Summary: Would prohibit a local government from determining that a development, including an application for a modification, is in conflict with the objective planning standards on the basis that application materials are not included, if the application contains sufficient information that would allow a reasonable person to conclude that the development is consistent with the objective planning standards. This bill contains other existing laws.

Position

AB 2705 (Quirk-Silva D) Housing: fire safety standards.

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 2/19/2022-From printer. May be heard in committee March 21.

Location: 2/18/2022-A. PRINT

Summary: Current law requires the State Fire Marshal to prepare, adopt, and submit building standards and other fire and life safety regulations to the California Building Standards Commission for approval establishing minimum requirements for the storage, handling, and use of hazardous materials. Current law requires the State Fire Marshal to seek the advice of the Secretary for Environmental Protection in establishing those requirements. This bill would prohibit the legislative body of a city or county from approving a discretionary entitlement, as defined, that would result in a new residential development project, as defined, being located within a very high fire hazard severity zone, unless the city or county finds that the residential development project will meet specified standards intended to address wildfire risks, as specified.

Position

SB 849 (Umberg D) Surplus land.

Current Text: Amended: 3/2/2022 [html](#) [pdf](#)

Introduced: 1/14/2022

Last Amend: 3/2/2022

Status: 3/9/2022-Re-referred to Com. on GOV. & F.

Location: 3/9/2022-S. GOV. & F.

Summary: Current law prescribes requirements for the disposal of surplus land by a local agency. This bill would require, if, after the disposing agency and an entity desiring to purchase or lease the land have entered into an exclusive negotiating agreement, the determined value of the sales price and terms or lease terms exceeds (\$25,000,000), that the disposing agency post prominently on its

internet website the terms of the proposed disposition of the surplus land for not less than 90 days before entering a legally binding agreement to dispose of the land.

Position

SB 1094 (Becker D) Local planning.

Current Text: Introduced: 2/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Status: 2/23/2022-Referred to Com. on RLS.

Location: 2/16/2022-S. RLS.

Summary: The Planning and Zoning Law, establishes in each city and in each county a planning agency with the powers necessary to carry out the purposes of the law. Current law authorizes the legislative body of each city and county to assign the functions of the planning agency to a planning department, one or more planning commissions, administrative bodies or hearing officers, the legislative body itself, or any combination thereof, as it deems appropriate and necessary. This bill would make a nonsubstantive change to those provisions.

Position

Police Department

AB 1713 (Boerner Horvath D) Vehicles: required stops: bicycles.

Current Text: Introduced: 1/26/2022 [html](#) [pdf](#)

Introduced: 1/26/2022

Status: 2/3/2022-Referred to Com. on TRANS.

Location: 2/3/2022-A. TRANS.

Calendar: 3/21/2022 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRIEDMAN, Chair

Summary: Would, until January 1, 2026, require a person who is 18 years of age or older riding a bicycle, when approaching a stop sign at the entrance of an intersection, to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and to pedestrians, as specified, and continue to yield the right-of-way to those vehicles and pedestrians until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. The bill would state that these provisions do not affect the liability of a driver of a motor vehicle as a result of the driver's negligent or wrongful act or omission in the operation of a motor vehicle.

Position

AB 2062 (Salas D) Local law enforcement hiring grants.

Current Text: Introduced: 2/14/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Status: 2/24/2022-Referred to Com. on PUB. S.

Location: 2/24/2022-A. PUB. S.

Summary: Would, upon appropriation of funds for this purpose in the annual Budget Act and until January 1, 2029, require the Board of State and Community Corrections to establish a grant program to provide \$50,000,000 in grants to local law enforcement agencies to incentivize peace officers to work in local law enforcement agencies that are in underserved communities and to live in the communities that they are serving. The bill would require grant funds to be used to provide a 5-year supplement to peace officer salaries in local law enforcement agencies that are in underserved communities that have had a homicide rate higher than the state average for the past 5 years or more and where the peace officer lives within 5 miles of the office in which they work. The bill would require local law enforcement agencies that receive grants to report specified information to the board annually and would require the board to report to the Legislature and the Governor's office on the efficacy of the program, as prescribed, on or before July 1, 2028.

Position

AB 2147 (Ting D) Pedestrians.

Current Text: Introduced: 2/15/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Status: 3/8/2022-Coauthors revised.

Location: 2/15/2022-A. TRANS.

Calendar: 3/21/2022 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRIEDMAN, Chair

Summary: Current law prohibits pedestrians from entering roadways and crosswalks, except under specified circumstances. Under existing law, a violation of these provisions is an infraction. Current law establishes procedures for peace officers to make arrests for violations of the Vehicle Code without a warrant for offenses committed in their presence, as specified. This bill would prohibit a peace officer, as defined, from stopping a pedestrian for specified traffic infractions unless a reasonably careful person would realize there is an immediate danger of collision with a moving vehicle or other device moving exclusively by human power.

Position

SB 1006 (Jones R) Law enforcement: homeless outreach teams.

Current Text: Amended: 3/8/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Last Amend: 3/8/2022

Status: 3/8/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on PUB. S.

Location: 2/23/2022-S. PUB. S.

Calendar: 3/15/2022 9 a.m. - John L. Burton Hearing Room (4203) SENATE PUBLIC SAFETY, BRADFORD, Chair

Summary: Current law authorizes a county to establish a homeless adult and family multidisciplinary personnel team, as defined, with the goal of facilitating the expedited identification, assessment, and linkage of homeless individuals to housing and supportive services within that county and to allow provider agencies to share confidential information for the purpose of coordinating housing and supportive services to ensure continuity of care. This bill would require the Department of Justice, to the extent funding is provided for these purposes, to administer a competitive grant program to enable local law enforcement agencies to establish and operate homeless outreach teams. The bill would require a homeless outreach team funded with a grant to be composed of specified individuals.

Position

SB 1021 (Bradford D) Vehicles: driving under the influence of alcohol or drugs.

Current Text: Introduced: 2/14/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Status: 2/23/2022-Referred to Com. on RLS.

Location: 2/14/2022-S. RLS.

Summary: Current law prohibits a person who is under the influence of alcohol, drugs, or the combined influence of alcohol or drugs from driving a vehicle (DUI). A violation of this prohibition, generally, is punishable as a misdemeanor. Current law authorizes a court to offer misdemeanor diversion to criminal defendants which, contingent on successful completion of specified terms and conditions imposed by the court, results in the dismissal of charges prior to adjudication. Current law specifically prohibits diversion programs for a person charged with DUI. This bill would express the intent of the Legislature to enact legislation to establish a DUI diversion program, as specified.

Position

Public Works

AB 1717 (Aguiar-Curry D) Public works: definition.

Current Text: Introduced: 1/27/2022 [html](#) [pdf](#)

Introduced: 1/27/2022

Status: 2/3/2022-Referred to Com. on L. & E.

Location: 2/3/2022-A. L. & E.

Calendar: 3/16/2022 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LABOR AND EMPLOYMENT, KALRA, Chair

Summary: Current law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Current law defines the term "public works" for purposes of requirements regarding the payment of prevailing wages to include construction, alteration, demolition, installation, or repair work done under contract and paid for using public funds, except as specified. Current law makes a willful violation of laws relating to the payment of prevailing wages on public works a misdemeanor. This bill would expand the definition of "public works" to include fuel reduction work paid

for in whole or in part out of public funds performed as part of a fire mitigation project, as specified.

Position

[AB 1883](#) (Quirk-Silva D) Public restrooms.

Current Text: Introduced: 2/8/2022 [html](#) [pdf](#)

Introduced: 2/8/2022

Status: 2/18/2022-Referred to Com. on L. GOV.

Location: 2/18/2022-A. L. GOV.

Summary: Current law requires every public agency, as defined, that conducts an establishment serving the public or open to the public and that maintains restroom facilities for the public, to make every water closet available without cost or charge, as provided. Current law also requires publicly an privately owned facilities where the public congregates to be equipped with sufficient temporary or permanent restrooms to meet the needs of the public at peak hours. This bill would require each local government, as defined, to complete an inventory of public restrooms owned and maintained by the local government, either directly or by contract, that are available to the general population in its jurisdiction.

Position

[AB 1886](#) (Cooper D) Public works: definition.

Current Text: Introduced: 2/8/2022 [html](#) [pdf](#)

Introduced: 2/8/2022

Status: 2/18/2022-Referred to Com. on L. & E.

Location: 2/18/2022-A. L. & E.

Calendar: 3/16/2022 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LABOR AND EMPLOYMENT, KALRA, Chair

Summary: Current law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Current law defines the term "public works" for purposes of requirements regarding the payment of prevailing wages to include construction, alteration, demolition, installation, or repair work done under contract and paid for using public funds, except as specified. Existing law makes a willful violation of laws relating to the payment of prevailing wages on public works a misdemeanor. This bill would expand the definition of "public works" to include street sweeping maintenance performed for the preservation, protection, and keeping of any publicly owned or publicly operated street, road, or highway done under contract and paid for in whole or in part out of public funds.

Position

[AB 2463](#) (Lee D) Public works: exemption.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Location: 2/17/2022-A. PRINT

Summary: Pursuant to current law, all workers employed on public works projects are required to be paid not less than the general prevailing rate of per diem wages for work, except as specified. Current law exempts, until January 1, 2024, from these requirements work performed by a volunteer, a volunteer coordinator, or a member of the California Conservation Corps or a community conservation corps. This bill would extend that exemption until January 1, 2034.

Position

Transportation

[AB 1626](#) (Nguyen R) Motor Vehicle Fuel Tax Law: limitation on adjustment.

Current Text: Introduced: 1/10/2022 [html](#) [pdf](#)

Introduced: 1/10/2022

Status: 1/11/2022-From printer. May be heard in committee February 10.

Location: 1/10/2022-A. PRINT

Summary: Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate

per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.

Position

AB 1638 (Kiley R) Motor Vehicle Fuel Tax Law: suspension of tax.

Current Text: Introduced: 1/12/2022 [html](#) [pdf](#)

Introduced: 1/12/2022

Status: 1/13/2022-From printer. May be heard in committee February 12.

Location: 1/12/2022-A. PRINT

Summary: Would suspend the imposition of the tax on motor vehicle fuels for 6 months. The bill would direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation.

Position

AB 1680 (Lee D) Transit operators: ticket machines: access for visually impaired persons.

Current Text: Introduced: 1/24/2022 [html](#) [pdf](#)

Introduced: 1/24/2022

Status: 1/25/2022-From printer. May be heard in committee February 24.

Location: 1/24/2022-A. PRINT

Summary: Current law requires a transit operator that improves or replaces a ticket vending machine at a public transit station to include video instructions, to also equip the ticket vending machine with audio instructions that will enable visually impaired persons to follow the visual prompts. This bill would make nonsubstantive changes to this provision.

Position

AB 1713 (Boerner Horvath D) Vehicles: required stops: bicycles.

Current Text: Introduced: 1/26/2022 [html](#) [pdf](#)

Introduced: 1/26/2022

Status: 2/3/2022-Referred to Com. on TRANS.

Location: 2/3/2022-A. TRANS.

Calendar: 3/21/2022 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRIEDMAN, Chair

Summary: Would, until January 1, 2026, require a person who is 18 years of age or older riding a bicycle, when approaching a stop sign at the entrance of an intersection, to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and to pedestrians, as specified, and continue to yield the right-of-way to those vehicles and pedestrians until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. The bill would state that these provisions do not affect the liability of a driver of a motor vehicle as a result of the driver's negligent or wrongful act or omission in the operation of a motor vehicle.

Position

AB 1778 (Garcia, Cristina D) State transportation funding: freeway widening: poverty and pollution: Department of Transportation.

Current Text: Introduced: 2/3/2022 [html](#) [pdf](#)

Introduced: 2/3/2022

Status: 2/10/2022-Referred to Com. on TRANS.

Location: 2/10/2022-A. TRANS.

Summary: Current law establishes the Department of Transportation and vests the department with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. Current law authorizes the department to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. Existing law requires the department to prepare and submit to the Governor a proposed budget, as provided. This bill would prohibit any state funds or personnel time from being used to fund or permit freeway widening projects in areas with high rates of pollution and poverty.

Position

[AB 1789](#) (Bennett D) Outdoor recreation: California Trails Commission: Trails Corps Program: grant program.

Current Text: Introduced: 2/3/2022 [html](#) [pdf](#)

Introduced: 2/3/2022

Status: 2/10/2022-Referred to Com. on W.,P., & W.

Location: 2/10/2022-A. W.,P. & W.

Summary: Current law establishes within the Natural Resources Agency the Department of Parks and Recreation, which is under the control of the Director of Parks and Recreation. Current law creates the Recreational Trails Fund, and moneys in the fund are available, upon appropriation by the Legislature, to the department for competitive grants to cities, counties, districts, state and federal agencies, and nonprofit organizations with management responsibilities over public lands to acquire and develop recreational trails. This bill would create the California Trails Commission, to consist of 8 specified members, within the agency to promote policies and investment opportunities that maximize the health, fitness, and social benefits of nonmotorized natural surface trails, trail networks, and greenwa corridors.

Position

[AB 1909](#) (Friedman D) Vehicles: bicycle omnibus bill.

Current Text: Introduced: 2/9/2022 [html](#) [pdf](#)

Introduced: 2/9/2022

Status: 2/18/2022-Referred to Com. on TRANS.

Location: 2/18/2022-A. TRANS.

Calendar: 3/28/2022 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRIEDMAN, Chair

Summary: Current law prohibits the operation of a motorized bicycle or a class 3 electric bicycle on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail, as specified. Current law authorizes a local authority to additionally prohibit the operation of class 1 and class 2 electric bicycles on these facilities. This bill would remove the prohibition of class 3 electric bicycles on these facilities and would remove the authority of a local jurisdiction to prohibit class 1 and class 2 electric bicycles on these facilities. The bill would instead authorize a local authority to prohibit the operation of a class 3 electric bicycle at a motor-assisted speed greater than 20 miles per hour. This bill contains other related provisions and other existing laws.

Position

[AB 1919](#) (Holden D) Youth Transit Pass Pilot Program: free youth transit passes: eligibility for state funding.

Current Text: Amended: 3/7/2022 [html](#) [pdf](#)

Introduced: 2/9/2022

Last Amend: 3/7/2022

Status: 3/8/2022-Re-referred to Com. on TRANS.

Location: 3/3/2022-A. TRANS.

Summary: Current law establishes the State Transit Assistance Program for the purpose of providing source of state funding to eligible public transportation operators and other transportation agencies in order to support their local and regional transit operating and capital needs. Current law establishes the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Existing law conditions transit funding from certain programs on achieving specified ratios of fare revenues to operating costs. This bill would require transit agencies to offer free youth transit passes to all persons 25 years of age and under with California residency, regardless of immigration status, in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. These free youth transit passes would count as full-price fares for purposes of calculating the ratio of fare revenues to operating costs.

Position

[AB 1938](#) (Friedman D) Transit and Intercity Rail Recovery Task Force.

Current Text: Amended: 3/7/2022 [html](#) [pdf](#)

Introduced: 2/10/2022

Last Amend: 3/7/2022

Status: 3/8/2022-Re-referred to Com. on TRANS.

Location: 3/3/2022-A. TRANS.

Summary: Current law provides for the funding of public transit and intercity rail, including under the

Transportation Development Act. This bill would require the Secretary of Transportation, on or before July 1, 2023, to establish and convene the Transit and Intercity Rail Recovery Task Force to include representatives from the department and various local agencies, academic institutions, and nongovernmental organizations. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit and intercity rail ridership and improve transit and intercity rail operations for users of those services.

Position

[AB 1946](#) (Boerner Horvath D) Electric bicycles: safety and training program.

Current Text: Introduced: 2/10/2022 [html](#) [pdf](#)

Introduced: 2/10/2022

Status: 2/18/2022-Referred to Com. on TRANS.

Location: 2/18/2022-A. TRANS.

Calendar: 3/21/2022 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRIEDMAN, Chair

Summary: Current law requires the Department of Transportation to develop safety standards in connection with the use of bicycles, including the establishment of minimum safety design criteria for the planning and construction of specified types of bikeways and roadways where bicycle travel is permitted. This bill would require the department, in coordination with the Office of Traffic Safety, to develop, on or before September 1, 2023, statewide safety standards and training programs based on evidence-based practices for users of electric bicycles, as defined, including, but not limited to, general electric bicycle riding safety, emergency maneuver skills, rules of the road, and laws pertaining to electronic bicycles. The bill would require the safety standards and training programs to be developed in collaboration with relevant stakeholders and to be posted on the internet websites of both the department and the Office of Traffic Safety.

Position

[AB 1953](#) (Maienschein D) Drinking water: accessible water bottle refill stations.

Current Text: Amended: 2/28/2022 [html](#) [pdf](#)

Introduced: 2/10/2022

Last Amend: 2/28/2022

Status: 3/1/2022-Re-referred to Com. on E.S. & T.M.

Location: 2/24/2022-A. E.S. & T.M.

Summary: Would require, by January 1, 2025, the owner or operator of a transit hub, local park, public building, publicly owned building, shopping mall, or municipal golf course to install and maintain at least one, or maintain at least one existing, accessible water bottle refill station, as prescribed. The bill would also require those owners and operators that have a water bottle refill station that is not accessible to upgrade, by January 1, 2025, the water bottle refill station to an accessible water bottle refill station.

Position

[AB 1981](#) (Lee D) Jury duty.

Current Text: Introduced: 2/10/2022 [html](#) [pdf](#)

Introduced: 2/10/2022

Status: 2/18/2022-Referred to Com. on JUD.

Location: 2/18/2022-A. JUD.

Calendar: 3/15/2022 9 a.m. - State Capitol, Room 437 ASSEMBLY JUDICIARY, STONE, Chair

Summary: Current law establishes the Trial Court Trust Fund for the purpose of funding trial court operations. For purposes of those provisions, court operations are defined to include, among other things, juror expenses such as travel reimbursement. Current law also specifies the travel reimbursement to be paid to jurors in civil and criminal cases at \$0.34 per mile for each mile traveled in attending court after the first day, in going only. This bill would require the mileage reimbursement provision described above to apply to travel both going and leaving court. The bill would require that all jurors and prospective jurors who have been summoned be provided access to existing public transit services at no cost, as specified. The bill would authorize courts to partner with public transit operators to provide this no-cost service or to determine an alternate method of reimbursement up to a daily maximum of \$12.

Position

[AB 2039](#) (Rivas, Luz D) Los Angeles Metropolitan Transportation Authority: contracting.

Current Text: Introduced: 2/14/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Status: 2/15/2022-From printer. May be heard in committee March 17.

Location: 2/14/2022-A. PRINT

Summary: The Local Agency Public Construction Act sets forth procedures that a local agency is required to follow when procuring certain services or work. Current law also sets forth specific public contracting requirements for certain transit districts. This bill would state the intent of the Legislature to enact legislation that authorizes the Los Angeles County Metropolitan Transportation Authority to enter into specified contracts.

Position

AB 2071 (Patterson R) Vehicles: distracted driving awareness grant.

Current Text: Introduced: 2/14/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Status: 2/24/2022-Referred to Com. on TRANS.

Location: 2/24/2022-A. TRANS.

Calendar: 3/21/2022 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRIEDMAN, Chair

Summary: Existing law provides for a California Traffic Safety Program in state government consisting of specified components to improve driver, bicyclist, and pedestrian performance. The California Traffic Safety Program, upon a delegation of authority by the Governor, is administered by a highway safety representative, who serves in the Transportation Agency, and includes state and local programs, as specified. This bill would, upon appropriation by the Legislature, require the Office of Traffic Safety to administer a grant program to combat distracted driving. The bill would require that grants be awarded to qualifying law enforcement agencies, such as the Department of the California Highway Patrol. The bill would require that grant funds be used to increase public awareness of the dangers of distracted driving.

Position

AB 2074 (Gipson D) Air Quality Improvement Program: micromobility devices.

Current Text: Introduced: 2/14/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Status: 2/24/2022-Referred to Com. on TRANS.

Location: 2/24/2022-A. TRANS.

Calendar: 3/21/2022 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRIEDMAN, Chair

Summary: Current law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the production and use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Current law specifies the types of projects eligible to receive funding under the program. This bill would specify projects providing incentives for purchasing micromobility devices, as defined, as projects eligible for funding under the program. The bill would require the state board, no later than July 1, 2023, to establish a Micromobility Device Incentives Project to provide incentives, in the form of vouchers, to individuals for the purchase of micromobility devices, as provided.

Position

AB 2097 (Friedman D) Residential and commercial development: remodeling, renovations, and additions: parking requirements.

Current Text: Introduced: 2/14/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Status: 2/24/2022-Referred to Coms. on L. GOV. and H. & C.D.

Location: 2/24/2022-A. L. GOV.

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 land use element and a conservation element. This bill would prohibit a public agency from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile of public transit, as defined. When a project provides parking voluntarily, the bill would authorize a public agency to impose specified requirements on the voluntary parking. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a

new multifamily or nonresidential development to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities.

Position

[AB 2147](#) (Ting D) Pedestrians.

Current Text: Introduced: 2/15/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Status: 3/8/2022-Coauthors revised.

Location: 2/15/2022-A. TRANS.

Calendar: 3/21/2022 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRIEDMAN, Chair

Summary: Current law prohibits pedestrians from entering roadways and crosswalks, except under specified circumstances. Under existing law, a violation of these provisions is an infraction. Current law establishes procedures for peace officers to make arrests for violations of the Vehicle Code without a warrant for offenses committed in their presence, as specified. This bill would prohibit a peace officer, as defined, from stopping a pedestrian for specified traffic infractions unless a reasonably careful person would realize there is an immediate danger of collision with a moving vehicle or other device moving exclusively by human power.

Position

[AB 2237](#) (Friedman D) Regional transportation plan: Active Transportation Program.

Current Text: Introduced: 2/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Status: 3/3/2022-Referred to Coms. on TRANS. and NAT. RES.

Location: 3/3/2022-A. TRANS.

Calendar: 3/28/2022 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRIEDMAN, Chair

Summary: Current law requires the Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. This bill would require the council to convene key state agencies, metropolitan planning agencies, regional transportation agencies, and local governments to assist the council in completing the report.

Position

[AB 2264](#) (Bloom D) Pedestrian crossing signals.

Current Text: Introduced: 2/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Status: 3/3/2022-Referred to Com. on TRANS.

Location: 3/3/2022-A. TRANS.

Calendar: 3/28/2022 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRIEDMAN, Chair

Summary: Under current law, a pedestrian control signal showing a "WALK" or approved "Walking Person" symbol means a pedestrian may proceed across the roadway in the direction of the signal. Under current law, a pedestrian facing a flashing "DON'T WALK" or "WAIT" or approved "Upraised Hand" symbol with a "countdown" signal, as specified, means a pedestrian may start crossing the roadway in the direction of the signal but requires the pedestrian to finish crossing prior to the display of the steady "DON'T WALK" or "WAIT" or approved "Upraised Hand" symbol, as specified. This bill would require the Department of Transportation and local authorities to update all pedestrian control signals to operate giving a pedestrian a head start between 3 to 7 seconds to enter an intersection with a corresponding circular green signal, as specified.

Position

[AB 2271](#) (Gipson D) Los Angeles County Metropolitan Transportation Authority: contracting: local businesses.

Current Text: Introduced: 2/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Status: 3/3/2022-Referred to Com. on L. GOV.

Location: 3/3/2022-A. L. GOV.

Summary: Current law authorizes LA Metro to provide for a small business preference of 5% of the lowest responsible bidder meeting specifications, with respect to contracts in construction, the construction component of a design-build team, the procurement of goods, or the delivery of services. Current law also authorizes LA Metro to establish a subcontracting participation goal for small businesses on certain contracts financed with nonfederal funds and to grant a preference of 5% to the lowest responsible bidders that meet that goal. This bill would expand these contracting preferences and goals to local businesses.

Position

AB 2336 (Friedman D) Vehicles: Speed Safety System Pilot Program.

Current Text: Introduced: 2/16/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Status: 3/3/2022-Referred to Coms. on TRANS. and P. & C.P.

Location: 3/3/2022-A. TRANS.

Calendar: 3/28/2022 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRIEDMAN, Chair

Summary: Would authorize, until January 1, 2028, the Cities of Los Angeles, Oakland, San Jose, _____ and _____, and the City and County of San Francisco, to establish the Speed Safety System Pilot Program if the system meets specified requirements. The bill would require the participating cities or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized. The bill would require the participating cities or city and county to issue warning notices rather than notices of violations for violations detected within the first 30 calendar days of the program.

Position

AB 2419 (Bryan D) Environmental justice: federal Infrastructure Investment and Jobs Act: Justice40 Oversight Committee.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 3/3/2022-Referred to Coms. on NAT. RES. and E.S. & T.M.

Location: 3/3/2022-A. NAT. RES.

Summary: Current law requires the Secretary for Environmental Protection to convene a Working Group on Environmental Justice composed of various representatives, as specified, to assist the California Environmental Protection Agency in developing an agencywide environmental justice strategy. The federal Infrastructure Investment and Jobs Act provides additional federal funds to rebuild the nation's infrastructures. This bill would require a minimum of 40% of funds received by the state under the federal act to be allocated to projects that provide direct benefits to disadvantaged communities and a minimum of an additional 10% be allocated for projects that provide direct benefits to low-income households and low-income communities. The bill would establish the Justice40 Oversight Committee in the Office of Planning and Research to perform various actions related to the expenditure of those federal funds.

Position

AB 2432 (Muratsuchi D) Neighborhood electric vehicles: County of Los Angeles: South Bay cities area.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 3/3/2022-Referred to Com. on TRANS.

Location: 3/3/2022-A. TRANS.

Summary: Current law imposes certain restrictions on the use of low-speed vehicles on public streets and highways, and generally requires an operator of a low-speed vehicle to have a driver's license. A low-speed vehicle is also known as a neighborhood electric vehicle (NEV). A violation of the Vehicle Code is an infraction, unless otherwise specified. Current law authorizes certain local agencies to establish a NEV transportation plan subject to certain requirements. A person operating a NEV in a plan area in violation of certain provisions is guilty of an infraction punishable by a fine not exceeding \$100. This bill would authorize the County of Los Angeles or any city in the county to establish a similar NEV transportation plan for a plan area that may include any applicable portion of the county or city located within the jurisdiction of the South Bay Cities Council of Governments, as specified, subject to the same penalties.

Position

AB 2438 (Friedman D) Transportation projects: alignment with state plans.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 3/3/2022-Referred to Com. on TRANS.

Location: 3/3/2022-A. TRANS.

Summary: Would require all transportation projects funded at the local or state level to align with the California Transportation Plan and the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency. To the extent the bill imposes additional duties on local agencies, the bill would impose a state-mandated local program.

Position

AB 2441 (Kalra D) Public employment: local public transit agencies: new technologies.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Location: 2/17/2022-A. PRINT

Summary: Current law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matter subject to collective bargaining. This bill would prescribe requirements for public transit employers in connection with the introduction of new technologies for public transit services that introduce new products, services, or type of operation, as specified, or that eliminate jobs or job functions of the workforce to which they apply. The bill would require a public transit employer to provide notice, as specified, to the applicable exclusive employee representative of its intention to begin any procurement process or a plan to acquire or deploy to new technologies for public transit services, as described above, not less than 12 months before commencing the process, plan, or deployment.

Position

AB 2462 (Valladares R) Department of Transportation: state highways.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Location: 2/17/2022-A. PRINT

Summary: Current law establishes the Department of Transportation and the California Transportation Commission, and vests with the department the obligation to improve and maintain state highways, including all traversable highways that have been adopted or designated as state highways by the commission. This bill would make a nonsubstantive change to this provision.

Position

AB 2514 (Dahle, Megan R) Department of Transportation: highway safety.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Location: 2/17/2022-A. PRINT

Summary: Current law vests the Department of Transportation with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. This bill would state the intent of the Legislature to enact subsequent legislation relating to the department's highway upgrade priorities in order to account for rural communities and roads that may have fewer drivers, but have a large number of accidents.

Position

AB 2542 (Rubio, Blanca D) Tolls: exemption for privately owned emergency ambulances.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Location: 2/17/2022-A. PRINT

Summary: Current law prohibits a person from operating a privately owned emergency ambulance unless licensed by the Department of the California Highway Patrol. This bill would generally modify the exemption to apply to the use of a toll facility, as defined, and would expand the exemption, dispute resolution procedures, and agreement provisions to include a privately owned emergency ambulance licensed by the Department of the California Highway Patrol. The bill would also make technical

changes to these provisions.

Position

[AB 2562](#) (Bennett D) Clean Transportation Program: hydrogen-fueling stations.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Location: 2/17/2022-A. PRINT

Summary: Would require the State Energy Resources Conservation and Development Commission, if it awards funding to hydrogen-fueling station projects under the program, to provide preference to those projects that are located at a port and are publicly accessible, are located at a fueling station for medium- and heavy-duty trucks, or are located along a state highway designated as a freight corridor. This bill contains other existing laws.

Position

[AB 2622](#) (Mullin D) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 2/19/2022-From printer. May be heard in committee March 21.

Location: 2/18/2022-A. PRINT

Summary: Current state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2024, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2034. This bill contains other related provisions and other existing laws.

Position

[AB 2719](#) (Fong R) California Environmental Quality Act: exemptions: highway safety improvement projects.

Current Text: Introduced: 2/18/2022 [html](#) [pdf](#)

Introduced: 2/18/2022

Status: 2/19/2022-From printer. May be heard in committee March 21.

Location: 2/18/2022-A. PRINT

Summary: CEQA includes exemptions from its environmental review requirements for numerous categories of projects, including, among others, emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore an existing highway under specified circumstances. This bill would further exempt from the requirements of CEQA highway safety improvement projects, as defined, undertaken by the Department of Transportation or a local agency.

Position

[AB 2956](#) (Committee on Transportation) Transportation.

Current Text: Introduced: 2/28/2022 [html](#) [pdf](#)

Introduced: 2/28/2022

Status: 3/1/2022-From printer. May be heard in committee March 31.

Location: 2/28/2022-A. PRINT

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 program to be funded by state and federal funds from appropriations in the annual Budget Act to the Department of Transportation, for allocation to the California Transportation Commission. Under existing law, the amount of these appropriations include 100% of federal Transportation Alternative Program funds, except as specified. This bill would revise those provisions to specify the federal statutory source for the Transportation Alternative Program and would make a related technical change.

Position

[ACA 1](#)

(Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.

Current Text: Introduced: 12/7/2020 [html](#) [pdf](#)

Introduced: 12/7/2020

Status: 4/22/2021-Referred to Coms. on L. GOV. and APPR.

Location: 4/22/2021-A. L. GOV.

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.

Position

Support

[SB 873](#)

(Newman D) California Transportation Commission: state transportation improvement program: capital outlay support.

Current Text: Introduced: 1/24/2022 [html](#) [pdf](#)

Introduced: 1/24/2022

Status: 3/9/2022-March 22 set for first hearing canceled at the request of author.

Location: 2/2/2022-S. TRANS.

Summary: Current law requires the California Transportation Commission to biennially adopt a state transportation improvement program that lists all capital improvement projects that are expected to receive an allocation of state transportation funds, as specified. Current law characterizes the state transportation improvement program as a resource management document to assist the state and local entities to plan and implement transportation improvements and to use available resources in a cost-effective manner. Current law requires the program to specify the allocation or expenditure amount and the allocation or expenditure year for certain project components, as specified. This bill would require the commission to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the program. The bill would require the commission to develop guidelines, in consultation with the Department of Transportation, to implement these allocation procedures.

Position

[SB 922](#)

(Wiener D) California Environmental Quality Act: exemptions: transportation-related projects.

Current Text: Introduced: 2/3/2022 [html](#) [pdf](#)

Introduced: 2/3/2022

Status: 3/8/2022-Set for hearing March 28.

Location: 2/16/2022-S. E.Q.

Calendar: 3/28/2022 9 a.m. - John L. Burton Hearing Room (4203) SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair

Summary: CEQA, until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would extend the above exemption indefinitely. The bill would also repeal the requirement that the bicycle transportation plan is for an urbanized area and would extend the exemption to an active transportation plan or pedestrian plan, or for a feasibility and planning study for active transportation, bicycle facilities, or pedestrian facilities.

Position

[SB 932](#)

(Portantino D) General plans: circulation element: bicycle and pedestrian plans and traffic calming plans.

Current Text: Introduced: 2/7/2022 [html](#) [pdf](#)

Introduced: 2/7/2022

Status: 3/8/2022-Set for hearing March 17.

Location: 2/16/2022-S. GOV. & F.

Calendar: 3/17/2022 Upon adjournment of Session - John L. Burton Hearing Room (4203) SENATE GOVERNANCE AND FINANCE, CABALLERO, Chair

Summary: Current law states the Legislature's intention that a county or city general plan and the elements and parts of that general plan comprise an integrated, internally consistent and compatible statement of policies for the adopting agency. This bill would emphasize the intent of the Legislature to

fight climate change with these provisions.

Position

SB 942 (Newman D) Low Carbon Transit Operations Program: free or reduced fare transit program.

Current Text: Introduced: 2/8/2022 [html](#) [pdf](#)

Introduced: 2/8/2022

Status: 3/2/2022-Set for hearing March 22.

Location: 2/16/2022-S. TRANS.

Calendar: 3/22/2022 9 a.m. - Senate Chamber SENATE TRANSPORTATION, GONZALEZ, LENA, Chair

Summary: Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Current law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys, as specified. This bill would authorize a transit agency that uses program moneys to fund a free or reduced fare transit program and that demonstrates compliance with the above-described requirements in its initial program application to continue to use those moneys to maintain that program on an ongoing basis without demonstrating continued compliance with those requirements.

Position

SB 1021 (Bradford D) Vehicles: driving under the influence of alcohol or drugs.

Current Text: Introduced: 2/14/2022 [html](#) [pdf](#)

Introduced: 2/14/2022

Status: 2/23/2022-Referred to Com. on RLS.

Location: 2/14/2022-S. RLS.

Summary: Current law prohibits a person who is under the influence of alcohol, drugs, or the combined influence of alcohol or drugs from driving a vehicle (DUI). A violation of this prohibition, generally, is punishable as a misdemeanor. Current law authorizes a court to offer misdemeanor diversion to criminal defendants which, contingent on successful completion of specified terms and conditions imposed by the court, results in the dismissal of charges prior to adjudication. Current law specifically prohibits diversion programs for a person charged with DUI. This bill would express the intent of the Legislature to enact legislation to establish a DUI diversion program, as specified.

Position

SB 1049 (Dodd D) Transportation Resilience Program.

Current Text: Introduced: 2/15/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Status: 2/23/2022-Referred to Com. on TRANS.

Location: 2/23/2022-S. TRANS.

Calendar: 3/22/2022 9 a.m. - Senate Chamber SENATE TRANSPORTATION, GONZALEZ, LENA, Chair

Summary: Would establish the Transportation Resilience Program in the Department of Transportation to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the commission to prioritize projects that meet certain criteria.

Position

SB 1067 (Portantino D) Housing development projects: automobile parking requirements.

Current Text: Introduced: 2/15/2022 [html](#) [pdf](#)

Introduced: 2/15/2022

Status: 3/8/2022-Set for hearing March 17.

Location: 2/23/2022-S. GOV. & F.

Calendar: 3/17/2022 Upon adjournment of Session - John L. Burton Hearing Room (4203) SENATE GOVERNANCE AND FINANCE, CABALLERO, Chair

Summary: Would prohibit a city with a population greater than 200,000 from imposing any minimum automobile parking requirement on a housing development project that is located within 1/2 mile of public transit, as defined, and that either (1) dedicates 75% of the total units to low- and very low income households, the elderly, or persons with disabilities or (2) the developer demonstrates to the local agency that the development would not have a negative impact on the local agency's ability to meet specified housing needs and would not have a negative impact on traffic circulation or existing residential or commercial parking within 1/2 mile of the project. By changing the duties of local planning officials, this bill would impose a state-mandated local program.

Position

SB 1121 (Gonzalez D) State and local transportation system: needs assessment.

Current Text: Amended: 3/8/2022 [html](#) [pdf](#)

Introduced: 2/16/2022

Last Amend: 3/8/2022

Status: 3/8/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Location: 2/16/2022-S. RLS.

Summary: Would require the California Transportation Commission to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years, as provided. As part of the needs assessment, the bill would require the commission to forecast the expected revenue, including federal, state, and local revenues, to pay for the cost identified in the needs assessment, any shortfall in revenue to cover the cost, and recommendations on how any shortfall should be addressed. The bill would require the commission to submit the needs assessment to the Legislature on or before January 1, 2024, and biennially thereafter.

Position

SB 1217 (Allen D) State-Regional Collaborative for Climate, Equity, and Resilience.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 3/8/2022-Set for hearing March 28.

Location: 3/7/2022-S. E.Q.

Calendar: 3/28/2022 9 a.m. - John L. Burton Hearing Room (4203) SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair

Summary: Would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the State Air Resources Board for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of the state board, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations, as specified. The bill would require, on or before December 31, 2025, the state board to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative.

Position

SB 1230 (Limón D) Greenhouse gas emissions: transportation.

Current Text: Introduced: 2/17/2022 [html](#) [pdf](#)

Introduced: 2/17/2022

Status: 3/2/2022-Referred to Com. on RLS.

Location: 2/17/2022-S. RLS.

Summary: The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would state the intent of the Legislature to enact subsequent legislation that would implement measures and programs that achieve the 2030 greenhouse gas reduction targets for the transportation sector identified in the 2017 scoping plan and that would minimize increases in greenhouse gas emissions in the electric power sector from transportation electrification through a combination of specified actions.

Position

SB 1251 (Gonzalez D) Electric Vehicle Equity Ombudsperson.**Current Text:** Introduced: 2/17/2022 [html](#) [pdf](#)**Introduced:** 2/17/2022**Status:** 3/7/2022-Referral to Com. on E., U. & C. rescinded because of the limitations placed on committee hearings due to ongoing health and safety risks of the COVID-19 virus.**Location:** 3/7/2022-S. E. U., & C.**Summary:** Would create the Electric Vehicle Equity Ombudsperson in state government and would require the ombudsperson to coordinate activities among state agencies to advance light-, medium-, and heavy-duty zero-emission vehicles and zero-emission infrastructure deployment and to ensure related equity, workforce development, economic development, and other needs are addressed to grow and support the sector statewide in order to achieve specified goals relating to zero-emission vehicles.**Position****SB 1391 (Kamlager D) Greenhouse Gas Reduction Fund: investment plan.****Current Text:** Introduced: 2/18/2022 [html](#) [pdf](#)**Introduced:** 2/18/2022**Status:** 3/9/2022-Referred to Com. on E.Q.**Location:** 3/9/2022-S. E.Q.**Summary:** The California Global Warming Solutions Act of 2006 authorizes the state State Air Resources Board to include the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing 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 fund. This bill would require the 3-year investment plan to additionally identify conflicting or overlapping policies, where applicable, in current state strategies to meeting the state's greenhouse gas emissions reduction goals and targets by sector.**Position****SB 1410 (Caballero D) California Environmental Quality Act: transportation impacts.****Current Text:** Introduced: 2/18/2022 [html](#) [pdf](#)**Introduced:** 2/18/2022**Status:** 3/9/2022-Referred to Com. on E.Q.**Location:** 3/9/2022-S. E.Q.**Summary:** CEQA requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Existing law requires the office to recommend potential metrics to measure transportation impacts, as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. This bill instead would require the criteria for determining the significance of transportation impacts of projects within transit priority areas to only promote the reduction of greenhouse gas emissions. The bill would retain the metric for traffic levels of service for projects outside transit priority areas, and require the potential metrics described above to only apply to projects within transit priority areas.**Position****Water****AB 1845 (Calderon D) Metropolitan Water District of Southern California: alternative project delivery methods.****Current Text:** Introduced: 2/8/2022 [html](#) [pdf](#)**Introduced:** 2/8/2022**Status:** 2/18/2022-Referred to Coms. on L. GOV. and W.,P., & W.**Location:** 2/18/2022-A. L. GOV.**Summary:** Would authorize the Metropolitan Water District of Southern California to use the design-

build procurement process for certain regional recycled water projects or other water infrastructure projects. The bill would define "design-build" to mean a project delivery process in which both the design and construction of a project are procured from a single entity. The bill would require the district, if using this procurement process, to follow certain procedures, including preparing and issuing a request for qualifications, preparing a request for proposals including the scope and needs of the project or contract, and awarding projects based on certain criteria for projects utilizing either lowest responsible bidder or best value selection criteria.

Position

Total Measures: 191
Total Tracking Forms: 191



AGENDA ITEM 4
REPORT

Southern California Association of Governments
Remote Participation Only
March 15, 2022

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Redistricting 2022 Update - New Legislative Maps

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:

This report provides a brief update on the new Congressional and State Legislative maps adopted by the California Redistricting Commission.

BACKGROUND:

Every ten years, after the U.S. Census and reapportionment, California must redraw the boundaries for its House of Representatives districts, 40 Senate districts, 80 Assembly districts, and four Board of Equalization districts. To complicate matters, during reapportionment, California lost one seat in the House, dropping California’s count from 53 to 52.

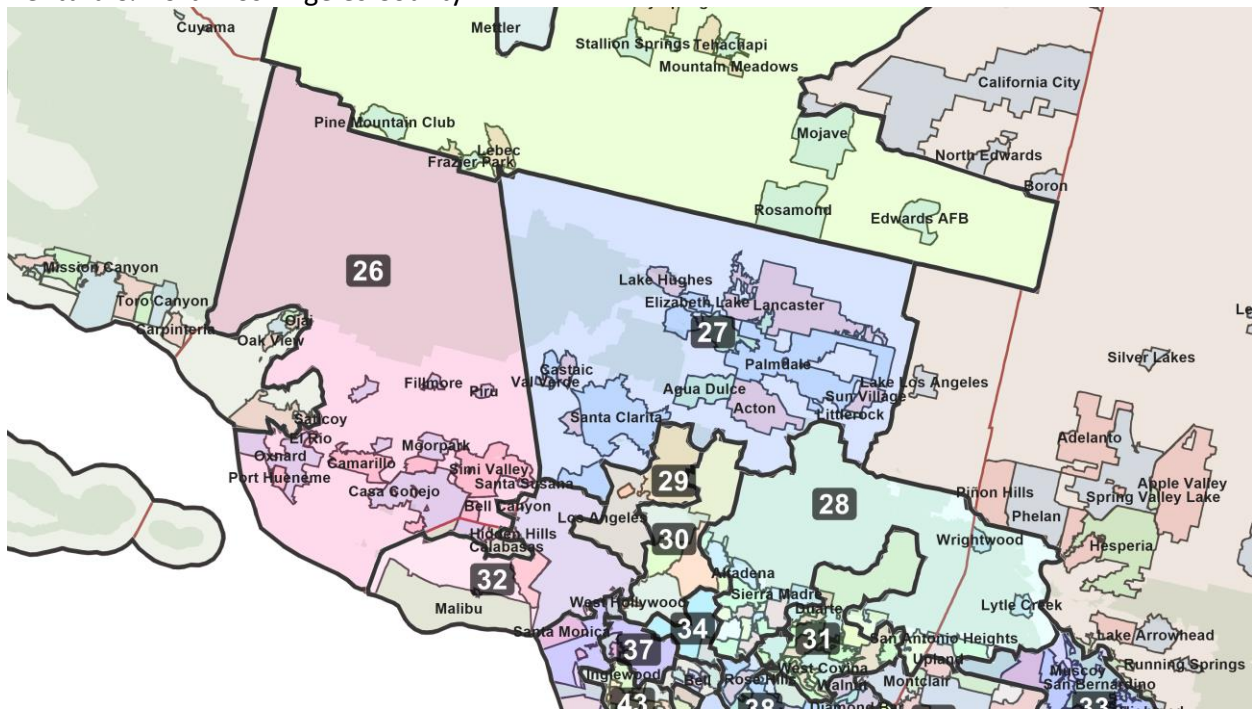
In 2008, California voters authorized the creation of the California Citizens Redistricting Commission, which was tasked with drawing new district lines. The independent Commission consists of 14 members, of which five are Republicans, five are Democrats, and four are not affiliated with either party. The Commission must redraw boundaries while following strict nonpartisan rules designed to create districts of roughly equal populations that fairly represent all Californians.

The 2020 California Citizens Redistricting Commission had its first meeting on July 21, 2020. The Commission ultimately adopted the new maps in December 2021 and submitted its maps to the California Secretary of State on December 27, 2021. These maps will take effect beginning with the June 2022 primary elections and will remain in effect for the next decade.

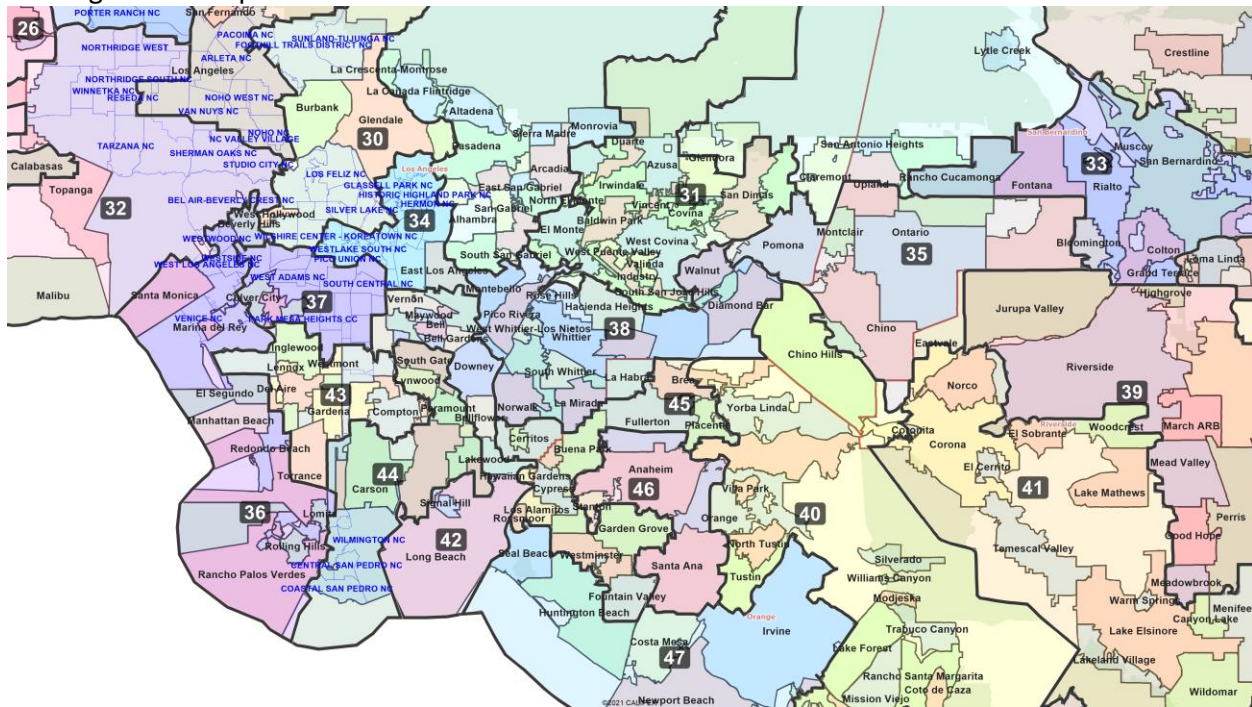
According to FiveThirtyEight, a website that focuses on opinion poll analysis, politics, and economics, California’s new Congressional maps contain 43 Democratic-leaning seats, seven Republican-leaning seats, and two highly competitive seats. This is a similar orientation when compared to the current maps. As mentioned above, California lost one Congressional seat in reapportionment due to slower population growth. Many political observers agree that the district represented by Congresswoman Lucille Roybal-Allard was disbanded, though she announced her retirement from Congress.

According to CalMatters, a nonprofit and nonpartisan newsroom focusing on California policy and politics, the new State Senate districts resulted in three districts shifting from containing Democratic-registered voter majorities to Republican-registered voter majorities. CalMatters also reported that while Democrats currently hold 60 of the 80 Assembly seats, the new maps create 63 solid Democratic seats. This staff report includes photos of the new maps below that capture the updated boundaries for the SCAG region:

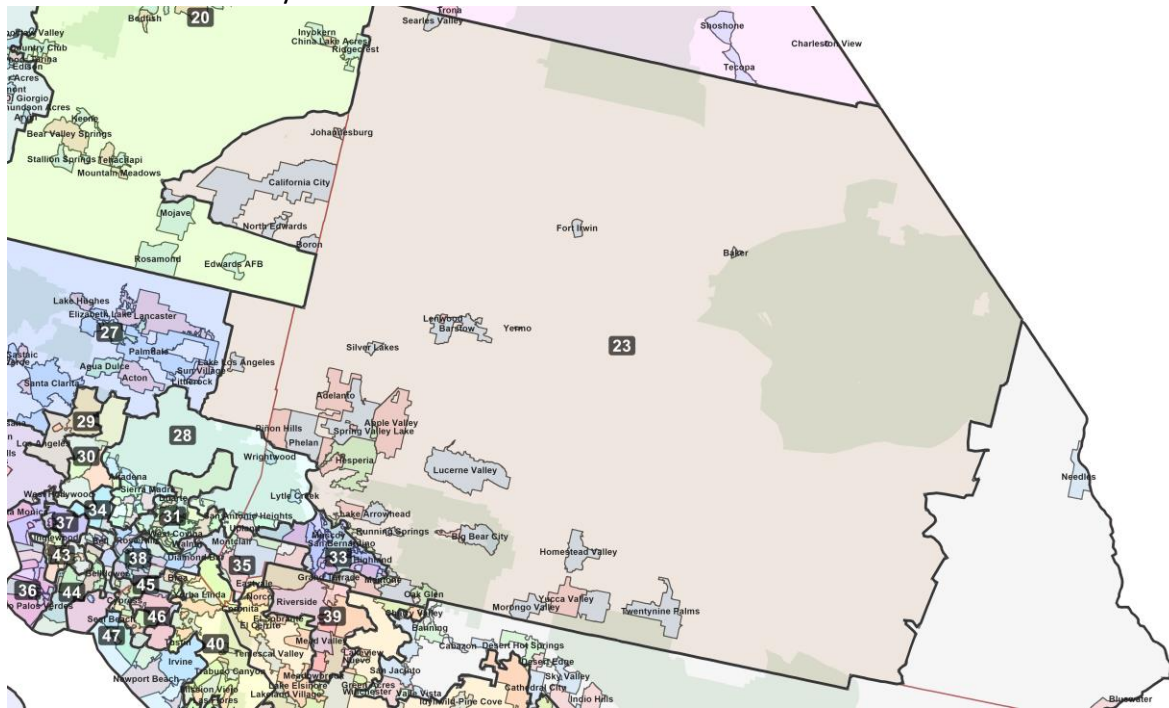
Congressional Districts
Ventura & North Los Angeles County



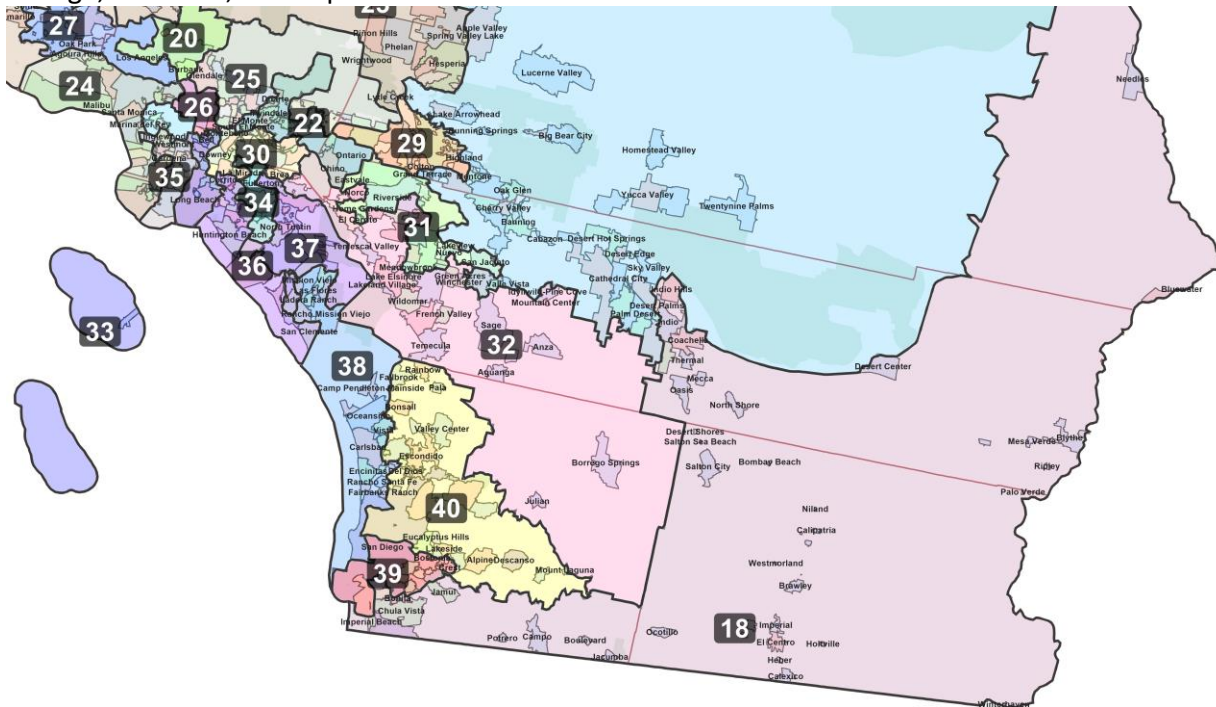
Los Angeles Metropolitan Area



San Bernardino County

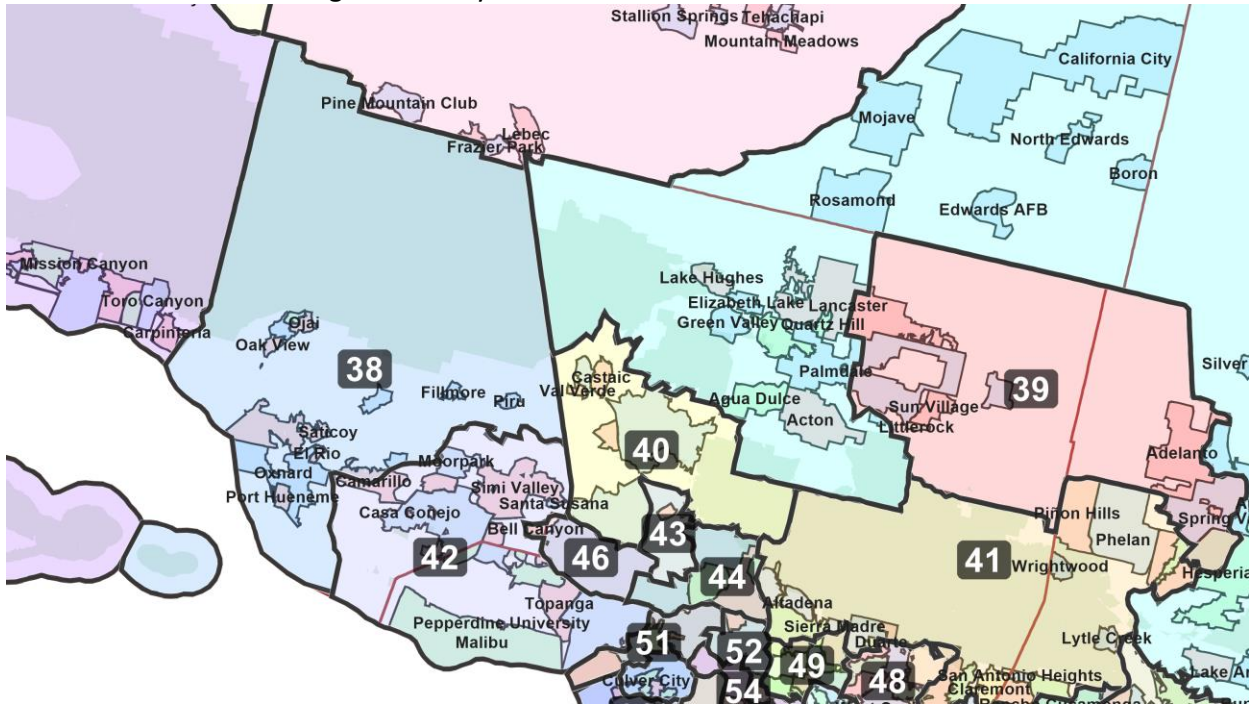


Orange, Riverside, and Imperial Counties

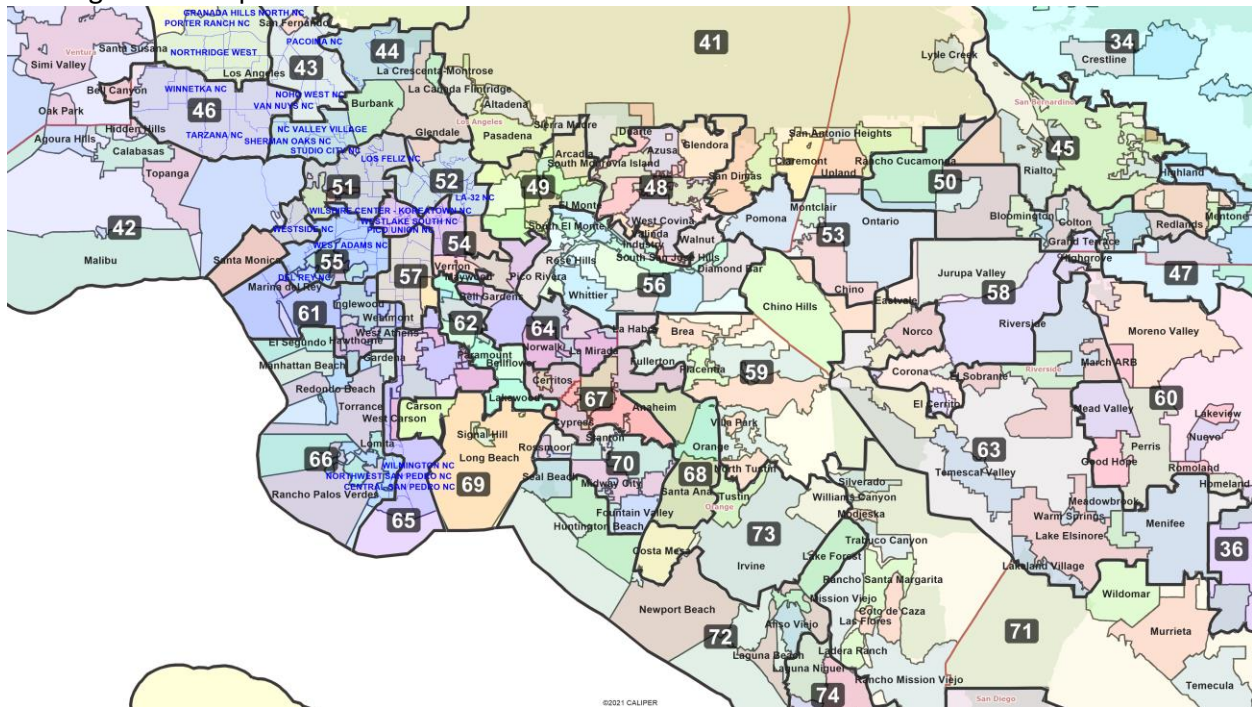


State Assembly Districts

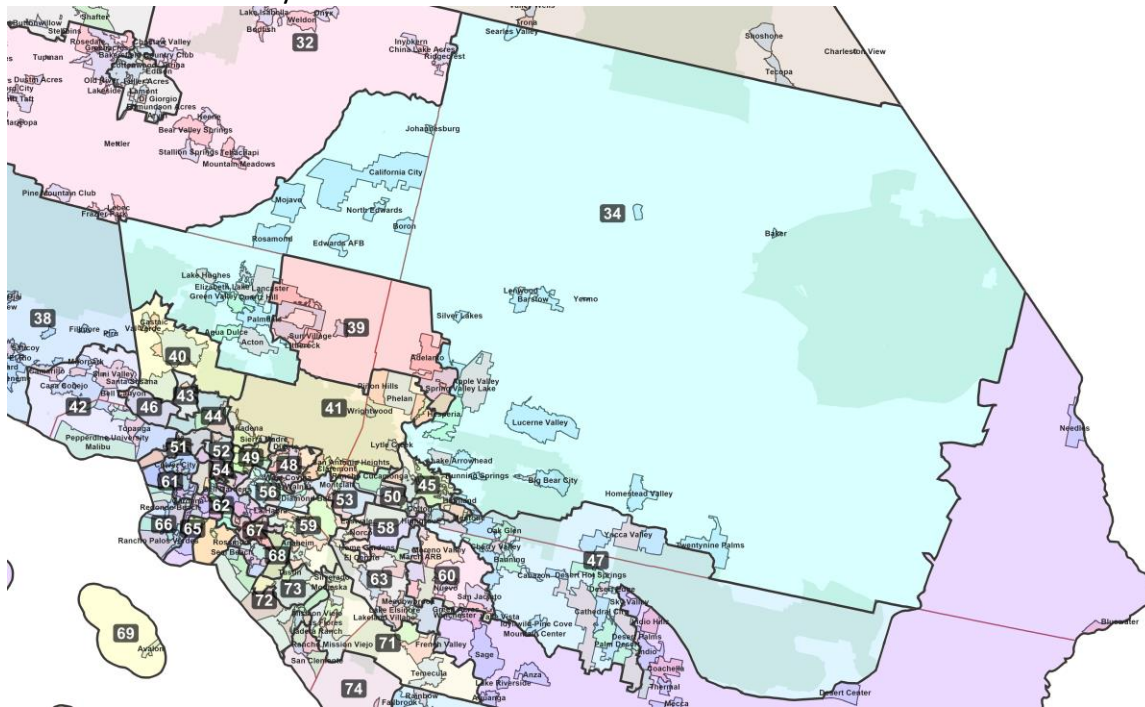
Ventura and North Los Angeles County



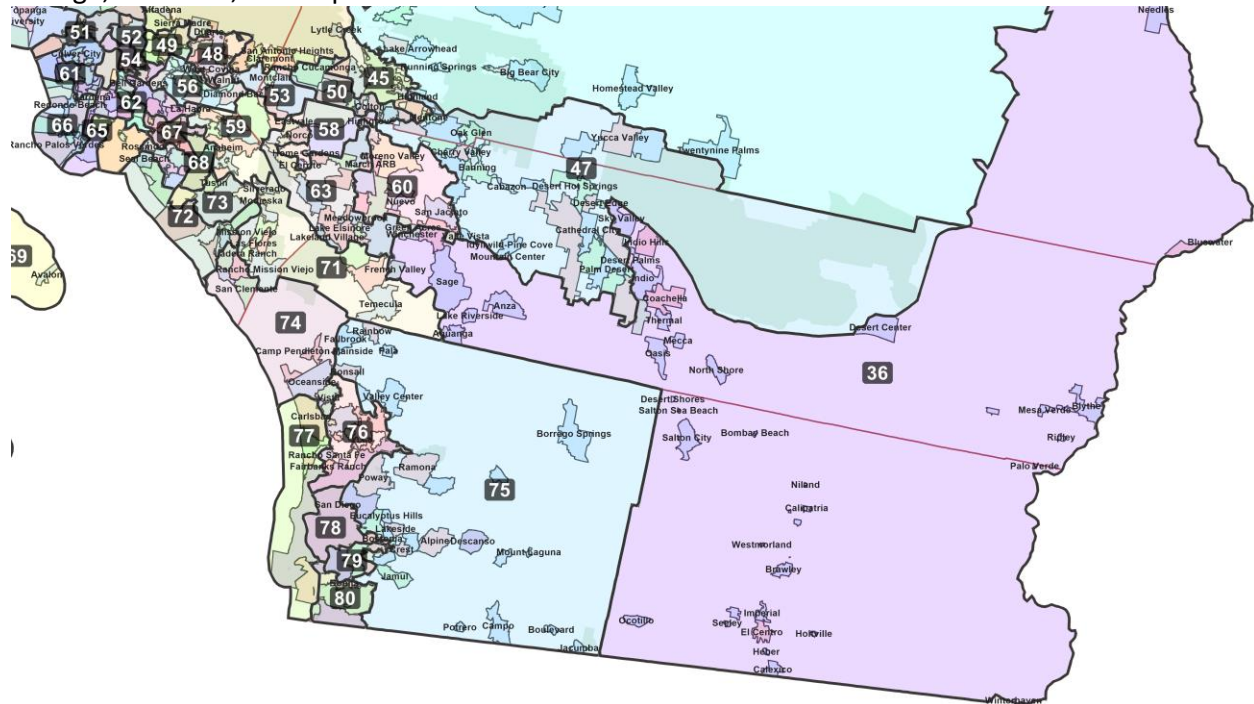
Los Angeles Metropolitan Area



San Bernardino County



Orange, Riverside, and Imperial Counties



FISCAL IMPACT:

Work associated with the staff report containing the Redistricting 2022 Update – New Legislative Maps is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 5
REPORT

Southern California Association of Governments
Remote Participation Only
March 15, 2022

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: S 3649 (Padilla) - Transportation Equity Act

RECOMMENDED ACTION:

Support

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:

Senate Bill (S) 3649 (Padilla, D-California) would re-establish the Transportation Equity Committee (TEC) no later than 120 days after the Act is signed into law to provide independent advice and recommendations to the Secretary of Transportation. Staff recommends that the Legislative/Communications and Membership Committee (LCMC) forward a "support" position to the Regional Council on S 3694.

BACKGROUND:

In 2016, the United States Department of Transportation, led by Secretary Anthony Foxx under the Obama Administration, established the Advisory Committee on Transportation Equity (ACTE) through the rulemaking process for two years. The Committee was created to convene stakeholders to provide recommendations on issues related to transportation equity, including the role of transportation policy on health, housing, environmental justice, and other related matters. The Committee members came from various public, private, and non-profit organizations, including:

- Chairman Michael Nutter – Professor of Professional Practice in Urban & Public Affairs, Columbia University School of International and Public Affairs
- Mr. Billy Altom – Executive Director, Association of Programs for Rural Independent Living
- Ms. Ann Ferro – President and CEO, American Association of Motor Vehicle Administrators
- Ms. Angela Glover Blackwell – President and CEO, PolicyLink
- Dr. Joe Grengs – Professor, University of Michigan Urban and Regional Planning

- Mr. Van Jones – President, Dream Corps (participated by teleconference)
- Mr. Robert Puentes – President and CEO, ENO Center
- Dr. Beverly Scott – Chief Executive Officer, Beverly Scott Assoc., LLC
- Dr. Jim Spencer – Associate Dean of Research and Graduate Studies, Clemson University
- Mr. Phillip Washington – Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority

In 2018, the Trump Administration dissolved the ACTE, almost a year before it was set to expire in its initial charter. On November 3, 2021, US Senator Alex Padilla, recognizing the need to ensure historic transportation funding levels are equitably distributed, led 16 of his colleagues to send a letter to the US Department of Transportation to re-establish the ACTE. However, Senator Padilla also recognizes that re-establishing the Committee through the rulemaking process would allow it to be easily dissolved by a future Administration. As a result, Senator Padilla has authored S 3649 to codify the Committee.

Additional information on S 3649 is included below.

S 3649

S 3649, the Transportation Equity Act, was authored by United States Senator Alex Padilla (D-CA) and introduced on February 15, 2022.

This bill would require the Secretary of Transportation to establish the Transportation Equity Committee (TEC) no later than 120 days after the bill is signed into law. The TEC would be tasked with providing advice on issues relating to transportation equity from transportation planning, design, research, policy, and advocacy stakeholders. The TEC would give advice and recommendations to the Secretary on transportation equity by developing a strategic plan that analyzes national transportation metrics and the effect of transportation equity on factors like economic development, connectivity, accessibility, and public engagement. The TEC will also be tasked with evaluating the Department of Transportation's work related to connecting people to economic opportunities, revitalizing communities by carrying out various activities related to transportation and opportunity and ensuring equal access to transportation to all residents.

The TEC membership will consist of between nine (9) and fifteen (15) appointees selected by the Transportation Secretary who must have expertise in related areas, including housing, health care, disability access, and the environment. Membership must also reflect diverse backgrounds, geography, and viewpoints from academia, community groups, industry and business, nongovernmental organizations, State and local governments, federally recognized Indian Tribes, advocacy organizations, and indigenous groups. Each member will serve a two-year term with no more than two (2) consecutive term reappointments. A member may be replaced by the Secretary if the member misses three (3) consecutive meetings.

The TEC must meet at least two (2) times per year, with no more than nine (9) months between meetings. The Secretary will also select a Federal employee as the Designated Federal Officer who will coordinate the Committee and offer administrative support. The Office of the Under Secretary for Policy of the Department of Transportation shall provide the necessary funding, logistics, and administrative support for the Committee.

S 3649 was referred to the Committee on Commerce, Science, and Transportation and is pending a hearing. Secretary Buttigieg responded to Senator Padilla's letter and expressed support for re-establishing the TEC, and his response letter is attached to this report. Further, the following Senators have co-sponsored the bill:

- Sen. Warnock, Raphael G. [D-GA]
- Sen. Blumenthal, Richard [D-CT]
- Sen. Booker, Cory A. [D-NJ]
- Sen. Carper, Thomas R. [D-DE]
- Sen. Casey, Robert P., Jr. [D-PA]
- Sen. Duckworth, Tammy [D-IL]
- Sen. Feinstein, Dianne [D-CA]
- Sen. Heinrich, Martin [D-NM]
- Sen. Markey, Edward J. [D-MA]
- Sen. Merkley, Jeff [D-OR]
- Sen. Peters, Gary C. [D-MI]
- Sen. Reed, Jack [D-RI]
- Sen. Sanders, Bernard [I-VT]
- Sen. Smith, Tina [D-MN]
- Sen. Van Hollen, Chris [D-MD]
- Sen. Wyden, Ron [D-OR]

Staff Recommendation

Staff recommends a support position for S 3649 consistent with the following points in the Regional Council-adopted legislative platform:

- Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, and practices related to planning decisions in the region.
- Support legislative efforts that further a "Health in All Policies" approach to facilitate equitable health outcomes related to SCAG's core public health focus areas: accessibility (to



healthy food, parks, and open space, and other services), affordable housing, air quality, climate resiliency, economic wellbeing, health equity, physical activity, and safety.

Given the historic levels of transportation funding pursuant to the Infrastructure Investment and Jobs Act (IIJA), the TEC would provide recommendations to ensure the IIJA's investments are being distributed fairly and equitably.

FISCAL IMPACT:

Work associated with the staff report on S 3649 is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. 05a - LCMC - 03152022 - Secretary Buttigieg Response Letter



THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

March 1, 2022

The Honorable Alex Padilla
United States Senate
Washington, DC 20510

Dear Senator Padilla:

Thank you for your letter requesting that the U.S. Department of Transportation (DOT) re-establish the Advisory Committee on Transportation Equity (ACTE) to advise and identify opportunities to promote transportation equity.

Done right, transportation policy has the potential to be a tremendous tool for advancing equity, while creating jobs and promoting growth. Equity also promotes engaged and vibrant communities. One of our top priorities at DOT is to embed equity in everything we do, and make sure we understand how our decisions impact all communities, particularly underrepresented groups. The Department is already making large strides in identifying ways to strengthen equity and access across transportation projects and systems. An advisory committee would certainly be an asset to bolster this work.

I strongly support re-establishing the ACTE and have asked my team to begin gathering information about the committee and prepare a proposal for its re-establishment. Equity is one of the Department's top priorities. Convening a group of DOT experts on equity in transportation is key to moving forward to establish an equity lens throughout the Department.

The ACTE will play an important role in reaching our equity goals and we support re-establishing it. I look forward to continuing to work together to ensure a safer and more equitable transportation future for every American. If I can provide further information or assistance, please reach out or contact Mohsin Syed, Principal Deputy Assistant Secretary for Governmental Affairs, at mohsin.syed@dot.gov. A similar response has been sent to each cosigner of your letter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Pete Buttigieg", is located below the "Sincerely," text.

Pete Buttigieg

Attachment: 05a - LCMC - 03152022 - Secretary Buttigieg Response Letter (S 3649 (Padilla) - Transportation Equity Act)



AGENDA ITEM 6
REPORT

Southern California Association of Governments
Remote Participation Only
March 15, 2022

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Estee Sepulveda, Legislative Analyst III,
(213) 236-1864, sepulveda@scag.ca.gov

Subject: AB 1944 (Lee and C. Garcia) and AB 2449 (Rubio) - Brown Act Reform

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 Ralph M. Brown Act requires local government business to be conducted at open and public meetings. Existing law allows the legislative body of a local agency to use teleconferencing as long as each teleconference location is identified in the notice and agenda of the meeting and accessible to the public. Given the last couple years of the COVID-19 pandemic, many local agencies subject to the Brown Act, including SCAG, have met remotely and demonstrated that meeting virtually was not only possible but vital for members of the public. Assemblymembers Alex Lee (D-San Jose) and Cristina Garcia (D-Bell Gardens) introduced Assembly Bill (AB) 1944 and Assemblymember Blanca Rubio (D-West Covina) introduced Assembly Bill (AB) 2449 to modernize the Brown Act. Staff recommends that the Legislative/Communications and Membership Committee (LCMC) forward a “support” position recommendation to the Regional Council on AB 1944 and AB 2449.

BACKGROUND:

The Ralph M. Brown Act was enacted in 1953 and generally requires that all meetings of a legislative body of a local agency be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda, providing for the ability of the public to have an opportunity to comment on agenda items, and generally prohibits deliberation or action on items not listed on the agenda. The existing law allows the legislative body of a local agency to use teleconferencing as long as a quorum of the members participate from locations within the boundaries of the agency’s jurisdiction. In order to teleconference, the teleconference location of each member who will be participating in the public meeting is required to be identified in the notice, each teleconference location must be accessible

to the public, members of the public must be allowed to address the legislative body at each teleconference location, and the legislative body must post an agenda at each teleconference location.

Due to the COVID-19 pandemic, local agency boards struggled to conduct their meetings in compliance with the Brown Act's requirements while still abiding by stay-at-home orders. As a result, in March 2020, Governor Gavin Newsom issued Executive Order N-29-20 to grant local agencies flexibility with some Brown Act requirements while meeting remotely. However, the Governor's executive order was due to expire on September 30, 2021. These flexibilities would not continue to apply to the current pandemic or future emergencies like wildfires, floods, toxic leaks, or other events that make in-person gatherings dangerous. In the interim, the Legislature approved AB 361 (Chapter 165, Statutes of 2021), which permits local agencies to continue to meet virtually and remotely during a state-declared emergency without having to meet a quorum and other requirements of teleconference meetings under the Brown Act through January 1, 2024. Furthermore, AB 361 requires a majority vote by a legislative body every 30 days in order to continue allowing members to participate virtually without meeting existing Brown Act requirements.

AB 1944

On February 10, 2022, Assemblymembers Alex Lee (D-San Jose) and Cristina Garcia (D-Bell Gardens) introduced AB 1944. This bill would specify that a local agency subject to the Brown Act could vote to allow their members to teleconference into a meeting without having to reveal the address of a private location in the notice and agenda or make the private location accessible to the public. The bill would also require a video stream of a meeting be accessible to the public whenever members teleconference into meetings. Furthermore, an option for the public to address the legislative body either by phone or video would need to be available to ensure that the public is able to participate in the meeting.

AB 1944 was referred to the Assembly Committee on Local Government, but a hearing date has not yet been set.

Support

- Gilroy City Councilmember Zach Hilton
- Pinole Mayor Pro Tem Devin T. Murphy
- Santa Clara School Board Member Vickie Fairchild
- Santa Clara School Board Member Bonnie Lieberman
- San Jose Housing Commissioner Martha O'Connell
- Seaside City Councilmember Jon Wizard
- South San Francisco Councilmember James Coleman
- San Bruno Park District Trustee Andriana Shea

Opposition

- N/A

- Santa Ana City Councilmember Jessie Lopez
- Sacramento City Councilmember Katie Valenzuela
- South San Francisco Unified School District Board of Trustees John Baker
- North Westwood Neighborhood Councilmember Andrew Lewis

AB 2449

On February 17, 2022, Assemblymember Blanca Rubio (D-West Covina) introduced AB 2449. This bill would allow a local agency subject to the Brown Act to use teleconferencing if a quorum of the members of a legislative body participate in person from a singular location clearly identified on the agenda that is open to the public and within the local agency's jurisdiction. This bill would change the Brown Act's requirements so that a local agency would no longer have to identify the teleconference location, make each teleconference location accessible to the public, allow members of the public to address the legislative body at each teleconference location, or post an agenda at each teleconference location.

AB 2449 was referred to the Assembly Committee on Local Government, but a hearing date has not yet been set.

Support

- Three Valleys Municipal Water District (*sponsor*)
- San Gabriel Valley Economic Partnership
- Southern California Water Coalition

Opposition

- N/A

Staff Recommendation

Staff recommends support for AB 1944 and AB 2449 consistent with Regional Council-adopted policy and legislative priorities that support legislative efforts to modernize the Brown Act to increase public participation, keep up with emerging technology, and allow local government agencies flexibility in conducting official meetings via teleconference and other electronic means.

Given the last couple years of the COVID-19 pandemic, many local agencies subject to the Brown Act, including SCAG, have met remotely and shown effective leadership. During this time, it was demonstrated that meeting virtually was not only possible but vital for members of the public who would otherwise be excluded from decision-making spaces. Providing remote access public participation expanded the ability of the public to participate safely from their homes, while also reducing the need to travel or attend meetings at times that may conflict with a member of the public's work or family obligations. AB 1944 and AB 2449 seek to codify these gains and modernize the provisions governing teleconferencing. Furthermore, the flexibilities to meet remotely under AB 361 are only in place during a declared state of emergency and when other criteria are met.

In addition to offering support for AB 1944 and AB 2449, staff recommends including proposed amendments to clarify provisions in both bills as part of SCAG’s advocacy efforts. First, SCAG could ask the bill authors to add an urgency clause to their bills to make them effective immediately upon the governor’s signature. This would be useful given that the current Declaration of State of Emergency will ultimately end, and it is not known when that may occur.

Secondly for AB 1944, we could ask the author to clarify the definition of “a location that is not public” if a member of a legislative body elects to teleconference, so the address does not need to be made public. As written, it is unclear if a hotel is a public place.

SCAG staff was also made aware that the authors of AB 1944 intend to offer two amendments to the bill. First, if a legislative body elects to use teleconferencing, the authors would like to require that the legislative body cast a majority vote to use its authorities. Secondly, the bill authors would like to clarify that the teleconferencing and remote participation flexibilities in the bill are contingent upon the availability of a video stream of a meeting.

Lastly, AB 1944 and AB 2449 have been referred to the Assembly Committee on Local Government. As the bills move through the legislative process, it is possible that the bills are merged or one is moved forward while the other one is held back. It is important to show early support for both bills to signal to the Legislature that there is a critical need to reform the Brown Act.

FISCAL IMPACT:

Work associated with the staff report on AB 1944 and AB 2449 is contained in the Indirect Cost budget, Legislation 810-0120.10.



AGENDA ITEM 7
REPORT

Southern California Association of Governments
Remote Participation Only
March 15, 2022

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Sarah Patterson, Regional Affairs Officer III
(213) 236-1904, patterson@scag.ca.gov

Subject: Public Participation Plan Comments and Responses

RECOMMENDED ACTION:

Approve the proposed edits to the Draft Public Participation Plan and recommend that the resulting Proposed Final Public Participation Plan be submitted to the Regional Council for adoption.

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 has developed an update to its Public Participation Plan to ensure that the agency’s approach to public engagement is current, effective, and inclusive. The Proposed Final Public Participation Plan is designed to make the plan accessible to a general audience and adaptable in anticipation of evolving technologies and practices.

A Draft Public Participation Plan was released for a 45-day period of public review and comment from November through December of 2021. Staff reviewed and responded to all comments, incorporating feedback as appropriate, and has produced a Proposed Final Public Participation Plan, which staff recommends the Legislative/Communications & Membership Committee (LCMC) should approve for Regional Council adoption.

BACKGROUND:

Since its inception, SCAG has engaged in a public involvement process in developing its regional transportation plans and programs. SCAG’s Public Participation Plan serves as a guide for SCAG’s public involvement process as well as the continuing, comprehensive, and coordinated planning process among stakeholders to ensure the ongoing opportunity for broad-based participation by as many affected and interested parties as possible in the development and review of regional plans and programs.

Strategies and best practices for public engagement, as well as the ways people consume information, have shifted dramatically in the past few years. Periodic updates to the Public Participation Plan allow SCAG to better reflect those changes as well as ensure compliance with state and federal regulations. SCAG's Public Participation Plan was last updated in September 2018, and in preparation for the development of the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), SCAG seeks to ensure that the agency's approach to public engagement is current, effective, and inclusive.

The proposed Draft Public Participation Plan explains how SCAG operates, establishes core values for public participation, and sets forth goals and strategies for increasing public information and engagement. The changes made for the 2022 update incorporated changes in communications impacted by two major influences that have shaped not only the SCAG region, but the nation. The impact of COVID-19, and the work done by SCAG's Special Committee on Equity and Social Justice, have impacted the way SCAG approached communications and engagement. This update looks at some of the major shifts in the use of technology and change from in-person meetings to virtual formats. The Special Committee on Equity and Social Justice helped guide SCAG's Racial Equity Early Action Plan (EAP) which offers a number of goals and strategies to ensure SCAG's communications are looked at through an equity framework whenever possible.

Public Comments

The Draft Public Participation Plan was released for a 45-day period of public review and comment from November through December of 2021. In total, the draft plan received 87 comments from 27 respondents. The comments were centered around the themes of accountability, inclusivity, and education and involvement. Several comments highlighted the need to improve SCAG's intake process once public comments are submitted and considered for adoption and more transparency in its communications to the public.

Staff compiled, reviewed, and responded to all comments received, incorporating feedback as appropriate. Copy editing recommendations, including notes on formatting and punctuation, were taken into consideration but not included in formal documentation. All other comments are included in the attached matrix, along with staff responses. As detailed in the matrix, public comments prompted a number of minor changes to the plan, largely related to updating inconsistencies and refining some statements that were unclear.

Staff will integrate all edits into a Proposed Final Public Participation Plan, which staff will present to the Regional Council for approval at their April meeting, upon approval from LCMC.



FISCAL IMPACT:

Funding to support the Public Participation Plan is identified in the agency's Overall Work Program (OWP) in 090-0148.01, Public Education and Participation.

ATTACHMENT(S):

1. PPP Draft Comment Matrix
2. 2021 PPP Proposed Draft_Comment Edit Version

SCAG 2022 DRAFT PUBLIC PARTICIPATION PLAN MATRIX OF COMMENTS AND RESPONSES

Stephanie Vallejo, N/A	SCAG Response
I am interested in being part of the 2022 PPP.	Comment noted.
Nicole Collazo, VACCD	SCAG Response
Item 1-Page 9. The hyperlink under “Public Participation Opportunities “is incorrect and directs the reader to an email	Comment noted. Edit will be included in final draft.
Item 2-Page 11. Under “Targeted Communities”, please include the ways to subscribe to email list(s), such as a direct website link to subscriptions page.	Comment noted. Edit will be included in final draft.
Item 3-Page 12. The hyperlink under “Website” is invalid. The hyperlink corresponding to “Newsletters are archived online at “is incorrect. Also, the section “Email” only has a discussion about the online newsletter, not emails.	Comment noted. Edit will be included in final draft.
Item 4-Page 14. The FTIP section should include the program’s direct webpage link.	Comment noted. Edit will be included in final draft.
Item 5-Page 19-20. In the spirit of transparency and to ensure the public and stakeholders SCAG is ensuring its success method criteria is being reviewed, it is recommended to include in the plan an enforcement mechanism or reporting requirement. For example, the plan may include reporting requirements that can be made available to the public, as well as including a summary table with results of success criteria, such as the number of social media hits by year, number of registrations vs attendance, shares of retweets, etc. The plan does not include an implementation or enforcement section on how all these criteria will be screened and how results will be made public	Comment noted. This recommendation will be considered during the next cycle update.
Item 6-Page 20. The hyperlink under “Web and Video “is not working. Please also include a direct weblink to the Data Library mentioned. The link to the online contact form is incorrect. The link to the e-newsletter subscription is incorrect.	Comment noted. Edit will be included in final draft.
Item 7-Page 21. The hyperlink under “Multilingual Access “and “Share Input “is incorrect.	Comment noted. Edit will be included in final draft.
Steve Smith, SBCTA	SCAG Response

Attachment: PPP Draft Comment Matrix (Public Participation Plan Comments and Responses)

SCAG 2022 DRAFT PUBLIC PARTICIPATION PLAN MATRIX OF COMMENTS AND RESPONSES

<p>My only comment has to do with Public Survey Methods, referenced on page 9 of the document. I think the time has come that SCAG should conduct some statistically valid public opinion surveys on a range of topics. The internet and public meeting surveys are self-selected samples out of the overall population. While such surveys can provide very useful information, they are not necessarily representative of the opinions of the cross-section of the larger population. Sometimes the two can be very different.</p>	<p>Comment noted. This recommendation will be considered during the next cycle update.</p>
<p>I would suggest that statistically valid surveys be included as a tool to strategically sample public opinion for the SCAG region. There are a variety of market research topics that could be useful to explore, such as: preferences for fuel-efficient and ZE vehicle types, expectations for fueling/charging methods, preferences for housing type and location (relative to demographic/household characteristics), opinions on mileage-based fees, propensity for using mobility as a service under various scenarios (vs. vehicle ownership model), propensity for riding transit (as related to job and household characteristics), areas for improvement in selected transportation modes, etc.</p>	<p>Comment noted. This recommendation will be considered during the next cycle update.</p>
<p>While the private sector puts a heavy emphasis on understanding their market, I'm not sure we truly understand our market for transportation/housing/energy services very well, and a better knowledge of it could be extremely helpful. SCAG has plenty of resources to conduct such surveys, and they are really not that expensive, in the overall scheme of things.</p>	<p>Comment noted. While not included in this document as a public participation strategy, the purpose of the PPP is to provide a baseline policy and standard to guide outreach and engagement activities. Individual SCAG projects or programs can include public opinion polling or other rigorous survey methods as needed to support the success of the project or program.</p>
<p>Richard and Elba Sandbrook, N/A</p>	<p>SCAG Response</p>
<p>please realize that there are differing points of view, and at least listen and investigate views that go contrary to the majority.</p>	<p>Comment noted. SCAG's public participation activities are geared toward ensuring that members of the public with a broad range of perspectives, experiences and opinions have the opportunity to inform SCAG's plans and programs.</p>
<p>Damaris Perez, N/A</p>	<p>SCAG Response</p>
<p>Page 10: The 'h' in hours</p>	<p>Comment noted. Edit will be included in final draft.</p>
<p>Page 14: An accidental red bullet point</p>	<p>Comment noted. Edit will be included in final draft.</p>
<p>Page 21: The extra indent of the Main Office bullet point (which may be intentional)</p>	<p>Comment noted. Edit will be included in final draft.</p>
<p>Page 38: The information in the 'Public Review' column is not lined up centered underneath like the information in the 'Public Hearing' column</p>	<p>Comment noted. Edit will be included in final draft.</p>
<p>Stephanie Rivera, LAANE</p>	<p>SCAG Response</p>

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SCAG has done a great job explaining their potential approaches to engage with the public. The plan is detailed and ambitious.	Comment noted.
Chris Wilson, Bizfed	SCAG Response
Making sure ALL impacted communities are part of any communication strategies, proposed plans/amendments, collaboration efforts and other related public participation/communication efforts.	Comment noted. SCAG aims to ensure that opportunities for public involvement are accessible to all communities. In addition to multiple methods of engagement noted in the PPP, such as Outreach at locations, destinations or events where people are already congregating (e.g., transit hubs, farmers markets, community festivals, universities) SCAG also occasionally partners with Community Based Organization to improve outreach to communities.
Amend the document to include 'impacted' communities in addition to 'interested' communities.	Comment noted. SCAG aims to ensure that opportunities for public involvement are accessible to all communities. Given the regional scope of many of SCAG's projects and programs, SCAG considers "the public" or "stakeholder" to be the impacted community. See the "Who participates in SCAG's planning process?" section for more detail. However, the purpose of the PPP is to provide a baseline policy and standards to guide outreach and engagement activities and specific projects may target their outreach and engagement to a subset of the "public" or "stakeholders."
On page 5, be open to feedback from ALL communities on new/effective communication strategies. Essentially, not just in-house but to constantly seek new, innovative ways for private and public communities to communicate.	Comment noted. SCAG aims to ensure that opportunities for public involvement are accessible to all communities. In addition to multiple methods of engagement noted in the PPP, such as Outreach at locations, destinations or events where people are already congregating (e.g., transit hubs, farmers markets, community festivals, universities) SCAG also occasionally partners with Community Based Organization to improve outreach to communities.
In addition to the proposed methods on page 9, include visualization mechanisms that are data/scientifically driven	Comment noted. The text in the Methods section has been updated to include scientific and data driven visualizations under the "Visualization Methods" section
On page 10, include the phrase, "driven and..." to ensure the SCAG Regional Council is empowered to not just adopt policy but drive the policy through its existence.	Comment noted. The text has been updated to reflect the role of the Region Council in decision making.

SCAG 2022 DRAFT PUBLIC PARTICIPATION PLAN MATRIX OF COMMENTS AND RESPONSES

<p>Also on page 10, SCAG should consider a fourth policy committee, Housing and Land Use, where policy proposals would first be vetted before going to the full Regional Council. Currently there are only three SCAG Policy Committees: Transportation Committee (TC), Community, Economic and Human Development Committee and Energy (CEHDC), and the Energy and Environment Committee (EEC). The CEHDC could be amended to reinforce the focus on housing and land use issues.</p>	<p>Comment noted. Thank you.</p>
<p>On page 15, include that the RTP/SCS continue to be data driven.</p>	<p>Comment noted. The text has been updated to articulate the data-driven approach to Connect SoCal 2024 development.</p>
<p>Also on page 15, under the Environmental Justice Program, allow for ALL interested/affected communities to provide feedback and collaborative ways to reduce greenhouse gas emissions. This would allow communities like the business community to be part of collaborative efforts.</p>	<p>Comment noted. The Environmental Justice Program encourages all stakeholders and the public to be involved. The Equity Working Group currently meets on a quarterly basis and is open to all. More information can be found here: https://scag.ca.gov/regional-planning-working-groups</p>
<p>Barbara Epstein, N/A</p>	<p>SCAG Response</p>
<p>The RHNA portion of your plan has harmed the City of Redondo Beach immeasurably by requiring thousands of new residential units to be built.</p>	<p>Comment noted. You can find updates on the RHNA process, including opportunities to provide public input, on the SCAG website here: https://scag.ca.gov/rhna</p>
<p>Preservation of water resources is essential to life in California. Every effort must be made to guard natural open space against paving in order for water to percolate down to replenish groundwater.</p>	<p>Comment noted.</p>
<p>I recently met with a South Bay group of thoughtful citizens who are exploring creative routes along local easements to provide cyclists, walkers, skateboarders, skaters, and others for fossil fuel-alternative travel. They are working to identify safe routes for children, students, workers, and the general public, to go from home to school, to parkland, to work, to shopping, to businesses, to dining, meetings, everywhere, and not drive a car or other gas vehicle.</p>	<p>Comment noted.</p>

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<p>There is no reliable justice in California today. Elected officials, even some in SCAG, who are suppose to represent the people in their districts, instead, too often, represent mostly the wealthy and powerful in their city, county, state, and national offices. Special Interests write our laws and dictate our government policies. This is wrong. This corruption has robbed the people of the democracy they thought they were supposed to enjoy. Innocent people are routinely murdered, pleas for justice often ignored. Innocent people are inhumanely mistreated by law enforcement, unjustly incarcerated, and often singled out because of their race. Mentally ill people lack services and treatment they need. Homeless people need help. Schools are starved for resources and lack visionary leadership. Possibly SCAG could find solutions.</p>	<p>Comment noted. As stated in SCAG's Public Participation Plan, SCAG is committed to working to address regional issues of significance in Southern California.</p>
<p>Carmela F. Garnica, Escuela De La Raza Unida</p>	<p>SCAG Response</p>
<p>Many government agencies forget that Interstate I-10 East takes anyone directly to Blythe. Blythe is in California not in Az. Yet we have incorporated within the city limits since 1964 low-income neighborhoods with no sidewalks. But yet you have agricultural fields with sidewalks. There is no appropriate ADA compliance access to get to your home from the road. When it rains children walk on roads because they cannot walk on the muddy path of an absent sidewalk. On the Southside of Blythe, some low-income Blacks live in incorporated city limits with no sidewalks and no paved roads. On the Westside of Blythe, some live the low-income Latino/Mexican people living in incorporated city limits with no sidewalks and no paved roads.</p>	<p>Comment noted.</p>
<p>When our local city government is approached regarding this issue answer is there are not enough funds, that has been the answer for the last 57 years.</p>	<p>Comment noted.</p>
<p>So if this is a plan to outreach to the citizens of each and every community in Southern California it needs to be done through community small groups. Not "everyone comes to us at our city downtown chambers" and do the Public Comment. Evidently, that doesn't work or else this plan wouldn't be something being sought. Just like campaigns are organized at the grassroots that's how you outreach to the neglected neighborhoods. Set up meetings at the pocket makeshift parks. Most Nonprofits reach out to neighborhoods constantly, it's a practice.</p>	<p>Comment noted. SCAG aims to ensure that opportunities for public involvement are accessible to all communities. In addition to multiple methc of engagement noted in the PPP, such as Outreach at locations, destinations or events where people are already congregating (e.g., transit hubs, farmers markets, community festivals, universities) SCAG also occasionally partners with Community Based Organization to improve outreach to communities.</p>

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<p>This is a plan on how to outreach to the local community. If you're reaching out to the local community what's the purpose of engagement if the issues are not going to be attended to? Will it take 25 years, 50 years to be heard? What is the message? Besides voicing their opinion.</p>	<p>Comment noted. SCAG is a regional planning agency and several of the responsibilities of the agency have longer term horizon. SCAG aims to demonstrate how public input is incorporated in SCAG plans, programs and policies.</p>
<p>Most nonprofits are hands-on working organizations, who believe in the model "Actions speak louder than words". Engagement with the people, is serving the people. There should never have come to the point where the city government seeks community engagement. There are not two kinds of groups. We are all one. Government is in a position to serve the community they work for. Therefore: Pave the roads on the poor side of town, put in sidewalks, put shaded bus stops, put functional drinking fountains in the parks, put shades over the children's playgrounds, put streetlights where needed, City code enforcement at section 8 housing, challenge the foreclosed finance companies and owners to renovate homes for low-income families under section 8 or remove blighted buildings, provide meals on wheels to the seniors home not the senior comes to the center, facilitate the low-income communities with recreational centers and facilitate the permit process for the development of childcare centers.</p>	<p>Comment noted.</p>
<p>To be successful in any project is to have the receptor/target population feel included. Inclusion through living in an accessible healthy clean functional environment no matter what side of town the family lives in.</p>	<p>Comment noted.</p>
<p>Cyrus Green, N/A</p>	<p>SCAG Response</p>
<p>Hello there, how do I comment regarding the Racial Equity Early Action Plan?</p>	<p>Comment noted.</p>
<p>Laura D. Hernandez, City of Port Hueneme-Councilmember</p>	<p>SCAG Response</p>
<p>Very comprehensive, well organized and demonstrates the value and hard work competed by staff. Thank you.</p>	<p>Comment noted.</p>
<p>Holly Osborne, Redondo Beach Resident</p>	<p>SCAG Response</p>
<p>If a member of the public makes a remark during the "public input" session of a meeting, there is virtually NO opportunity for a follow up comment or explanation. This is particularly disturbing when a member of the SCAG staff says something in response that is incorrect. The original member of the public making the comment has no opportunity to dispute the staff.</p>	<p>SCAG staff will include a general overview of how verbal and written comments received as part of public meetings are reviewed and processed.</p>

SCAG 2022 DRAFT PUBLIC PARTICIPATION PLAN MATRIX OF COMMENTS AND RESPONSES

<p>1. The RHNA staff made the decision to base HQTAs (high quality transit areas) on what HQTAs would "look like" in 2045, rather than at the end of the RHNA period, of 2029. (Having more HQTAs areas means a city will be allocated a higher RHNA.) I still remember when that decision was made, You asked for input from the audience what year to pick, and someone piped up "2045." I was watching from a remote location with "speaker phone" access, and I, and another Redondo Beach member were about to say "2029" at the same instant. But you all quickly adopted 2045 with almost no discussion.</p>	<p>The 6th RHNA cycle received over 500 written and verbal comments throughout the process, which were all reviewed by SCAG staff and shared with the decision making body and the public, as appropriate. While the 6th cycle RHNA process has concluded, SCAG staff will review the comments as part of the next RHNA process, which will most likely begin in 2026.</p>
<p>That decision was one of your more unwise technical decisions. As you recall, during the SCAG RHNA hearings, there was the most contention about the existence/nonexistence of a 2045 bus route in Huntington Beach, which you claimed would be there in 2045, and Huntington Beach representatives claimed just as certainly that it would be NOT be there. (The RHNA staff "won" but that is dubious.)</p>	<p>The 6th RHNA cycle received over 500 written and verbal comments throughout the process, which were all reviewed by SCAG staff and shared with the decision making body and the public, as appropriate. While the 6th cycle RHNA process has concluded, SCAG staff will review the comments as part of the next RHNA process, which will most likely begin in 2026.</p>
<p>Other cities had problems with planning/building around not-yet-existing Metro stations. The RHNA had to be projected around the HQTAs areas, but if the station was not yet there, and the tracks were not yet laid, how could a city logically build? Tentative plans would have been one thing; but there have been proposals for cities to be "punished" for not actually building. (I have been to many Metro meetings since the RHNA hearings, and Metro is always behind, and many routes are still being traded.) There was/is no logic to the 2045 date for planning the transit RHNA allocation for the 6th RHNA cycle ending in 2029.</p>	<p>The 6th RHNA cycle received over 500 written and verbal comments throughout the process, which were all reviewed by SCAG staff and shared with the decision making body and the public, as appropriate. While the 6th cycle RHNA process has concluded, SCAG staff will review the comments as part of the next RHNA process, which will most likely begin in 2026.</p>
<p>2. The whole projection model of RHNA, basing on past growth, may "sort of" work for small periods (i.e. 8 years), but using a past growth rate to project over the next 25 years is absurd, and has the same mathematical integrity as a Ponzi scheme. I understand how you got the 25 years (it was all based on the 1.3 million total), but you should have pushed back on the total. The initial numbers you were expecting were much lower than that. Your failure to push back with HCD has resulted in an extreme lack of trust with cities in the SCAG/RHNA arena.</p>	<p>The 6th RHNA cycle received over 500 written and verbal comments throughout the process, which were all reviewed by SCAG staff and shared with the decision making body and the public, as appropriate. While the 6th cycle RHNA process has concluded, SCAG staff will review the comments as part of the next RHNA process, which will most likely begin in 2026.</p>

SCAG 2022 DRAFT PUBLIC PARTICIPATION PLAN MATRIX OF COMMENTS AND RESPONSES

<p>3. There were many people who attended the RHNA meetings, both official representatives from the cities, and the public. Noticeably who did NOT attend were many of the people on the LA city council, who yet showed up at the final meeting to vote on something they knew nothing about. In our city, if people are on committees/commissions and they do not show up at the study meetings, they get booted off the committee. They do not get to vote at the end.</p>	<p>The 6th RHNA cycle received over 500 written and verbal comments throughout the process, which were all reviewed by SCAG staff and shared with the decision making body and the public, as appropriate. While the 6th cycle RHNA process has concluded, SCAG staff will review the comments as part of the next RHNA process, which will most likely begin in 2026.</p>
<p>4. A major problem in your algorithm is the presence of "step discontinuities." By that I mean a small change in some piece of data can result in a HUGE change in RHNA. One example of this is the "step discontinuity" that results if a city is just over or under the "low income" level. For instance if a city has 50.01% "poorer" people (i.e.> 50%) , it got assigned a LOT less RHNA than if it had 49.99% (i.e. < 50%) poor people. For cities that were on the "wrong side" of that threshold, this was an unpleasant surprise.</p>	<p>The 6th RHNA cycle received over 500 written and verbal comments throughout the process, which were all reviewed by SCAG staff and shared with the decision making body and the public, as appropriate. While the 6th cycle RHNA process has concluded, SCAG staff will review the comments as part of the next RHNA process, which will most likely begin in 2026.</p>
<p>An equally unpleasant surprise was what happened to the extra RHNA that the poorer city "should have" taken, but did not. It was pushed off to neighboring cities. And, in a major change to the algorithm, at the last minute, the cities that the excess was pushed off to, were cities in the same county. The preliminary algorithm that had been approved, and was expected to be approved at the last meeting, had the excess distributed to the entire SCAG region, so it was not as noticeable an impact to any one particular city.</p>	<p>The 6th RHNA cycle received over 500 written and verbal comments throughout the process, which were all reviewed by SCAG staff and shared with the decision making body and the public, as appropriate. While the 6th cycle RHNA process has concluded, SCAG staff will review the comments as part of the next RHNA process, which will most likely begin in 2026.</p>
<p>This particular change had a very deleterious effect in Orange County, to the extent that much of a OC city's RHNA was actually due to the "excess" RHNA coming from a neighboring city. I, as a resident of LA county, did not realize the significance of this change at first, because LA County had many cities to absorb the (comparatively) small RHNAs that the "poorer" LA county cities could not handle; and our biggest city (LA city), could "handle" its RHNA. However, I did a subsequent analysis of the algorithm, assuming that the city of LA was a "poor" city, and had to shed its excess RHNA. (LA's "poor" was over 40%, but less than 50%, so it did not "shed" RHNA, initially.) In my study, making LA a "poor" city would have had a disastrous effect on the other LA county cities. (Had this occurred, you would have had a full-scale revolt.)</p>	<p>The 6th RHNA cycle received over 500 written and verbal comments throughout the process, which were all reviewed by SCAG staff and shared with the decision making body and the public, as appropriate. While the 6th cycle RHNA process has concluded, SCAG staff will review the comments as part of the next RHNA process, which will most likely begin in 2026.</p>

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<p>The real flaw in the process is that you allowed this change to occur in the algorithm, without analyzing the effect.</p>	<p>The 6th RHNA cycle received over 500 written and verbal comments throughout the process, which were all reviewed by SCAG staff and shared with the decision making body and the public, as appropriate. While the 6th cycle RHNA process has concluded, SCAG staff will review the comments as part of the next RHNA process, which will most likely begin in 2026.</p>
<p>5. Another problem with the algorithm was how you defined HQTAs; and this was important because you based how much a city had to build based on its HQTAs. (The area was defined as "close" to a track, or transit center, etc.) When these areas were initially discussed, some cities said that the area that was "next" to the transit corridor was not really buildable. In one case what was next to a corridor was a 10 lane freeway!. I remember during these discussions, that your staff promised these areas would be "whited out"; you would not define them as buildable</p>	<p>The 6th RHNA cycle received over 500 written and verbal comments throughout the process, which were all reviewed by SCAG staff and shared with the decision making body and the public, as appropriate. While the 6th cycle RHNA process has concluded, SCAG staff will review the comments as part of the next RHNA process, which will most likely begin in 2026.</p>
<p>You did not keep your word. The "buildability" of HQTAs turned out to be a major, major discussion point at the RHNA hearings. People would say that the metro was in a sort of canyon with steep hills on each side, and that area wasn't buildable. Others said other things. (I said there was a 17 acre cemetery; we should not have to plan to build there.) All that was tossed aside by your staff, The areas were not whited out, as promised. If you listened to the RHNA hearings, even your RHNA committee members at the hearing were perplexed. More than one of them were convinced by the cities' arguments about why they should not have to build there. But your staff's arguments about why the cities should still have the RHNA assigned, even if the area was unbuildable, was "Well, they may have shown they can't build there, in the HQTAs area, but they haven't shown they can't build elsewhere!"</p>	<p>The 6th RHNA cycle received over 500 written and verbal comments throughout the process, which were all reviewed by SCAG staff and shared with the decision making body and the public, as appropriate. While the 6th cycle RHNA process has concluded, SCAG staff will review the comments as part of the next RHNA process, which will most likely begin in 2026.</p>
<p>That was a totally illogical argument on your part. Even your committee didn't buy it. But did they reduce RHNA because of it? No, because they said they did not have the authority.</p>	<p>The 6th RHNA cycle received over 500 written and verbal comments throughout the process, which were all reviewed by SCAG staff and shared with the decision making body and the public, as appropriate. While the 6th cycle RHNA process has concluded, SCAG staff will review the comments as part of the next RHNA process, which will most likely begin in 2026.</p>

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<p>n summary, I recognize that you tried to introduce a lot of new parameters in order to make the RHNA algorithm more equitable. These parameters, and the logic behind them, might have worked if you had not been given such an extraordinarily high RHNA allocation from HCD. But trying to introduce new variables to adjust the RHNA process, at the same time that you are swamping the algorithm with a total RHNA that was too large, compels the algorithm to operate in an area outside its usefulness.</p>	<p>The 6th RHNA cycle received over 500 written and verbal comments throughout the process, which were all reviewed by SCAG staff and shared with the decision making body and the public, as appropriate. While the 6th cycle RHNA process has concluded, SCAG staff will review the comments as part of the next RHNA process, which will most likely begin in 2026.</p>
<p>One last thing. In most cases, your staff promptly answered my questions about your algorithm, and I appreciated that.</p>	<p>SCAG staff appreciates the participation of everyone involved in the RHNA process and looks forward to their participation again in the next RHNA cycle</p>
<p>Rob Corley, N/A</p>	<p>SCAG Response</p>
<p>This is a comprehensive, well thought out plan. However, it is seems to be internally directed. Keep this for those active in SCAG.</p>	<p>Comment noted.</p>
<p>The missing part is outreach and awareness building to those who have never heard of SCAG or don't know why SCAG is relevant. A brief article monthly or every other week in local newspapers - including the free weeklies - will start building connections with the rest of the community. Radio interviews, strategic billboards, whatever works to get the word out.</p>	<p>Comment noted. For major initiatives and/or events, SCAG provides notice a outreach to build awareness in the broader community. These methods are outlined in the "How do we reach out to the public?" section and include speakers on radio/TV talk shows and localized advertising.</p>
<p>Also reach out to organizations, agencies, and others are affected by SCAG's work but traditionally have not been involved. School districts, colleges, senior communities, military communities, anywhere with a neighborhood association. On issues like traffic and water we all are in this together. With in-person meetings limited there has been a disconnect for many during the past couple of years.</p>	<p>Comment noted. In Appendix A, the Public Participation Plan lists targeted audiences based on state statute, however, this document serves as a starting point and not a limitation of relevant stakeholders. The specific outreach strategy and involved stakeholders varies for each project and program.</p>
<p>Explain how SCAG is supporting seniors and individuals with disabilities. What is SCAG's outreach to immigrant families in the region? And reach out to high school and college age audiences - they can drive, some can vote, and they are our future.</p>	<p>Comment noted. For details about SCAG's recent past outreach activities, see the Connect SoCal Public Participation & Consultation Technical Report, which included particular consideration to the accessibility needs of underserved groups such as minority and low-income populations, elderly and retired persons, children, limited English proficiency populations, and people with disabilities. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_public-participation-consultation.pdf?1606001825</p>

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The virus has made many stay in place and curtail their activities. How are SCAG programs and policies making reopening possible? Covid has affected willingness to use any form of public/shared transit.	Comment noted. SCAG engages with the region's transit operators through the Regional Transit Technical Advisory Committee. Past agenda items have included COVID-19 related guidance and recovery strategies. Learn more here: https://scag.ca.gov/regional-transit-technical-advisory-committee
Housing affordability is a key issue for most of the region. Other states look good when you see the difference in housing cost. It's not a tidal wave but has become a steady drain affecting the next generation.	Comment noted.
So many people work, shop, visit family, etc. on a regional basis. There is much more going on than just home-work travel.	Comment noted.
Most of SCAG's region is suburban. Density everywhere will not be accepted by many residents. Strategic density closely aligned with transit alternatives can work but needs to be carefully planned and supported. Gas crossing \$4 per gallon did not make a dent in car travel, just grumbling. For many there really isn't an alternative mode of travel.	Comment noted.
Keep up your good work, and consider expanding outreach to nonprofessionals, seniors, youth, gen-Xers, new arrivals, non-English speakers and others.	Comment noted.
Colleen Wallace, N/A	SCAG Response
Looks good	Comment noted. Thank you.
Kathleen Cowieson, N/A	SCAG Response
SCAG is socialism and marxism taking over our country. Nothing but BS. What a shame our city, state, country has been led down the path of equity instead of equality. There IS a difference.	Comment noted.
Raymond Goldstone, N/A	SCAG Response
I do not believe that public participation has played a significant role in your decision making. In my view, the influence of public participation has been dwarfed by that of local, State, and Federal officials and mandates, as well as by the influence of organized and well funded private special interests.	Comment noted. As stated in the Public Participation Plan, SCAG intends to improve its efforts to reach out to the general public and stakeholders.
I do not believe that you fully comprehend the negative impacts that your "findings" have had and will continue to have on those of us who once enjoyed the benefits of living in single family neighborhoods served by old but adequate infrastructure.	Comment noted. As stated in the Public Participation Plan, SCAG intends to improve its efforts to reach out to the general public and stakeholders.

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<p>I do believe that current housing is inadequate to meet the needs of the population of greater Los Angeles and that it reflects patterns of injustice; however, I believe that the amount of housing that you have pushed upon greater Los Angeles is far too large to be fair to those of us who live in single family neighborhoods and has done little to enable those who have been subject to invidious discrimination to enjoy living in single family neighborhoods. In the main, I believe that your positions and rhetoric have benefited private developers and have not materially increased affordable housing for anyone, including those populations who have been and continue to be treated unfairly by the law, the justice system, and those who are content to allow such unfairness to continue.</p>	<p>Comment noted. You can find updates on the RHNA process, including opportunities to provide public input, on the SCAG website here: https://scag.ca.gov/rhna</p>
<p>Monica Patterson, Retired teacher/San Pedro resident</p>	<p>SCAG Response</p>
<p>The plan looks very comprehensive. I am impressed that there are so many opportunities and modes in which to participate.</p>	<p>Comment noted. Thank you.</p>
<p>Sharon Neely , N/A</p>	<p>SCAG Response</p>
<p>I have read your revised Public Participation Plan for the RTP Update. I was very impressed with its thoroughness in finding new ways to obtain community input during a Pandemic. Thank you for your extra efforts to garner public input over such a large and diverse region.</p>	<p>Comment noted. Thank you.</p>
<p>Michelle, N/A</p>	<p>SCAG Response</p>
<p>We loved the green spaces plan please don't let the TCA toll roads and special interests like OCBC and the like take away protections to our environment - we are tired of living in the sprawl they push and you need to be careful you have a fox with them In the hen house</p>	<p>Comment noted. SCAG's public participation activities are geared toward ensuring that members of the public with a broad range of perspectives, experiences and opinions have the opportunity to inform SCAG's plans and programs.</p>
<p>Bryan Ramos Fernandez, N/A</p>	<p>SCAG Response</p>
<p>Solicitation and contract awards must ensure equity and inclusivity (i.e., ensuring proportional representation, more than 50% of non-whites when it comes to consultant staffing and leadership). SCAG must create the economic environment for BIPOC-owned firms to thrive and receive the lion share of funds for work including but not limited to drafting and implementing of the Public Participation Plan.</p>	<p>Comment noted. For contracts funded with any of the four following funding sources the requirements of 49 Code of Federal Regulations (CFR) Part 26, entitled Participation by Disadvantaged Business Enterprise (DBE) in Department of Transportation Financial Assistance Programs, applies: Federal Highway Administration, Metropolitan Planning (FHWA PL); FTA Metropolitan Planning, Section 5303 (FTA 5303); FHWA State Planning & Research- Part 1, Strategic Partnerships Grants; FTA 5304 Sustainable Communities Grants. For other funding sources, while there is no mandatory DBE goal in a SCAG solicitation, SCAG encourages proposers to voluntarily make an effort to solicit DBE firms to participate as subcontractors, service providers, and suppliers.</p>

Attachment: PPP Draft Comment Matrix (Public Participation Plan Comments and Responses)

SCAG 2022 DRAFT PUBLIC PARTICIPATION PLAN MATRIX OF COMMENTS AND RESPONSES

Mike Behen, City of Palmdale	SCAG Response
Good morning. The “submit your comments here tab does not work”?	Comment noted.
Increase the frequency of SCAG outreach within the North LA County. Many of the entities that the City of Palmdale interfaces with (AV Edge, Chambers, etc) are not familiar with SCAG and all that SCAG has to offer.	Comment noted. SCAG Regional Affairs Officers attend different meetings within their assigned geographic area. To locate your nearest regional office please visit: https://scag.ca.gov/scag-offices .
Reach out to affected parties (project participants) prior to engaging in local/regional projects.	Comment noted. SCAG will continue to expand its outreach in the broadest and most cost-effective manner possible
Notify the subregion and/or affected cities of any upcoming projects. This should be done as early as possible.	Comment noted. SCAG will continue to expand its outreach in the broadest and most cost-effective manner possible
Suggest more advertising on the services that SCAG offers (i.e. GIS, mapping, traffic modeling data, etc.).	Comment noted. SCAG will continue to expand its outreach in the broadest and most cost-effective manner possible
Lastly, regular visits to the subregion/cities by SCAG’s CEO and other key SCAG staff members and RC members (i.e. RC President) would be fantastic.	Comment noted. SCAG staff recommends visits and assists in coordinating meetings for the Regional Council president during their term as president.
Katherine Padilla, Katherine Padilla & Associates	SCAG Response
Maybe I missed it, but I believe SMS messages should be used because Spanish speakers, other limited English speakers, and low income households tend to use their smart phones as computers, since many don’t have in-home computers. We have to remember that, especially when we plan Zoom presentations; text and graphics on slides must be super simple, intuitive, and easy to read. Technical language should be avoided as much as possible. More infographics should be used. I see way too many presentations with too much info on slides, which is frustrating to read on a smart phone screen, especially while listening and trying to follow along in a native language.	Comment noted. SMS messages will be added to the list of "Targeted Notifications" in the section "How do we reach out to the public?", subsectic "Public Outreach Channels". Regarding the use of infographics and accessible language - a commitment to this is reflected in the Public Participation Plan (see the section "What does SCAG hope to achieve from public engagement" where a stated goal is to "Provide information that is clear, concise, and current, making use of visualization and other techniques to enhance understanding.")

SCAG 2022 DRAFT PUBLIC PARTICIPATION PLAN MATRIX OF COMMENTS AND RESPONSES

<p>For interactive, collaborative planning projects, should feedback loops be mentioned? Or is that more along the lines of (public) process design, rather than public participation? I am wondering how we as practitioners address the comment that I hear way too often. . . “why should I get involved? What I say won’t matter, the agency already knows what they will do.” Lack of efficacy is a reason that community members frequently won’t get involved. I suggest that showing how community members’ comments are addressed, should be a part of thoughtful engagement. (the “follow-through,” meaning the feedback loop, feels missing sometimes) I especially am referring to frequently heard comments, which should be categorized and addressed –technical teams should be prepared to explain that the comments were considered and how they influenced project outcomes, or where they were considered and cannot be used because of the following constraints/limitations (explain), just to show the community that, while the team is accountable to the community, there are, in fact, other constraints or requirement that must also be met. Sometimes the public doesn’t know that, in advance, and they feel that the agency is only going through the motions of public participation.</p>	<p>Comment noted. SCAG’s public participation activities are geared toward ensuring that the public is informed about the opportunity to provide input (i.e., into) its plans and programs. A commitment to "Demonstrate how public input is incorporated in SCAG plans, programs and policies" is included in the section "What does SCAG hope to achieve from public engagement?"</p>
<p>Mike Hale N/A</p>	<p>SCAG Response</p>
<p>First off, the work that went into the PPP is impressive; kudos to the folks who were involved. They clearly invested a ton of time and energy into a professional document.</p>	<p>Thank you. Comment noted.</p>
<p>That said ... the current real-world results are horrifically against what SCAG was done as part of this PPP. The presentation, the draft document, the process ... they highly favor activists and those who are *already engaged in the process*. They do not, in my opinion, seek to engage people who have no idea how to engage local government (which I feel like comprises most people).</p>	<p>Comment noted. SCAG’s Public Participation Plan serves as a guide for SCAG public involvement process to ensure the ongoing opportunity for broad-based participation by as many affected and interested parties as possible in the development and review of regional plans and programs. Specific outreach strategies are developed for each program or planning process and staff are continually seeking ways to improve our methods.</p>
<p>If you truly want the feedback of folks affected by this, plan on a census-like method where people go door to door to engage with the public. The current draft is an excellent plan to meet the governmental requirements, but it's not an excellent plan on getting the average every day folks involved.</p>	<p>Comment noted.</p>
<p>Kevin G. Harbour Sr., Bizfed</p>	<p>SCAG Response</p>

Attachment: PPP Draft Comment Matrix (Public Participation Plan Comments and Responses)

SCAG 2022 DRAFT PUBLIC PARTICIPATION PLAN MATRIX OF COMMENTS AND RESPONSES

As the president of BizFed Institute, I would like to commend and applaud SCAG on your rigorous, methodic, transparent, and ethical approach to addressing the issues that affect our regional economy and quality of life.	Thank you. Comment noted.
To that end, I believe that the Public Participation Plan is an opportunity for people from different walks of life/industries (public and private sector), socioeconomic and racial/ethnic backgrounds, and educational levels to weigh in and submit their thoughts and opinions.	Comment noted.
By taking this approach, SCAG maximizes the opportunity to capture the highest and most diverse intellectual capital available and as such makes the general population feel that they are stakeholders in the process without feeling that they have to conform to anyone else's train of thought or opinions.	Comment noted.
Lastly, as a person of African descent, the Racial Early Action Plan plays a critical role in this process in that it complements the strategies and tactics to achieve equity, social justice and opportunity on all levels for all of the region.	Comment noted.
Tony Hays, N/A	SCAG Response

Attachment: PPP Draft Comment Matrix (Public Participation Plan Comments and Responses)

SCAG 2022 DRAFT PUBLIC PARTICIPATION PLAN MATRIX OF COMMENTS AND RESPONSES

<p>It's a great idea to have a public participation program, as long as you don't pay too much attention to it. For the most part the public is either unaware of, or unwilling to pay for, what is really needed in transportation. If I use Google Maps to plan taking public transportation from my home in San Clemente to SNA, I get the message. In reality, I have actually made the trip by bus and walking a mile or so, but it took several hours. Where else in a foreign city with a moderately dense population is it deemed impossible to get to the nearest airport by public transportation? Los Angeles should have planned and started to implement an underground rail system 50 years ago, and changed the zoning around the planned location of stations at that time. The same needs to be done for Orange County. Sadly, it's a reflection on one of the failures of democracy. Nothing gets done until the public realizes there is a problem, and by then it's too late. The era of private car ownership is coming to an end. Car parks will be put to better use. For some, it will be difficult to pry drivers' fingers off their steering wheels, but once they realize that they don't have to waste time on the mindless task of steering a vehicle between a pair of dashed lines on a freeway, they will eventually welcome it.. Look to Europe for inspiration. Read https://www.brookings.edu/blog/future-development/2020/09/28/the-end-of-the-car-as-we-know-it-what-covid-19-means-to-mobility-in-europe/. For higher population densities, look to Singapore, Hong Kong, or almost any large city in China.</p>	<p>Comment noted. SCAG recognizes the importance of strengthening transit options throughout Southern California, and as noted in the Public Participation Plan, SCAG intends to improve its efforts to reach out to the general public and stakeholders.</p>

Attachment: PPP Draft Comment Matrix (Public Participation Plan Comments and Responses)

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Overview

What is SCAG?

The Southern California Association of Governments (SCAG) is the metropolitan planning organization (MPO) for the six-county Southern California region, including the counties of Imperial, Los Angeles, Orange, San Bernardino, Riverside, and Ventura. From the beaches to the high desert, the six-county region that encompasses Southern California spans 38,000 square miles, 191 cities and a population of over 19 million. The SCAG region is among the largest and most diverse in the world, with a unique combination of languages, ethnicities and cultures.

SCAG is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. SCAG has several key planning responsibilities including conducting the Regional Housing Needs Assessment (RHNA) every eight years and preparing the [Regional Transportation Plan/Sustainable Communities Strategy \(RTP/SCS\)](#), every four years.

In addition, SCAG serves as the foremost data clearinghouse and information hub for the region, conducting research and analysis in pursuit of regional planning goals.

Why does SCAG have a Public Participation Plan?

Planning for such a large and diverse region requires substantial input from across Southern California. The people who live, work and play here have varying, and sometimes conflicting, needs and priorities. Their voices must be heard if we are to develop planning policies that truly meet the needs of the region. While many of the land use plans and transportation projects that feed into SCAG's work products undergo their own robust local public participation process, it is important that regional plans and policies also allow for a public participation process. To that end, SCAG is committed to conducting robust public outreach and engagement and has outlined that commitment in this Public Participation Plan (PPP) and informed the PPP by the agency's Racial Equity Early Action Plan. The purpose of the PPP is to provide a baseline policy and standards to guide outreach and engagement activities. Each individual project or program can use the PPP to build upon their unique needs, requirements, geography and more. This will allow projects and programs to be adaptive, while still keeping a commitment to the important values outlined here.

To make this document less formal and easier to navigate, we've structured the content as answers to a series of questions. We have also separated out the dense technical and legal language— if you are

looking for details about statutory requirements and particulars about processes, you can find them in the appendices. This updated plan includes more context, explaining SCAG’s key operations and guiding principles for public participation. We also include (and adapt to) public feedback on our current strategies and methods for public engagement. Two of the significant considerations and influences for this PPP update are the commitments from the Racial Equity Early Action Plan and the influence of the ongoing COVID-19 pandemic on outreach activities.

Racial Equity Early Action Plan

On May 6, 2021, SCAG’s Regional Council adopted [the Racial Equity Early Action Plan \(Early Action Plan\)](#), which will guide and sustain SCAG’s regional leadership in service of equity and social justice over the years to come. The Early Action Plan provides a definition of equity and establishes goals, strategies, and a set of “early actions” to advance racial equity through SCAG’s policies, practices and activities.

To that end, the Public Participation Plan reflects the relevant goals, strategies and early actions of the Early Action Plan.

COVID 19 and Public Participation

As the pandemic continues, SCAG has adapted and shifted public participation strategies to adhere to public health guidelines and will continue to do so as the pandemic evolves. SCAG has adopted [COVID-19 Operations](#) and continues to support public participation in a manner that is context sensitive and adheres to COVID-19 protocols.

This plan details SCAG’s goals, strategies, and processes for providing the public and stakeholders with opportunities to be involved in the regional planning process. When we discuss “the public,” we are referring to any person who lives, works or plays in the region. When we use the word “stakeholder,” we are describing someone affiliated with an entity that has an official role in the regional transportation planning process. SCAG also benefits from the sustained participation of “interested parties” who may not have an official role or responsibility in the regional transportation planning process but who provide valuable input and feedback on SCAG’s projects and programs. This can include representatives of the private sector such as a chamber of commerce or representatives of an environmental advocacy organization.

SCAG programs with a public input component will refer to this plan in developing individualized engagement plans.

SCAG’s Public Participation Plan (PPP) will help ensure that SCAG effectively seeks early and ongoing input from people and organizations throughout the region, and effectively addresses the evolving transportation, land-use, and environmental needs of Southern Californians now and for generations to come.

What does SCAG hope to achieve from public engagement?

What principles guide SCAG’s outreach?

Meaningful public participation is a cornerstone of regional planning and one of SCAG’s key priorities. In all outreach work, the agency holds itself to high standards according to SCAG’s core values of

transparency, leading by example and creating positive impacts in the region. Regardless of how communication technologies and specific tools for engagement continue to evolve, SCAG is committed to following these outreach principles:

- Include and engage impacted communities early and often, aligning with the recommendations in the [Racial Equity Early Action Plan](#).
- Administer a transparent and clearly communicated process for public participation
- Ensure that opportunities for public involvement are accessible to all communities
- Provide information that is clear, concise, and current, making use of visualization and other techniques to enhance understanding
- Respect and consider all feedback received from members of the public, interested parties and stakeholders
- Adapt new communications strategies and technologies for public outreach
- Provide engagement opportunities that meet and exceed statutory requirements to ensure broad participation in SCAG’s planning activities
- Demonstrate how public input is incorporated in SCAG plans, programs and policies
- Move towards community ownership of projects where public participation moves towards engagement and engagement moves toward community ownership of planning processes, aligning with the Racial Equity Early Action Plan, [International Association for Public Participation \(IAP2\) spectrum](#) & [Community Commons](#) spectrum for public participation and community engagement.

SCAG’s public participation efforts aim to:

- Include and engage impacted communities early and often, aligning with the recommendations in the [Racial Equity Early Action Plan](#).
- Administer a transparent and clearly communicated process for public participation
- Ensure that opportunities for public involvement are accessible to all communities to ensure a wide range of perspectives are heard
- Provide information that is clear, concise, and current, making use of visualization and other techniques to enhance understanding
- Adapt new communications strategies and technologies for public outreach
- Provide engagement opportunities that meet and exceed statutory requirements to ensure broad participation in SCAG’s planning activities
- Make commenting on plans and programs easy, convenient, and accessible.
- Respect and consider all feedback received from members of the public, interested parties and stakeholders
- Demonstrate how public input is incorporated in SCAG plans, programs and policies
- Encourage stakeholders and members of the public to remain engaged through the decision-making process, the implementation phase and beyond.

Move towards community ownership of projects where public participation moves towards engagement and engagement moves toward community ownership of planning processes, aligning with the Racial Equity Early Action Plan, [International Association for Public Participation \(IAP2\) spectrum](#) & [Community Commons](#) spectrum for public participation and community engagement.

What laws guide SCAG's public participation process?

SCAG, as a public agency and metropolitan planning organization (MPO), is subject to federal and state requirements which emphasize providing continuous and equitable opportunities for public involvement. Below is an overview of the major requirements for SCAG's public outreach; a detailed description of each is available in Appendix A (PAGE 26)

Federal Requirements

- **Federal Metropolitan Planning Law and Regulations**, 23 USC 134 *et seq.* and 23 CFR Part 450 *et seq.*
- **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**, signed into law in 2005 as Public Law 109-59, authorized funds for Federal-aid highways, highway safety programs, transit program and other purposes and established federal metropolitan transportation planning requirements.
- **Americans with Disabilities Act of 1990**, 42 USC 126 and 49 CFR 27.19.
- **Executive Order 12372** — Intergovernmental Review of Federal Programs, signed July 14, 1982, by President Ronald Reagan.
- **Executive Order 12898** — Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. Signed February 11, 1994, by President William J. Clinton.
- **Executive Order 13166** — Improving Access to Services for Persons with Limited English Proficiency. Signed August 11, 2000, by President William J. Clinton.
- **Federal Clean Air Act of 1970**, 42 USC 85 and 40 CFR Parts 50-99.
- **Fixing America's Surface Transportation Act (FAST Act)**, Public Law as passed by Congress and signed by President Barack Obama on December 4, 2015.
- **Moving Ahead for Progress in the 21st Century Act (MAP-21)** signed into law in 2012, requires metropolitan planning organizations to provide opportunities for public involvement.
- **Public Works and Economic Development Act** of 1965, 42 USC 38 and 13 CFR 305.
- **Title VI of the Civil Rights Act of 1964**, prohibiting discrimination on the basis of race, color or national origin in carrying out planning and programming activities.

State Requirements

- **California Public Records Act**, adopted in 1968, requires disclosure of records to the public upon request unless otherwise exempt.
- **Ralph M. Brown Act**, passed in 1953, which guarantees the public's right to attend and participate in meetings of a local legislative bodies.
- **Senate Bill 375**, enacted in 2008, requires SCAG to develop a Sustainable Communities Strategy as part of the Regional Transportation Plan.

Who participates in SCAG's planning process?

SCAG represents the whole six-county region in all its geographic and demographic diversity. SCAG is committed to engaging, and utilizing input from, a range of constituents and stakeholders.

This commitment includes tailoring communications and information-sharing to a range of different levels of experience with, and understanding of, the principles of metropolitan planning.

(Note: When we discuss “the public,” we are referring to any person who lives, works or plays in the region. When we use the word “stakeholder,” we are describing someone affiliated with an entity that has an official role in the regional transportation planning process. When we discuss “interested parties”, we are describing someone who may not have an official role or responsibility in the regional transportation planning process but who provide valuable input and feedback on SCAG’s projects and programs.)

Public

General Public – SCAG plans for all residents of the region, with particular consideration to the accessibility needs of underserved groups such as minority and low-income populations, elderly and retired persons, children, Limited English proficiency (LEP) populations, and people with disabilities.

Stakeholders

Community Organizations – SCAG seeks to engage community groups such as environmental advocates, special interest nonprofit agencies, neighborhood groups, homeowner associations, and charitable organizations.

Public Agencies – SCAG solicits input from, and often collaborates closely with, public organizations like local transportation providers, air quality management districts, public health agencies, water districts, county transportation commissions, the region’s ports, educational institutions, and agencies at the state and federal level.

Business Community – SCAG actively engages many private-sector entities whose work intersects with transportation and land use planning, including private transportation providers, freight shippers, consulting firms, technology developers, and business associations.

Elected Officials – SCAG seeks engagement with elected representatives at all levels, from neighborhood councils to mayoral offices and city councils, to county supervisor boards, to state and federal legislators.

Tribal Governments – SCAG engages in consultation with the region’s tribal governments, sustaining effective government-to government collaboration on transportation planning and ensuring that tribal sovereignty is observed and protected.

(A full list of our stakeholders and interested parties is included in Appendix A)

Methods

How do we engage the public?

SCAG is committed to providing equitable access to accurate, accessible, pertinent, and timely policy, program, and technical information to facilitate effective public participation in the agency's decision-making process.

There are numerous opportunities for continuing involvement in the work of SCAG through the following methods. SCAG aims to increase early, equitable and meaningful participation through targeted outreach strategies in order to meaningfully integrate feedback, aligning with the [Racial Equity Early Action Plan](#).

General Public Participation Approach

Programs that have a public outreach component will use these methods as a guide in developing individual, project-specific public participation plans tailored according to scope and audience. While SCAG has employed remote and virtual engagement tactics for several years, these approaches have been increasingly relied on during the COVID-19 pandemic. SCAG will continue to adjust public participation approaches as needed to accommodate public health or other safety concerns while still affording robust public outreach and accommodation consistent with legal requirements.

Public Meetings and Events

- Customized presentations offered to existing groups and organizations
- Workshops co-hosted with community groups, business associations and other partners
- Contracts with community-based organizations that serve historically disinvested, underserved or excluded populations such as low-income, communities of color, people with disabilities, and/or Limited English Proficient populations
- Sponsorship of topical forums or summits with partner agencies or universities, with the media or other community organizations (e.g., Demographic Workshop, Economic Summit)
- Opportunities for public input directly to policy board members
- Outreach at locations, destinations, or events where people are already congregating (e.g., transit hubs, farmers markets, community festivals, universities)

Public Meetings and Events - Methods

- Open houses and/or Teletownhalls
- Public Hearings
- Listening Sessions
- Themed workshops (to help avoid information overload)
- Question-and-answer sessions with planners and/or policy committee members
- Break-out sessions for smaller group discussions on multiple topics
- Interactive exercises, including digital collaboration and whiteboarding tools
- Customized presentations with designated opportunities for feedback
- Vary time of day (day/evening) and days of week (weekday, weekend) for workshops

- Conduct meeting entirely in community’s primary language
- Provide videoconferencing or virtual meeting options
- Demonstration events to showcase project components

Visualization Methods

- Maps
- Charts, illustrations, infographics, photographs, photograph simulations
- Artist renderings and drawings
- Table-top interactive displays and models
- Website content and interactive tools and/or games or opportunities for gamification
- PowerPoint slide shows
- Scientific and data driven visualizations

Public Survey Methods

- Electronic surveys via web (accessed remotely or at public workshops via tablets or laptops)
- Intercept interviews where people congregate, such as at transit hubs (e.g., Orange County’s ARTIC, Los Angeles Union Station, etc.) or farmers markets
- Printed surveys distributed at meetings, transit hubs, on-board transit vehicles, etc.

Commenting Methods

- Polls/surveys (electronic or paper)
- Paper comment cards
- Online comment cards
- Post it notes or stickers
- Marking up maps or language
- Phone calls or voicemails directly to staff or to a dedicated hotline
- Email sent to SCAG staff or [via our online contact form](#)
- Physically mailed letters

Methods for Communicating and Meaningfully Integrating Public and Stakeholder Input

- Summarize key themes of public comments in staff reports to SCAG’s standing policy committees, working groups and to SCAG’s main governing board, the Regional Council
- Newsletters and other emails to participants to report final outcomes
- Updated and interactive web [and accessible social](#) content
- Report back publicly and in an accessible manner on actions and steps based on public feedback that SCAG agrees to perform moving forward.
-

Public Participation Opportunities

SCAG regularly holds meetings and events, open to the public, where people are welcome to make comments. A comprehensive calendar of upcoming opportunities for public involvement is available on SCAG’s website, scag.ca.gov.

To provide opportunities for people to participate or comment from locations throughout the region, SCAG's main office in Los Angeles and each regional office are equipped with state-of-the-art videoconferencing systems. SCAG provides additional videoconferencing sites in Coachella Valley, Palmdale and South Bay to provide additional opportunities for participation in SCAG meetings and workshops. SCAG also utilizes web and audio conferencing and often connects to videoconferencing locations throughout the state.

During the ongoing COVID-19 pandemic, opportunities to participate in in-person meetings either at SCAG's main office or regional offices has been temporarily suspended. Instead, participants are encouraged to join remotely. Information on how to do so is available on SCAG's website, as part of each meeting agenda.

Regular Meetings

Most of SCAG's regular meetings are held during weekday working hours, Monday – Friday between 9:00 a.m. and 5:00 p.m. For those unable to participate during those times, opportunities to provide advance public comments to SCAG's Regional Council or Policy Committee Meetings are outlined in those Agendas. There is also opportunity to provide real time remote comment using the web or telephonic comment platform. These meetings are also recorded and available for viewing following the meeting.

SCAG's Regional Council

All of SCAG's plans and programs are led by decision making by its Regional Council, an 86-member governing board of elected officials, including city representatives from throughout the region, at least one representative from each county Board of Supervisors, a Transportation Commission member and a representative of the Southern California Native American Tribal Governments. The region is divided into districts of roughly equal population in order to provide diverse, broad-based representation. The Regional Council meets once a month and meetings are open to the public. Regional Council meetings are typically held on the first Thursday of the month at or around 12:15 p.m. Specific meeting dates and times can be found on SCAG's website, as well as agenda materials which are posted 72 hours in advance for regularly scheduled meetings. Members of the public are welcome to attend and provide input, either by submitting a comment on an individual agenda item or making general comments by submitting a comment card at the start of the meeting.

SCAG's Policy Committees

SCAG's policy-making process is guided by the work of three Policy Committees: Transportation Committee (TC); Community, Economic and Human Development (CEHD) Committee; and Energy and Environment Committee (EEC). Members of the Regional Council are appointed to one of the policy committees for two-year terms. Most of the discussion and debate on the "nuts and bolts" of a policy issue occurs in the committees. Issues to be considered by the Regional Council must come through one or more of the committees. As opposed to Regional Councilmembers, members of policy committees do

not have to be elected officials. The policy committee meetings typically occur in the morning on the same day of the Regional Council meetings. Members of the public are welcome to attend and provide input, either by submitting a comment on an individual agenda item or making general comments by submitting a comment card at the start of the meeting. The posted agenda for regular meetings is available at least 72 hours before the meeting.

Technical Advisory Committees and Working Groups

These are focused groups convened to work on specific topic areas and provide input to SCAG staff before items are brought to SCAG's Policy Committees or Regional Council. These meetings fall along a spectrum of more technical to more policy focused agenda items with some groups covering items from both categories. A few examples of the technical groups include the Modeling Task Force, Transportation Conformity Working Group and the Technical Working Group. SCAG also hosts a series of Regional Planning Working Groups which function as a forum for SCAG staff to engage stakeholders in the development and implementation of the agencies plans and policies. These groups are more policy groups and focus on areas such as: Safe and Active Streets; Equity; Natural and Farm lands Conservation; Housing; and Sustainable and Resilient Communities. The frequency of meetings varies per group, but most meet on at least a quarterly basis.

Special Public Meetings, Conferences, and Forums

Public meetings on specific issues are held as needed. If statutorily required, formal public hearings are conducted, and publicly noticed. SCAG typically provides notice through posting information on SCAG's website, and, if appropriate, through e-mail notices and news releases to local media outlets. Materials to be considered at SCAG public hearings are posted on SCAG's website and are made available to interested persons upon request.

Workshops, Community Forums, and Other Events

SCAG conducts workshops, community forums, and other events to keep the public informed and involved in various high-profile transportation projects and plans, and to elicit feedback from the public, interested parties, and stakeholders. SCAG holds meetings throughout the six-county region to solicit comments on major plans and programs, such as the RTP/SCS. Meetings are located and scheduled to maximize public participation (including evening meetings). For major initiatives and events, SCAG typically provides notice through the public outreach channels noted in the next section. At least once every year, SCAG convenes its General Assembly to bring together the official representatives of SCAG's membership and help set the agency's course for the coming year.

Targeted Communications

SCAG maintains a database of local government officials and staff, and other public agency staff and interested persons. The database allows SCAG to send targeted mailings (largely via email) to ensure the public, partners, and stakeholders are kept up to date on specific issues of interest.

Local Jurisdiction Public Comments

While SCAG is committed to conducting robust public outreach and engagement and has outlined that commitment in this Public Participation Plan, many of the land use plans and transportation projects that are incorporated in SCAG’s bottom-up approach have gone through their own vigorous public participation process. SCAG’s Public Participation Plan is important to allow the public to participate at the regional level.

How do we reach out to the public?

Public Outreach Channels

Digital channels

Website

SCAG’s maintains its website, www.scag.ca.gov, to ensure that the public, partners, and stakeholders are kept informed about SCAG’s plans and programs and upcoming meetings. SCAG aims to ensure that its website is user-friendly and provides clear information. The website offers the public the opportunity to sign up for further information and updates via email. It also provides SCAG staff contact information.

Email

SCAG SPOTLIGHT, the official newsletter of the Regional Council, and SCAG UPDATE, the agency’s regular newsletter offering details on current agency programs and events. (Newsletters are archived online at www.scag.ca.gov.)

Social media

SCAG maintains an active social media presence on Twitter (@SCAGnews) and Facebook (@scagmpo). These accounts are regularly updated to share agency announcements, upcoming event details and new developments in SCAG’s plans and programs.

Targeted Mailings/Flyers

- o Work with community-based organizations to distribute flyers
- o Email to targeted database lists
- o Place notices on-board transit vehicles and at transit hubs

Local Media

- o Press releases
- o Invite reporters to news briefings
- o Meet with editorial staff
- o Opinion pieces/commentaries
- o Explore advertising opportunities in local newspapers
- o Localized advertising messaging and strategy
- o Visit minority media outlets to encourage use of SCAG press releases
- o Place speakers on radio/TV talk shows
- o Public Service Announcements on radio and TV
- o Written notices published in local newspapers

Internet/Electronic Access to Information

- o Dynamic websites with updated content
- o Videos explaining plans, programs, or concepts
- o Maintain regular presence on social media outlets
- o Podcast interviews
- o Live broadcasts and archived recordings of public events
- o Electronic duplication of open house/workshop materials
- o Interactive website with surveys, commenting areas
- o Access to planning data (such as maps, charts, background on travel models, forecasts, census data, research reports)
- o Provide information in advance of public meetings

Targeted Notifications

- o Blast e-mails
- o SMS / text messages
- o Notices widely disseminated through partnerships with local government and community-based organizations
- o Electronic newsletters
- o Social media such as Twitter and Facebook
- o Local media
- o Notices placed on-board transit vehicles and at transit hubs
- o Submit articles for publication in community/professional/corporate newsletters

Methods for Involving Traditionally Underserved/Underrepresented Communities

- o Grants to community-based organizations to co-host meetings and remove barriers to participation by offering such assistance as childcare or translation services
- o Flyers on transit vehicles and at transit hubs
- o Outreach in the community (e.g., at churches, health centers, schools etc.)
- o Use of community and minority media outlets to announce participation opportunities

Methods for Involving Limited-English Proficient Populations

- o Translate select documents into the four largest Limited English Proficiency (LEP) languages – Spanish, Chinese, Korean and Vietnamese, making these documents available for download on the agency’s website.
- o Provide interpreters to be available for public meetings and workshops as needed, with 72-hour advance notice
- o Partner with CBOs who serve these populations
- o Survey LEP participants at public hearings to assess the effectiveness of the agency’s language services and whether alternate services may need to be employed
- o Disseminating notices of availability and press releases to print, radio and broadcast media serving minority communities

Which programs have established public participation procedures?

Regional Transportation Plan/Sustainable Communities Strategy

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) represents the vision for Southern California’s future, including policies, strategies, and projects for advancing the region’s mobility, economy, and sustainability. The RTP/SCS details how the region will address its transportation and land use challenges and opportunities in order to meet its air quality emissions caps and greenhouse gas reduction targets. An update of an existing RTP/SCS is required every four years, and SCAG is currently undertaking the development of the 2024 RTP/SCS to provide Southern California with a comprehensive vision for its transportation future to the year 2050.

Developing the long-range plan for the SCAG region takes between two and three years to complete and involves working with six county transportation commissions, 191 cities, and numerous other stakeholder organizations and the public. The 2024 RTP/SCS involves goal setting, target setting, growth forecasting, financial projections, and a significant data driven approach to exploring the issues and potential solutions in the region.

Throughout the 2024 RTP/SCS development, SCAG’s Regional Council; Community, Economic, and Human Development Committee; Energy and Environment Committee; and Transportation Committee will consider the challenges and opportunities facing our region and how to best address them, while considering public input.

The process will need to be flexible and subject to change, as needed, to reflect and respond to the input received as SCAG moves through the steps of updating the plan. SCAG will update its details regularly to help direct interested SCAG residents and organizations to participate in key actions or decisions being taken. Details will be on the plan website at <https://scag.ca.gov/connect-socal>

(For additional information on the RTP/SCS public participation procedures, see Appendix B.)

Program Environmental Impact Report for the RTP/SCS

Pursuant to the California Environmental Quality Act (CEQA), SCAG is obligated to prepare an environmental document that consists of a prepare a Program Environmental Impact Report (PEIR) to evaluate the potential environmental impacts associated with the implementation of the 2024 RTP/SCS. The PEIR will focus on a region-wide assessment of existing conditions and potential impacts as result of the 2024 RTP/SCS, as well as broad policy alternatives and program-wide mitigation measures. The PEIR will serve as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed plan by analyzing the projects and programs on a broad regional scale, not at a site-specific level of analysis. Site specific analysis will occur as each project is defined and goes through individual project-level environmental review.

SCAG will hold various scoping meetings, workshops, and public hearings throughout the PEIR development process to solicit input from SCAG stakeholders and the public. SCAG will ensure the PEIR is accessible to the public for review and comment following CEQA Guideline requirements for noticing and document availability.

(For additional information on the PEIR public participation procedures, see Appendix B.)

Environmental Justice Program

Pursuant to regulatory compliance, SCAG is required to ensure environmental justice principles are an integral part of the transportation and land use planning process, including the RTP/SCS. SCAG's environmental justice program has two main elements: technical analysis and public outreach and policy coordination. The two main elements of the program contribute to the development of the Connect SoCal Environmental Justice (EJ) Technical Report, which conducts a technical analysis of EJ issue areas of the region and discusses outreach strategies, and SCAG's role as a resource for local jurisdictions that are required to develop an EJ Element or incorporate EJ policies, goals, and objectives into their General Plans per SB 1000 requirements.

The overall environmental justice outreach process encourages SCAG stakeholders and the public, with many opportunities to be involved, to discuss and address environmental justice issues and shape SCAG's environmental justice program.

(For additional information on the Environmental Justice public participation procedures, see Appendix B.)

Regional Housing Needs Assessment

SCAG is required to make updates to the eight-year Regional Housing Needs Assessment (RHNA). The RHNA quantifies the need for housing within each jurisdiction. Communities use the RHNA in land use planning, prioritizing local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment and household growth.

Both the RTP/SCS and RHNA use the local input process as the basis for future demographic projections, including household growth. The 6th cycle RHNA allocation, which covers the planning period October 2021 through October 2029, was adopted in March 2021. The department of Housing and Community Development approves SCAG's RHNA allocations to the cities. Cities and counties are required to update their Housing Elements to demonstrate how they will meet their RHNA allocation through development and/or rezoning strategies.

As part of its public outreach for the RHNA process, SCAG held public meetings, workshops and public hearings at different points in the RHNA process to receive verbal and written input. Over 500 verbal and written comments were submitted during the 6th RHNA cycle, which were all reviewed by SCAG staff and shared with the decision-making bodies, as appropriate. All submitted written comments were posted on the RHNA webpage and recordings of all RHNA Subcommittee meetings and RHNA public hearings were accessible through SCAG's website. SCAG staff also coordinated with subregional COGs (Council of Government) and other groups to update local jurisdictions and other stakeholders on the RHNA process and allocation. While the 6th RHNA cycle process has concluded, SCAG will continue to engage stakeholders in housing element assistance and accelerating housing production in the region. Announcements of public workshops, meetings, and milestones are announced through the housing email list. To submit a written comment or question, or to be added to the housing mailing list, send an email to housing@scag.ca.gov. Additional resources on RHNA and housing can be found at www.scag.ca.gov/housing

Federal Transportation Improvement Program

SCAG's Federal Transportation Improvement Program (FTIP) is the short-term capital listing of all transportation projects proposed over a six-year period. The listing identifies specific funding sources and funding amounts for each project. The proposed transportation projects are funded through a variety of federal, state and local sources. Projects consist of improvements such as, highway improvements, transit, high occupancy vehicle lanes, signal synchronization, intersection improvements, bikeways, and freeway ramps to name a few. The FTIP must include all transportation projects that are federally funded, and/or regionally significant regardless of funding source or whether subject to any federal action.

Projects in the FTIP are submitted to SCAG by the six County Transportation Commissions. SCAG analyzes the projects to ensure that they are consistent with state and federal requirements. Federal law requires the FTIP be consistent with the RTP.

SCAG works with transit operators and county transportation commissions on developing the FTIP. The public participation process and coordination is a tiered process within the SCAG region, beginning at the county level with each transportation commission developing their own transportation improvement program (TIP). There are several opportunities for the public to review and comment on projects and programs during the development of each county TIP and approval of the SCAG FTIP.

(For additional information on the FTIP public participation procedures, see Appendix B.)

Overall Work Program

Funding for SCAG's metropolitan planning activities are documented in an annual Overall Work Program, or OWP, pursuant to federal requirements. The OWP is developed each fiscal year and details the agency's planning and budgetary priorities for the following fiscal year. SCAG's federal and state funding partners (FHWA, FTA and Caltrans) must approve SCAG's OWP each year before it takes effect.

(For additional information on the OWP public participation procedures, see Appendix B.)

Evaluation

Why does SCAG evaluate public participation activities?

SCAG regularly monitors its communication and outreach activities to ensure that public and stakeholder concerns and input are directly addressed in its policies and programs, as well as to find areas for improvement. Additionally, these measurements are used to ensure public outreach outcomes are in compliance with state and federal requirements.

In developing this updated Public Participation Plan, SCAG staff sought feedback from stakeholders, interested parties, and the public on our current outreach and engagement practices. In a survey distributed digitally, in August and September 2021 we asked respondents to let us know which of our public participation activities are most effective, and how we can improve our efforts.

Major survey results include:

- The overall top three resources used according to the survey were:
 - o Factsheets
 - o Meetings or In-person presentations
 - o Reports/White Papers
- Business Entities reported the least satisfaction with SCAG's responsiveness (22% somewhat/very unsatisfied) and SCAG's overall outreach (32% somewhat/very unsatisfied)
- Local Jurisdictions, Non-Profits and Businesses Entities stated that they encountered the most barriers to participating in SCAG's programs or meetings.
 - o Including common responses such as:
 - Time/Day, difficult to schedule around workdays
 - Not always virtual, difficult to access
 - Too short notice
- Local Jurisdictions represented 33.7% of responses
- Local Jurisdictions ranked FAQs in their top three resources
- The general public responded that GIS Maps/StoryMaps and Reports/White Papers tied in their top three resources
- The general public also uses social media and email communication channels the most

- Overall, the general public’s responses in the survey:
 - o 64% prefer daytime meetings
 - o 48.5% feel they don’t have adequate access to comment on SCAG’s plans
 - o 67% are very/somewhat satisfied with SCAG’s responsiveness
 - o 58% are very/somewhat satisfied with SCAG’s overall outreach
- SCAG will continue to periodically survey the public and stakeholders to assess the effectiveness of the procedures and strategies contained in the Public Participation Plan, to ensure a full and open participation process.

What does SCAG measure?

SCAG measures the outcomes of a diverse array of public participation activities, with context-sensitive evaluation methods that tailor goals to each project.

Benchmarks used to gauge success in public outreach include but are not limited to:

- Number of meetings or events held
- Number of meeting/event attendees
- Amount spent on outreach elements
- Media coverage
- Type and quantity of materials presented
- Email distribution numbers, including open and click-through rates
- Digital metrics including web traffic and social media engagement
- Impressions (estimates of digital and print exposure)
- Geographic diversity of outreach and input/feedback

The following chart shows the measurements activities that correspond with previously stated public participation goals.

Goal	Example Metrics
Ensure that a wide range of perspectives are heard so that planning outcomes reflect the interests and values of the region’s diverse communities. To that end, SCAG will engage and consider the needs of traditionally underrepresented and/or underserved populations, such as low-income, communities of color, people with disabilities, and Limited English Proficiency populations.	Number of meetings held in traditionally underrepresented communities; availability of translation services and materials; availability of accommodations for seeing and hearing impaired; location accessibility.

<p>Provide opportunities for the public and stakeholders across the region to engage in meaningful dialogue during the decision-making process, and clearly define the purpose of each type of outreach at each stage and how feedback will be used to shape the plan and/or program.</p>	<p>Number of meetings held in each county; how outreach methods are tailored to meet the needs of specific projects and/or communities; type and quality of materials presented; recurring surveys and opportunities for public evaluation of SCAG's outreach efforts.</p>
<p>Motivate more feedback from stakeholders, partners, and the public by making commenting on plan and programs convenient and accessible.</p>	<p>Number and scope of media advertisements for public comment opportunities; response rate to email blasts and other digital communication methods; SCAG website hits; and number of comments collected at meetings, online and through mail.</p>
<p>Evaluate and incorporate public and stakeholder viewpoints and preferences into final decisions where appropriate and possible, communicate the decisions made and how the received input affected those decisions.</p>	<p>Documentation of how public and stakeholder comments were addressed in final decisions, policies and plans; communication with commenting stakeholders informing them of how their input was addressed.</p>
<p>Encourage stakeholders and members of the public to remain engaged through the decision-making process, the implementation phase and beyond.</p>	<p>Recurring surveys and opportunities for public comment on public participation plans and publish yearly public outreach report measuring success and ways of improvement for the next year.</p>

How does SCAG define success?

SCAG uses qualitative and quantitative methods to evaluate the success of its public participation strategies. Depending on the scope and location of the project or activity, SCAG measures feedback through:

- Setting clear, measurable outcomes.
- Establishing benchmarks to gauge success (i.e., 75% of respondents rated a workshop at 4 or higher on a six-point scale).
- Reviewing past processes, activities, and evaluations to see what actions the Agency took as a result, noting lessons learned.
- Identifying and simplifying public involvement techniques that produce more cost-effective decisions.
- Evaluating public participation plans with surveys and opportunity for public comment.
- Highlight yearly public outreach successes and areas for improvement in annual accomplishments report.

- Measuring impact of digital outreach strategies by documenting number of hits on website, social media (Twitter and Facebook), and number of followers, shares retweets, tweets, direct tweets, mentions etc.
- Measuring growth of distribution lists size, and number of requests to join distribution lists.
- Counting number of attendees, comments received, and press mentions for project specific open houses, meetings & workshops.
- Counting number of registrations compared to actual attendance at events.
- Counting registrations and logins for webinars.
- Documenting the distribution, press mentions, number of calls, and comments for physical outreach materials such as direct mailings and flyers.
- Documenting press mentions, number of calls, and comments related to press releases.
- Tracking how often SCAG is mentioned in media such as news articles, blog posts, TV news etc. Other aspects to document are circulation/popularity of news outlet; whether reference is positive or negative; content and number of comments on article/blogpost; number of times article/blog post has been shared; and what projects/programs are being mentioned.
- Scientific polling to obtain metrics regarding the effectiveness of its outreach
- Reporting to agency leadership on level of success with respect to public participation using these methods

What should you do now?

Find Information

WEB AND VIDEO – SCAG’s website, www.scag.ca.gov, serves as the comprehensive resource for SCAG’s programs and policy initiatives, agendas for Regional Council and Policy Committee meetings, fact sheets and calendar of SCAG events. Live and archived video of Regional Council meetings and other SCAG-related video productions are available in the SCAG-TV section.

DATA LIBRARY – SCAG has a wide range of data and web tools to help access regional planning data, statistics and research information. We also have an extensive GIS library, which provides free access to a diverse collection of geographic and spatial data. SCAG’s data have been used by interested parties for a variety of purposes including data and communication resources for elected officials; businesses and residents; community planning and outreach; economic development; visioning initiatives; and grant application support.

GROUP PRESENTATIONS – SCAG’s planning staff are available to conduct presentations to community and stakeholder groups. Presentations can be tailored to address a specific topic, area of concern, or provide a general overview of how SCAG works on many different issues. Request a SCAG presentation to your organization or community through our online contact form at www.scag.ca.gov/about/Pages/ContactUs.aspx.

Stay Connected

E-NEWSLETTERS – SCAG SPOTLIGHT is the official newsletter of the Regional Council. It includes information on recent Regional Council actions, an update from SCAG’s Executive Director and news on upcoming events. SCAG UPDATE is the agency’s regular newsletter, which offers updates on agency programs and events. To view or subscribe to SCAG’s e-newsletters, visit www.scag.ca.gov.

SOCIAL MEDIA – SCAG is active on several social networking sites to help expand awareness of SCAG and broaden interest in its regional planning work. Engage with SCAG and stay current with news and events by following the agency on Facebook at @scagmpo or on Twitter at @SCAGnews.

MULTILINGUAL ACCESS– SCAG seeks to ensure that diverse populations are involved in the regional planning process. With a minimum advance notice of 72 hours, SCAG makes available translation assistance at its workshop and public meetings. SCAG translates key outreach materials into several languages and makes them available on the SCAG website, www.scag.ca.gov.

Share Input

SCAG welcomes the public to address the Regional Council and Policy Committees at every monthly meeting. Meetings for special subcommittees also include time for public comments. Visit the Public Participation Form on the SCAG website at www.scag.ca.gov to weigh in on important issues in Southern California. Due to the COVID-19 pandemic, at the time of the release of the draft Public Participation Plan these locations for SCAG’s offices had emergency closures in place following local health regulations, as documented here, opportunities to connect with staff were made available in response to the pandemic. Locations for SCAG’s main office and regional offices are listed below:

- Main Office: 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
- Imperial County Office: 1503 N. Imperial Avenue, Suite 104, El Centro, CA 92243
- Orange County Office: 600 S. Main Street, Suite 906, Orange, CA 92863
- Riverside County Office: 3403 10th Street, Suite 805, Riverside, CA 92501
- San Bernardino County Office: 1170 W. 3rd Street, Suite 140, San Bernardino, CA 92410
- Ventura County Office: 950 County Square Drive, Suite 101, Ventura, CA 93003

If you have general comments or questions, please feel free to email us at: contactus@scag.ca.gov.

Regional Affairs Staff and Offices

To address the challenges of coordinating participation activities and events across 38,000 square miles of the region, SCAG established regional offices in the counties of Imperial, Orange, Riverside, San Bernardino and Ventura. Each office is staffed by a Regional Affairs Officer who coordinates SCAG activities for each county.

APPENDIX A.

Legal Public Participation Requirements

Federal Planning Requirements

As the MPO designated for the six-county metropolitan planning area (MPA), SCAG is responsible under federal and state transportation planning law, to develop a metropolitan transportation plan, referred to by SCAG as the Regional Transportation Plan (RTP) and a transportation improvement program (TIP), referred to as the Federal Transportation Improvement Program (TIP).

The 2005 “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU) set forth public participation requirements for MPOs in developing these transportation plans. Specifically, SAFETEA-LU required MPOs to develop, in collaboration with interested parties, a Public Participation Plan that would provide reasonable opportunities for all parties to participate and comment on regional transportation plans. The transportation reauthorization bill “Moving Ahead for Progress in the 21st Century” (MAP-21) continues an emphasis on providing early and continuous opportunities for public involvement.

In carrying out its planning work, SCAG must comply with federal metropolitan planning law and regulations (23 U.S.C. Section 134 et seq. and 23 CFR Part 450 et seq.) and state transportation planning law (Cal Gov. Code Section 65080 et seq.) which incorporates the requirements of California Senate Bill 375 (Steinberg 2008). SCAG is further committed to developing and updating its regional transportation plans in accordance with the following requirements, including but not limited to: CEQA and Guidelines; Federal Clean Air; American with Disabilities Act of 1990 (ADA); Title VI of the Civil Rights Act; Executive Order 12898 regarding Environmental Justice; Executive Order 13166 regarding Improving Access to Services for Persons with Limited English Proficiency; Executive Order 13175 regarding Consultation and Coordination with Indian Tribes.

SCAG's Public Participation Plan procedures will follow and must comply with the following federal planning regulations set forth under 23 C.F.R. Section 450.316:

1. The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
 - a. (1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
 - i. Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
 - ii. Providing timely notice and reasonable access to information about transportation issues and processes;
 - iii. Employing visualization techniques to describe metropolitan transportation plans and TIPs;
 - iv. Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
 - v. Holding any public meetings at convenient and accessible locations and times;
 - vi. Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
 - vii. Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
 - viii. Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
 - ix. Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
 - x. Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

- b. When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
- c. A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

Consultation Requirements & Activities

SCAG must consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the RTP. The consultation shall involve, as appropriate:

1. Comparison of transportation plans with State conservation plans or maps, if available; or
2. Comparison of transportation plans to inventories of natural or historic resources, if available.

SCAG's consultation requirements under federal planning regulations are set forth under 23 C.F.R. Section 450.316(b)-(e) as follows:

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

- (1) Recipients of assistance under title 49 U.S.C. Chapter 53;
- (2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
- (3) Recipients of assistance under [23 U.S.C. 201-204](#).

(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § [450.314](#).

Consultation activities are accomplished primarily through our policy committees, other committees, subcommittees, task forces, and working groups. Policy committees are primarily made up of local elected officials. There are several issue-specific as well as mode-specific committees, subcommittees, task forces and working groups that are on-going as well as some that are created for a specific purpose and specific timeframe. All of these groups provide input to SCAG who thereafter forwards their recommendations to the policy committees. Examples include the Aviation Technical Advisory Committee, Transit Technical Advisory Committee, Modeling Task Force, and Transportation Conformity Working Group (TCWG).

SCAG conducts meetings with all 191-member city managers and provides individual city council briefings when requested. Also, SCAG conducts several workshops prior to releasing the Draft RTP/SCS involving stakeholders to ensure that their input on major issues is addressed in the plan. In addition, SCAG meets with State and local agencies responsible for land use management, natural resources, environmental protection, and others.

SCAG also utilizes the subregional council of governments (COG) structure to distribute information and solicit input on the content as well as the planning and programming process from local stakeholders.

SCAG mails out a notice of the Draft RTP and FTIP availability to the stakeholders at the local, state and federal level to solicit their comment and input to the final RTP and FTIP. Comments as well as responses are fully documented and reflected in the final RTP.

SCAG engages Tribal Governments in the RTP and FTIP processes through Tribal Government representation on SCAG's governing board and policy committees. SCAG also conducts a separate Tribal Government Consultation process. Please see the Tribal Government and Federal Land Management Agency Consultation Process for more information.

Title VI and Environmental Justice

Consideration of Environmental Justice in the transportation planning process stems from Title VI of the Civil Rights Act of 1964 (Title VI). Title VI establishes the need for transportation agencies to disclose to the public the benefits and burdens of proposed projects on minority populations. Title VI states that "No person in the United States shall, on the ground of race, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Additionally, Title VI not only bars intentional discrimination, but also unjustified disparate impact discrimination. Disparate impacts result from policies and practices that are neutral on their face (i.e., there is no evidence of intentional discrimination), but have the effect of discrimination on protected groups. The understanding of civil rights has expanded to include low-income communities, as further described below.

In the 1990's, the federal executive branch issued orders on Environmental Justice that amplified Title VI, in part by providing protections on the basis of income as well as race. These directives, which included President Clinton's Executive Order 12898 (1994) and subsequent U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA) orders (1997 and 1998, respectively), along with a 1999 DOT guidance memorandum, ordered every federal agency to make Environmental Justice part of its mission by identifying and addressing the effects of all programs, policies and activities on underrepresented groups and low-income populations. Reinforcing Title VI, these measures ensure that every federally funded project nationwide consider the human environment when undertaking the planning and decision-making process.

On August 4, 2011, seventeen federal agencies signed the "Memorandum of Understanding on Environmental Justice and Executive Order 12898." The signatories, including the U.S. Department of Transportation (DOT), agreed to develop Environmental Justice strategies to protect the health of people living in communities overburdened by pollution and to provide the public with annual progress reports on their efforts. The MOU advances agency responsibilities outlined in the 1994 Executive Order 12898 and directs each of the Federal agencies to make Environmental Justice part of its mission and to work with other agencies on Environmental Justice issues as members of the Interagency Working Group on Environmental Justice.

In response to this MOU, DOT revised its Environmental Justice Strategy. The revisions reinforce the DOT's programs and policies related to Environmental Justice and strengthen its efforts to outreach to minority and low-income populations. In addition, in July 2012 the Federal Transit Authority (FTA) issued two Circulars on Title VI and Environmental Justice to clarify the requirements and offer guidance. FTA Circular 4702.1A, Title VI Requirements and Guidelines for Federal Transit Administration Recipients provides information required in the Title VI Program, changes the reporting requirement from every four years to every three years, and adds a requirement for mapping and charts to analyze the impacts of the distribution of State and Federal public transportation funds. The FTA Circular 4703.1, Environmental Justice Policy Guidance for Federal Transit Administration Recipients (Docket number FTA-2011-0055) provides recommendations to MPOs (and other recipients of FTA funds) on how to fully engage Environmental Justice populations in the public transportation decision-making process; how to determine whether Environmental Justice populations would be subjected to disproportionately high and adverse human health or environmental effects as a result of a transportation plan, project, or activity; and how to avoid, minimize, or mitigate these effects. The Circular does not contain any new requirements, policies or directives. Nonetheless, SCAG complies with the framework provided to integrate the principles of Environmental Justice into its decision-making processes.

Under federal policy, all federally funded agencies must make Environmental Justice part of their mission and adhere to three fundamental Title VI/Environmental Justice principles:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

In addition to Federal requirements, SCAG must comply with California Government Code Section 11135, which states in relevant part that, “no person in the State of California shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or activity that is conducted, operated, or administered by the state or by any state agency that is funded directly by the state, or receives any financial assistance from the state.”

The State of California also provides guidance for those involved in transportation decision-making to address Environmental Justice. In 2003, the California Department of Transportation (Caltrans) published the Desk Guide on Environmental Justice in Transportation Planning and Investments to provide information and examples of ways to promote Environmental Justice. The Desk Guide identified requirements for public agencies, guidance on impact analyses, recommendations for public involvement, and mitigation.

Finally, SCAG has in place a Title VI Program which was approved by FTA on February 22, 2012. The Title VI Program includes a process for investigating Title VI complaints as well as a copy of the agency’s Limited English Proficiency (LEP) Outreach Plan. The key elements of the LEP Plan include: (1) Spanish speaking translators available upon request for meeting and workshops; (2) selected RTP materials available in English, Spanish, Chinese and Korean languages; and (3) utilization of a specialty outreach consultant to engage with the LEP and minority communities. SCAG will continue these efforts for future RTP/SCS cycle. SCAG also updated the Title VI Program and LEP Plan in October 2018 as requested by the State Department of Transportation. More information about the agency’s Title VI Program and LEP Plan is available on the SCAG website at: <http://www.scag.ca.gov/participate/Pages/CivilRights.aspx>.

State Planning Requirements

California requires that each metropolitan planning organization adopt a public participation plan, for development of the sustainable communities strategy (SCS) and an alternative planning strategy (APS) (if one is developed), that includes all of the following:

1. Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with SCAG’s adopted Public Participation Plan.
2. Consultation with congestion management agencies, transportation agencies, and transportation commissions.
3. Workshops throughout the region (a minimum of three public workshops in each county with a population of 500,000 or more) to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices.
4. Preparation and circulation of a draft SCS and APS, if one is prepared, not less than 55 days before adoption of a final RTP.
5. At least three public hearings on the draft SCS in the RTP and APS, if one is prepared, held in different parts of the region, if feasible.
6. A process for enabling members of the public to provide a single request to receive notices, information and updates.

Further, SB 375 requires that SCAG conduct at least two informational meetings in each county within the region for members of the board of supervisors and city councils on the SCS and APS, if any. The

purpose of the meeting shall be to present a draft of the SCS to the members of the board of supervisors and city council members in that county and to solicit and consider their input and recommendations.

Interested Parties

SCAG intends to encourage involvement of a broad range of people and organizations in the RTP/SCS planning process by reaching out to a wide variety of potential participants.

Per state law, SCAG has included an expanded list of stakeholder groups, or “interested parties.”

The following list is an example of target audiences SCAG aims to reach in the region:

- affordable housing advocates
- broad-based business organizations
- city managers
- community development representatives
- commercial property interests
- community-based organizations
- educational community and institutions
- elderly and retired persons
- elected officials
- environmental advocates
- freight shippers
- general public
- governmental agencies and non-profit organizations that receive Federal assistance from a source other than the Department of Transportation (DOT) to provide non-emergency transportation services and recipients of assistance under section 204 of Title 23 U.S.C.
- health and wellness representatives
- home builder representatives
- homeowner associations
- landowners
- limited English proficiency populations
- minority and low-income populations
- neighborhood and community groups
- neighborhood councils
- organizations serving rural area residents
- planners
- private providers of transportation
- private sector
- providers of freight transportation services
- public agencies
- public health and wellness representatives
- public sector
- representatives of the disabled
- transportation agency employees

- representatives of users of pedestrian walkways and bicycle transportation facilities
- representatives of users of public transit
- special interest non-profit agencies
- subregional organizations
- transit operators
- transportation advocates
- Tribal Governments
- women’s organizations

Regional Coordination and Interagency Consultation

SCAG’s three Policy Committees (Transportation Committee, Energy & Environment Committee and Community, Economic & Human Development Committee) include members appointed to represent the 15 subregional organizations in the SCAG region. The committees now also include the newly adopted Communities of Concern appointments made by the County Representatives and appointed by the Regional Council President. Further, the numerous subcommittees, technical advisory committees, working groups, and the AB 1246 process facilitate SCAG’s ability to provide a framework for bottom-up planning and more frequent and ongoing participation by interested parties at all stages of the process.

As set forth in the Public Utilities Code Section 130000 et-seq. (otherwise known as the “AB 1246 Process”), the multi-county designated transportation planning agency shall convene at least two meetings annually of representatives from each of the six transportation commissions, the agency, and the Department of Transportation for the purposes below. The region wide Transportation Agencies CEOs Group is currently fulfilling the function of the AB 1246 process.

1. To review and discuss the near-term transportation improvement programs prior to adoption by the county transportation commissions.
2. To review and discuss the Regional Transportation Plan prior to adoption by SCAG pursuant to Chapter 2.5 (commencing with Section 65080) of Title 7 of the Government Code.
3. To consider progress in the development of a region wide and unified public transit system.
4. To review and discuss any other matter of mutual concern.

SCAG has a memorandum of understanding (MOU) with the South Coast Air Quality Management District (SCAQMD) on transportation and air quality conformity consultation procedures for the South Coast Air Basin and for the Riverside County portions of the Salton Sea Air Basin and the Mojave Desert Air Basin. Parties to the MOU include: SCAQMD, Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino County Transportation Authority, California Department of Transportation (Caltrans) Districts 7/8/11/12, California Air Resource Board (ARB), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

Likewise, SCAG has an MOU for transportation and air quality conformity consultation procedures with the Ventura County Air Pollution Control District (VCAPCD) for the Ventura County portion of the South-Central Coast Air Basin (SCCAB). Parties to the MOU include: VCAPCD, Ventura County Transportation Commission, Caltrans District 7, ARB, FHWA and FTA.

To support interagency coordination and fulfill the interagency consultation requirements of the Federal Transportation Conformity Rule, SCAG hosts and participates in the Transportation Conformity Working Group (TCWG). The group meets on a monthly basis to address and resolve regional issues pertaining to transportation conformity for the RTP and FTIP; RTP and FTIP amendments; and the region's air quality management plans. TCWG also is the forum for interagency consultation on project-level PM hot-spot analysis. SCAG serves as the regional PM hot spot analysis clearinghouse and maintains records on all projects on the TCWG website.

The TCWG consists of staff representatives from federal, state, regional and sub-regional transportation and air agencies including the United States Environmental Protection Agency, Federal Highway Administration, Federal Transit Administration, California Air Resources Board, California Department of Transportation, Air Quality Management Districts, County Transportation Commissions, Transit operators, and SCAG. Other public agencies (including sub-regional agencies), as well as environmental and business groups and the general public, may also attend, make comments at, and otherwise participate in TCWG meetings.

APPENDIX B.

Programs with established public participation procedures

Regional Transportation Plan/Sustainable Communities Strategy

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) represents the vision for Southern California's future, including policies, strategies, and projects for advancing the region's mobility, economy, and sustainability. The RTP/SCS details how the region will address its transportation and land use challenges and opportunities in order to meet its air quality emissions caps and greenhouse gas reduction targets. SCAG updates the RTP/SCS every four years, as required by law, and SCAG is currently undertaking the development of the 2024 RTP/SCS to provide Southern California with a comprehensive vision for its transportation future to the year 2050.

California Senate Bill 375 (Steinberg, Chapter 728, 2008 Statutes) requires SCAG and other MPOs to engage the region in the development process of the SCS or an Alternative Planning Strategy (APS) through outreach efforts and a series of workshops and public hearings. For the SCAG region these workshops and public hearings include workshops for local elected officials and workshops in each county in the region (at least 16 public workshops.) SCAG will also conduct public hearings on the Draft RTP/SCS in distinct parts of the region.

SCAG prepares several technical companion documents for RTP/SCS updates. These include a Program Environmental Impact Report on the RTP/SCS per CEQA guidelines, and transportation air quality conformity analyses (to ensure clean air mandates are met) per federal Clean Air Act requirements. Certain revisions to the RTP/SCS may warrant a revision or update to these technical documents.

SCAG also prepares an equity analysis of RTP/SCS updates to determine whether minority and low-income communities in the region share equitably in the benefits of the regional transportation plan without bearing a disproportionate share of the burdens. As an assessment of the region's long-range transportation investment strategy, this analysis is conducted at a regional, program-level scale. This assessment of the long-range plan is intended to satisfy federal requirements under Title VI of the Civil Rights Act and federal policies and guidance on environmental justice. For each update of the RTP/SCS, SCAG prepares a public participation plan that provides more information on how the equity analysis will be conducted throughout that update of the RTP/SCS. For additional information on the Environmental Justice public participation procedures, see Appendix B.)

Updating and Revising the RTP/SCS

A complete update of an existing RTP/SCS is required at least once every four years. The RTP/SCS also may be revised in between major updates under certain circumstances, as described below.

RTP/SCS Update

This is a complete update of the most current RTP/SCS, which is prepared pursuant to state and federal requirements. RTP/SCS updates include extensive public consultation and participation involving hundreds of SCAG residents, public agency officials, and stakeholder groups over many months. SCAG's Regional Council and policy committees and other members of the public play key roles in providing feedback on the policy and investment strategies identified in the plan. Local and Tribal governments, transit operators and other federal, state and regional agencies also actively participate in the development of an RTP/SCS update via existing working groups and ad hoc forums.

RTP/SCS Amendment

An amendment is a major revision to the RTP/SCS, including adding or deleting a project, major changes in project costs, completion year dates, and/or design concept and scope (e.g., changing project locations or the number of through traffic lanes). An amendment requires public review and comment and is ultimately presented to SCAG's Regional Council for final approval. An amendment must demonstrate financial constraint and a finding that the change is consistent with federal transportation conformity mandates.

RTP/SCS Administrative Modification

This is a minor revision to the RTP/SCS for minor changes to project/project phase costs, funding sources, and/or initiation dates. An administrative modification does not require public review and comment,

demonstration that the project can be completed based on expected funding, nor a finding that the change is consistent with federal transportation conformity requirements. As with an RTP/SCS amendment, changes to projects that are included in the RTP/SCS's financially unconstrained strategic plan may be changed without going through this process.

2024 RTP/SCS Update Process and Schedule

Developing the long-range plan for the SCAG region takes between two and three years to complete and involves working with six county transportation commissions, 191 cities, six counties, and countless other stakeholder organizations and the public. The 2024 RTP/SCS involves goal setting, target setting, growth forecasting, financial projections, and significant issues exploration. Considered at a high level, the 2024 RTP/SCS update will be completed in four phases: 1) Foundations and Frameworks; 2) Data Collection and Policy Development; 3) Outreach and Analysis; 4) Draft Plan and Adoption. Throughout the process, SCAG staff will engage the public and local, regional, and state partners to develop the 2024 RTP/SCS to meet current and future transportation needs over the next 25 years. Development of the 2024 RTP/SCS will be guided by an existing federal, state, and regional policy framework consisting of FAST Act/MAP-21, the California Transportation Plan and other relevant statewide plans, and the existing 2020 RTP/SCS.

Throughout the 2024 RTP/SCS development, SCAG's Regional Council; Community, Economic, and Human Development Committee; Energy and Environment Committee; and Transportation Committee will consider the challenges and opportunities facing the region and how to best address them, while considering public input.

The process will need to be flexible and is subject to change, as needed, to reflect and respond to the input received as SCAG moves through the steps of updating the plan. To help direct interested SCAG residents and organizations to participate in key actions or decisions being taken, any changes as well as additional detail will be posted on the <https://scag.ca.gov/connect-socal>.

Congestion Management Process

SCAG is required by federal regulations to prepare a congestion management process (CMP) for the SCAG region that includes strategies for managing travel demand, traffic operational improvements, public transportation improvement and others. SCAG adopts a CMP approximately every two years, with the results of this technical evaluation used to inform SCAG decisions on program and investment priorities, including the RTP/SCS.

Program Environmental Impact Report

SCAG will prepare a Program Environmental Impact Report (PEIR) beginning in the fall of 2022 through April 2024. The PEIR will evaluate the potential environmental impacts associated with the implementation of the 2024 RTP/SCS.

The 2024 PEIR will focus on a region-wide assessment of existing conditions and potential impacts as well as broad policy alternatives and program-wide mitigation measures. Given its programmatic nature, potential or probable environmental effects of individual projects included in the 2024 RTP/SCS Project List will not be specifically analyzed in the PEIR. The PEIR will serve as a first-tier document for later CEQA review of individual projects included in the program. For large scale planning approvals (such as the RTP/SCS), where project-level environmental analyses will subsequently be prepared for specific projects broadly identified within a PEIR, the site-specific analysis can be deferred until the project level environmental document is prepared, provided deferral does not prevent adequate identification of significant effects of the planning approval at hand.

SCAG, as the lead agency of the 2024 RTP/SCS, is required to file all CEQA notices related to the PEIR (i.e., Notice of Preparation [NOP], Notice of Availability [NOA], Notice of Determination [NOD]) to the Office of Planning and Research and with each county clerk in the project boundaries (which includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties) for public review for 30-60 days. All CEQA notices are also e-mailed out to SCAG stakeholders through SCAG's e-mailing list and posted at SCAG's main office in Los Angeles and regional satellite offices in each of the other five counties for the full comment period to solicit public comments. SCAG will also hold multiple outreach meetings throughout the PEIR process, including two scoping meetings at the NOP stage (the first stage in developing an environmental document of the CEQA process), and a public hearing/workshop at the NOA stage (the second stage) to obtain oral public comments. Public comments received during the NOP stage will be incorporated into the Draft PEIR and public comments received during the NOA stage will be responded to in the Final PEIR. This process ensures public comments are collected and addressed per CEQA requirements.

In summary, the PEIR will serve as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed plan by analyzing the projects and programs on a broad regional scale, not at a site-specific level of analysis. Site specific analysis will occur as each project is defined and goes through individual project-level environmental review.

Regional Housing Needs Assessment

In addition to the tasks to develop the RTP/SCS, SCAG is required to update the eight-year Regional Housing Needs Assessment (RHNA). The RTP/SCS must demonstrate on a regional level, areas sufficient to house all the population of the region, including the eight-year projection of the RHNA.

Both the RTP/SCS and RHNA use the local data exchange process as the basis for future demographic projections, including household growth. The 6th cycle RHNA allocation, which will cover the planning period October 2021 through October 2029, was adopted in March 2021.

Federal Transportation Improvement Program

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

SCAG's Federal Transportation Improvement Program (FTIP) is a capital listing of all transportation projects proposed over a six-year period. The listing identifies specific funding sources and funding amounts for each project. The FTIP must include all transportation projects that are federally funded, and/or regionally significant regardless of funding source or whether subject to any federal action.

The FTIP includes improvements to projects on the state highway, local arterial, bridge, public transit, rail, bicycle, pedestrian, safety, maintenance, operational and planning projects to name a few. The projects are submitted to SCAG by the six County Transportation Commissions. SCAG analyzes the projects to ensure that they are consistent with state and federal requirements. Federal law requires the FTIP be consistent with the RTP.

The following outlines SCAG's strategies, procedures and techniques for public participation on the FTIP. SCAG intends to update this section of the Appendix as needed prior to commencing each FTIP cycle to reflect appropriate changes.

1. FTIP Public Participation Process in the SCAG Region

SCAG has a Memorandum of Understanding (MOU) with transit operators and each of the County Transportation Commissions (CTCs) within the SCAG Region. These MOUs specify the role of the transit operators and CTCs with respect to approval of transportation projects utilizing federal, state highway, and transit funds within their respective jurisdiction. The County Transportation Commissions are also responsible for transportation programming and short-range planning in their respective counties. The County Transportation Commissions transmit their approved County TIP to SCAG. The public participation process and coordination is a tiered process within the SCAG region. This tiered process initiates the public participation process at the CTC's County TIP development stage, which occurs long before the development of the SCAG FTIP.

There are several opportunities for the public to review and comment on projects and programs during the development of each county TIP and approval of the SCAG FTIP. These public participation opportunities are described below.

A. Project Identification

Public participation begins at the local agency level by identifying projects and associated work scopes based on local and regional transportation needs. Newly identified projects are commonly placed on funding needs lists, funding plans or capital improvement program plans and programs that identify projects to be funded. These lists, plans and programs are adopted by local agency boards (mostly elected officials) in meetings open to the general public. Stakeholders, interest groups and the general public have the opportunity to review and comment on these projects and local plans prior to local agency board approvals.

B. Project Funding

The general public interested parties and stakeholders have an opportunity to review and comment on projects and programs during the allocation of funds by local agencies including cities, counties, special districts, and county transportation commissions (CTCs).

The process of assigning specific funding sources to projects normally occurs in meetings open to the general public by public policy boards. For example, the CTCs in the SCAG region conducts a “call for projects” when funding under their control (federal, state and/or local) is available for programming. Local agencies apply and compete for available funding based on adopted eligibility guidelines consistent with federal, state and local county requirements. Candidate projects usually have gone through an initial public review process and are included in a local agency capital improvement needs programs or plans. The CTCs work through their respective committee review process to develop a list of projects recommended for funding and adoption by each respective policy board. CTCs review committees are comprised of local agency staff (stakeholders and interested parties), and in some cases include public elected officials. Review committee meetings are publicly noticed. The recommended project lists approved by the committees are forwarded to the respective policy boards for approval. Projects proposed for funding are made available for review by the general public, stakeholders and interested parties in advance of adoption by the CTCs policy boards. All allocation of funds by the policy boards occurs in publicly noticed meetings open to the general public.

The allocation of public funds to projects by other entities meet the public review requirements that are consistent with the federal, state and/or local laws that govern the allocation of the funds.

C. County Transportation Improvement Program (TIP) Development

The CTCs develop their respective TIPs based on FTIP Guidelines prepared by SCAG in consultation with the CTCs, SCAG’s TCWG, federal and state agencies staff, with approval by SCAG’s Regional Council. The FTIP is the implementing document of the RTP/SCS. The CTCs’ submittal of their county TIP to SCAG is their county implementation plan which is incorporated in its entirety into the SCAG FTIP. All projects programmed in County TIPs have been previously approved for funding by the entity responsible for allocating the project funds. When submitting County TIPs to SCAG, each CTC is required to adopt a financial resolution which certifies that it has the resources to fund the projects in the TIP and affirms its commitment to implement all projects. The financial resolution is approved by each policy board in publicly noticed meetings open to the general public.

D. SCAG FTIP Development

SCAG develops the FTIP for the six-county region based on the County TIPs prepared and submitted by the CTCs described above in Section iii. The Draft SCAG FTIP is noticed for a minimum 30-day public review,

and public hearings are held at the SCAG office and where possible these public hearings will be available via video, teleconference and via [virtual](#) platforms. SCAG also conducts public outreach efforts through social media outlets. The Draft SCAG FTIP documents are made available for review and comment by stakeholders, interested parties and the general public through the SCAG internet website at <http://ftip.scag.ca.gov/Pages/default.aspx> and at public libraries throughout the six-county region prior to the public hearing.

In addition to the public hearings, SCAG committees and working groups also review and discuss the draft FTIP. These SCAG groups include the Executive Administration Committee, the Transportation Committee (TC), the Transportation Conformity Working Group (TCWG), and the Energy and Environment Committee (EEC). The SCAG Regional Council takes final action when they adopt the FTIP.

E. FTA Program of Projects

The designated recipient of FTA Section 5307 funds must develop a Program of Projects (POP). The POP is a list of proposed FTA funded projects that must undergo a public review process. Guidance provided by FTA allows the FTIP to function as the POP as long as the public is notified through SCAG's public notice that the FTIP public review process satisfies the public participation requirements of the POP. Once the FTIP is approved, the document will function as the POP for recipients of FTA funds in the SCAG region. SCAG's public participation process for the FTIP is intended to satisfy FTA Section 5307 funding recipients' public participation process for the POP.

F. SCAG FTIP Updates

The FTIP is a dynamic document that is amended frequently to reflect updates to funding, schedules, and program priority changes. This process is similar to developing the formal FTIP. Proposed amendments to the adopted FTIP are submitted by the CTCs to SCAG. After SCAG has completed its analysis of the proposed change(s) to the FTIP ensuring consistency with the various programming rules and regulations, SCAG electronically posts the proposed change(s) submitted via a category 3 amendment for a 10-day public review and comment period on the SCAG website at <http://ftip.scag.ca.gov/Pages/default.aspx>. In addition to posting the amendment information on the web, a notice is sent to the TCWG as part of the FTIP amendment public review process.

2. Other FTIP Public Participation strategies, procedures and techniques

A. Enhance Website Capabilities:

- I. Utilize SCAG's web site to provide information, announce draft and final program releases, encourage feedback and comments from the public, make draft and final programs and corresponding documents available, provide contact information, inform of upcoming events and meetings, post meeting agendas and minutes
- II. Ensure that the information available is timely, easy-to-understand and accessible and that the website is compliant with the 1990 Americans with Disabilities Act.

B. Update Contact Databases and Advisory Groups:

- I. Review and update mailing lists for outreach efforts.
- II. Expand contact databases to include all Interested Parties identified in the Plan.
- C. Coordinate Outreach Efforts with other Stakeholder Organizations:
 - I. Support interagency coordination by continuing to host and participate in the monthly TCWG meetings.
 - II. Mail Notice of Draft FTIP availability to the stakeholders at the local, state and federal level to solicit their comment and input to the final FTIP. Ensure that the public comment period for the program is at least 30 days.
 - III. Participate in regular meetings with the county transportation commissions in the coordination of the draft and final FTIP.
- D. Conduct Public Hearings:
 - I. Announce public hearings in printed materials, on SCAG's website, and social media channels.
 - II. Hold public meetings at convenient and accessible locations and times and remotely when and if possible..
 - III. Conduct at least two public hearings on the draft FTIP.
 - IV. Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.
- E. Maintain a Log of Outreach Efforts:
 - I. Maintain a log of all agency-wide outreach presentations.
 - II. Review and consider all public comments in the regional transportation planning process.
 - III. Record, track and maintain a log of comments and SCAG's response to the comments
 - IV. Respond to all comments received in a timely manner.

3. Annual Listing of Projects

Federal regulations require SCAG to develop an annual listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which federal funds were obligated in the preceding program year. SCAG, in consultation and coordination with the State, county transportation commissions, and public transportation operators throughout the SCAG region, compiles the information and produces the annual listing of projects. The annual listing of obligated projects may be found on the SCAG website at <http://ftip.scag.ca.gov/Pages/default.aspx>.

4. FTIP Amendments

For the FTIP, the following summarizes the categories of amendments identified by FHWA for the FTIP and the public participation requirements for each amendment type.

A. Category 1. Administrative Modification

An administrative modification includes minor changes to project cost, schedule, and project description changes without affecting the scope, and/or funding sources. Please see the Federal Statewide Transportation Improvement Program (FSTIP) and Federal Transportation Improvement program (FTIP) Amendment and Administrative Modification Procedures for a complete definition of an administrative modification and eligibility.

B. Category 2. Amendment – Changes that do not impact the existing conformity determination.

The Amendment category may include changes that are not eligible under an administrative modification.

C. Category 3. Amendment – Relying on the existing Conformity Determination.

This amendment may include adding a project or a project phase to the program. This amendment category consists of projects that are modeled and are included in the regional emissions analysis.

D. Category 4. Formal Amendment – New Conformity Determination.

This amendment may include adding or deleting projects that are not currently included in the regional emissions analysis or part of the existing conformity determination. This amendment may involve adding or deleting projects that must be modeled for their air quality impacts significantly changing the design concept, scope, or schedule of an existing project.

E. Category 5. Technical Amendment – Changes to project information not required to be included in the FTIP per federal requirements. Changes are not subject to an administrative modification or an amendment such as changes to project codes, and changes to correct typographical errors. These technical corrections do not impact project scope or cost.

Public Hearing – Public Review & Comment Period Requirement

Amendment Category	Public Hearing Requirements	Public Review Period (# of days)
Category 1 - Administrative	n/a	n/a
Category 2 - Amendment Changes that do not impact the existing conformity determination	No	1
Category 3 Amendment relying on existing conformity determination	No	10
Category 4 – Formal Requires a new conformity determination	Yes	30
Category 5 - Technical Correction Not subject to funding agency approval for public review	No	n/a

FTIP Amendment and Administrative Modification Approval Procedures – SCAG Executive Director Authority

FTIP Amendment Procedures

As part of the TIP approval process, the SCAG Regional Council granted authority to SCAG’s Executive Director or designee to approve Federal Transportation Improvement Program (FTIP) amendments and associated conformity determination and to transmit to the state and federal agencies amendments to the most currently approved FTIP. These amendments must meet the following criteria:

- Changes that do not affect the regional emissions analysis.
- Changes that do not affect the timely implementation of the Transportation Control Measures.
- Changes that do not adversely impact financial constraint.
- Changes consistent with the adopted Regional Transportation Plan.

FTIP amendments triggered by an RTP amendment must be approved by the Regional Council.

FTIP Administrative Modification Procedure

SCAG’s Regional Council has the discretion to delegate authority to SCAG’s Executive Director to approve FTIP Administrative Modifications to the Federal State Transportation Improvement Program (FSTIP) consistent with approved FSTIP/FTIP Administrative Modification and Amendment Procedures and as may be amended. Administrative Modifications are minor project changes that qualify under the FSTIP/FTIP Administrative Modification and Amendment Procedures. Because FTIP Administrative Modifications are considered minor changes, public review is not required.

The following procedures apply to this delegation of authority:

- SCAG will send copies of the approved administrative modification to Caltrans, FHWA, and FTA.
- Once the administrative modification is approved by SCAG, the administrative modification will be deemed part of the Federal State Transportation Improvement Program (FSTIP).
- SCAG will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for.

- Caltrans will conduct periodic reviews of SCAG’s administrative modification process to confirm adherence to the procedures. Noncompliance with the procedures will result in revocation of the MPO’s delegation

Environmental Justice Program

In 1994, Executive Order 12898 directed every federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on minority and low-income populations. Reinforcing Title IV of the Civil Rights Act of 1964, which addresses minority populations, this executive order ensures that every federally funded project nationwide consider the human environment when undertaking the planning and decision-making process.

As the Metropolitan Planning Organization for six Southern California counties, SCAG is required to ensure that environmental justice principles are an integral part of the transportation planning process, including the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). Additionally, as a government agency that receives federal funding, SCAG is required to conduct an environmental justice analysis for its RTP/SCS. SCAG’s environmental justice program has two main elements: technical analysis and public outreach and policy coordination. As part of SCAG’s environmental justice program, the agency also:

- Provides early and meaningful public access to decision-making processes for all interested parties, including minority and low-income populations.
- Seeks out and considers the input of traditionally underrepresented groups, such as minority and low-income populations, in the regional transportation planning process.
- Takes steps to propose mitigation measures or consider alternative approaches for the SCAG region when disproportionately high and adverse impacts on minority or low-income populations are identified; and
- Continues to evaluate and respond to environmental justice issues that arise during and after the implementation of SCAG’s regional plans.

SCAG also prepares additional companion documents, or technical reports, to help support or add value to the RTP/SCS. The environmental justice technical analysis, public outreach methodology and accompanying EJ Toolbox are included in the RTP/SCS Environmental Justice (EJ) Technical Report.

Early and continuous public outreach and input from SCAG’s environmental justice stakeholders help SCAG prioritize and address needs in the region. Public outreach for environmental justice issues will be conducted concurrently with Connect SoCal public outreach and development process. SCAG will hold various kick-off meetings, outreach workshops, and targeted outreach throughout the RTP/SCS development process. Specifically, SCAG will hold:

- At least one (1) kick-off meeting at the beginning of the RTP/SCS development at the SCAG Headquarters located at Downtown Los Angeles (DTLA) and provide opportunities for virtual attendance.
- At least quarterly Equity Working Group meetings will be held during the RTP/SCS development and EJ Technical Report development process. Meetings will be made available for in-person and virtual attendance.
- At least one (1) in-person or virtual meeting/workshop in each county for targeted outreach purposes will be conducted during the development of the EJ Technical Report. Special consideration will be made for meeting times and locations to maximize accessibility for the general public; and
- Additional targeted outreach will be conducted for SCAG stakeholders that cannot attend opportunities listed above to discuss EJ topics and concerns and the development of the EJ Technical Report.

All public meetings and workshops aim to be accessible to all groups and individuals interested or concerned with environmental justice. In efforts to make these meetings and workshops more accessible, meeting and workshop materials can be provided in different languages to engage individuals who are not proficient in English. Meeting details will be available to the public approximately 30 days before the meeting date to allow for adequate planning. Virtual opportunities will be made available to ensure all populations within the SCAG region can be reached.

Comments and input gathered during the public outreach process will be incorporated into the Environmental Justice Technical Report. There will also be another round of public review and comment when Connect SoCal and its associated technical reports, including the Environmental Justice Technical Report, are released.

The overall environmental justice outreach process encourages the public, with many opportunities to voice out and be involved, to discuss and address environmental justice issue areas and shape SCAG’s environmental justice program.

OVERALL WORK PROGRAM

Funding for SCAG’s metropolitan planning activities are documented in an annual Overall Work Program (OWP) (also known as a Unified Planning Work Program), pursuant to federal requirements, 23 CFR 450.308(b)-(c), and Caltrans guidance.

The OWP is developed each fiscal year and details the agency’s planning and budgetary priorities for the following fiscal year. SCAG’s federal and state funding partners (FHWA, FTA and Caltrans) must approve SCAG’s OWP each year before it takes effect.

The following describes SCAG's strategies, procedures and techniques with respect to public participation on the OWP.

1. Adopt OWP Preparation Schedule and Work Programs Outcomes: (September-October)
 - a. Regional Council adopts the OWP preparation schedule and work program outcomes for the coming fiscal year.
2. Conduct a Budget Workshop: (February).
 - a. SCAG staff conducts a Budget Workshop for the Regional Council and members of the public.
3. Distribute Draft OWP: (March).
 - a. The Regional Council approves the Comprehensive Budget which includes the draft OWP. The draft OWP is distributed to all Regional Council members and the Regional Council approves the release of the document for a minimum 45-day public comment and review period. The draft OWP is also placed on SCAG's website.
4. Distribute the Draft OWP for Public Comments: (March).
 - a. Staff mails letters to over 300 City Planners, Planning Directors and other Planning representatives within the SCAG region, including subregional coordinators, CTCs and transit operators, encourages their feedback on the draft OWP, and notifies them of the availability of the draft document on SCAG's website.
5. Review and Consider Comments Received in the Final OWP Deliberations: (April).
 - a. Staff reviews and considers all public comments in the OWP planning process.
 - b. Staff records, tracks and maintains a log of comments and SCAG's response to the comments.
6. Adopt the Final Comprehensive Budget and Resolution Authorizing the Submittal to Funding Partners: (April).
 - a. The Regional Council adopts the Final Comprehensive Budget and Resolution authorizing the submittal of the Final OWP to Caltrans and other funding agencies as necessary for approval. Caltrans must submit the recommended Final OWP to FHWA/FTA by June 1 of each year.



AGENDA ITEM 8
REPORT

Southern California Association of Governments
Remote Participation Only
March 15, 2022

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Legislative Advocacy Update

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

This report provides the Legislative/Communications and Membership Committee (LCMC) with an update on SCAG’s most recent legislative advocacy, including efforts to augment the Infill Infrastructure Grant Program, follow-up meetings from the State Assembly’s Housing Working Group, support letters provided for SCAG-region applications for the Transit and Intercity Rail Capital Program, and advocacy in support of the SCAG-sponsored joint letter identifying regional transportation priorities for the state budget surplus.

BACKGROUND:

Infill Infrastructure Grant Program

When the Regional Council approved the LCMC’s recommendation to pursue an expansion and augmentation of the existing Infill Infrastructure Grant (IIG) Program at its January 6, 2022 meeting, the agency quickly sprang into action. As reported by staff at the January 18, 2022 LCMC meeting, SCAG submitted a formal letter to Governor Gavin Newsom on January 7, 2022, requesting a major augmentation of the IIG program in the amount of \$5 billion. At the time, the Legislative Analyst’s Office estimated the state budget surplus to be \$31 billion. By the time Governor Newsom presented his “January Budget” on January 10, 2022, the estimated budget surplus had been revised upward to \$45.7 billion. In his January Budget, the Governor proposed \$500 million in one-time General Fund dollars for the IIG program spread across two years (\$225 million in Fiscal Year (FY) 2022-23, and \$275 million in FY 2023-24).

As reported at the February 15, 2022 LCMC Meeting, SCAG staff conducted stakeholder outreach with leadership from the California Infrastructure and Economic Development Bank (IBank), staff to

the Senate Committee on Budget and Fiscal Review, leadership at the City of Los Angeles's Housing Department, and representatives from the Community Development Resource Group, a consulting firm that assists jurisdictions with applications for the IIG and other state housing programs. The feedback from these meetings informed a variety of technical clean-ups to improve the IIG program and helped articulate the need for a statewide technical assistance program to assist small and medium-sized jurisdictions to apply and compete for IIG funds.

Since the LCMC's February meeting, the advocacy has continued in earnest. On February 16, 2022, SCAG transmitted an advocacy letter to Assembly Speaker Anthony Rendon (D-Lakewood), Senate President Pro Tem Toni Atkins (D-San Diego), Assembly Budget Chair Phil Ting (D-San Francisco), and Senate Budget and Fiscal Review Committee Chair Nancy Skinner (D-Berkeley) to request their support for an augmentation to the IIG and to support the creation of a technical assistance program to assist small and medium-sized cities and counties to compete for IIG funds. On March 1, 2022, an advocacy letter was transmitted to Governor Newsom advising him of how his January Budget proposal aligned with SCAG's IIG request.

Also, on February 16, 2022, the Senate Budget Sub-Committee #4 on State Administration held a hearing to review the affordable housing package proposed by the Governor in his January Budget. LCMC Vice Chair Peggy Huang provided public comment at the budget sub-committee meeting in strong support of SCAG's IIG program legislative priority. In addition, an advocacy letter was submitted to Senators Nancy Skinner (D-Berkeley) and Sydney Kamlager (D-Culver City), Chairs of the Senate Committee on Budget and Fiscal Review and Senate Budget Sub-Committee #4 on State Administration and General Government, respectively, in advance of the budget hearing.

On March 8, 2022, the Assembly Budget Sub-Committee #4 on State Administration conducted its own hearing to review the Governor's housing proposals. LCMC Member David Pollock provided public comment at this meeting in strong support of the SCAG legislative priorities. As with the Senate hearing, an advocacy letter was submitted to Assemblymembers Phil Ting (D-San Francisco) and Wendy Carrillo (D-Los Angeles), Chairs of the Assembly Budget Committee and Assembly Budget Sub-Committee #4, respectively, in advance of this hearing.

Copies of all four advocacy letters mentioned above are included as attachments to this staff report.

Also, since the last LCMC meeting, SCAG staff hosted a meeting with the chief consultant to the Assembly Housing Committee, the housing consultant to Speaker Rendon, and the consultant to Assembly Budget Sub-Committee #4. In a separate meeting, SCAG staff met with the housing consultant to Pro Tem Toni Atkins. The purpose of these meetings was to brief the legislative staff on SCAG's IIG request and the need for technical assistance to assist small and medium-sized jurisdictions to compete for these funds. In a third outreach meeting, SCAG staff met with a deputy

legislative secretary and deputy cabinet secretary in the Governor's Office, specifically to thank the Governor for his ongoing support for the IIG program while encouraging him to consider a significant augmentation to his January proposal and support a technical assistance program.

Additional outreach meetings will be conducted and reported to the LCMC at future meetings.

Assembly Housing Working Group Follow Up Meetings

President Clint Lorimore, 1st Vice President Jan Harnik, 2nd Vice President Carmen Ramirez, LCMC Chair Alan Wapner, LCMC Vice Chair Peggy Huang, and Regional Council Members Jose Luis Solache and Marsha McLean met with Assemblymember Luz Rivas (D-San Fernando Valley) on February 17, 2022. During the meeting, Assemblymember Rivas expressed general support for SCAG's legislative priorities and asked that the attendees continue to engage her office to identify solutions for the state's housing affordability crisis.

The meeting with Assemblymember Rivas, the seventh of its kind, is part of a series that follows SCAG's participation at the State Assembly's "Housing Working Group" roundtables, which were conducted in October of last year. The Working Group's roundtables explored solutions to the state's housing production and affordability crisis. The roundtables took place across the State and included local elected officials, housing advocates, representatives of labor, non-profit housing developers, and municipal staff. Discussions from the roundtables are informing policy ideas pursued by Assemblymembers this year. All three Roundtables conducted in the SCAG region were attended by at least one SCAG board officer.

At each of the follow-up meetings, SCAG leadership advocated for an expansion of the Infill Infrastructure Grant Program, SB 15 (Portantino), and tax increment financing – all local tools to help our region welcome new housing development. President Lorimore, the board officers, and the Chair and Vice Chair of the LCMC have now met with Assembly Housing and Community Development Chair Buffy Wicks and Assemblymembers Tim Grayson, Robert Rivas, Marc Levine, Al Muratsuchi, Adrin Nazarian, and Luz Rivas.

Transit and Intercity Rail Capital Program (TIRCP)

Applications for the biennial 2022 TIRCP grant cycle closed on March 3, 2022. TIRCP was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) to provide grants from the Greenhouse Gas Reduction Fund (GGRF) for transformative capital improvements that modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. The program is administered by the California State Transportation Agency (CalSTA). CalSTA will announce awards in June of 2022, and the agency estimates that the current cycle will award between \$500 and \$600 million.

SCAG provided 12 support letters for the following TIRCP grant applications:

SCAG Transit and Intercity Rail Capital Program Support Letters	
<u>Requester</u>	<u>Project</u>
ATN	FAST
City of Glendale	Making a Beeline for Electrification
Metrolink (SCRRA)	SBL Lilac Sycamore Capacity Improvements
Santa Monica Big Blue Bus	EV Infrastructure
Victor Valley Transit	Hesperia Transfer Hub Hydrogen Fueling Infra and EV Buses
LOSSAN	CARES
Metrolink (SCRRA)	Perris Valley Capacity Improvements
LA Metro	NextGen Implementation and Zero-Emission Buses
LA Metro	West Santa Ana Transit Corridor
LA Metro	Capacity and System Integration
OCTA	OC Smart and Clean
City of Ontario	ONT Loop

Transportation Priorities for State Budget Surplus

On February 23, 2022, the Assembly Budget Sub-Committee #3 on Climate Crisis, Resources, Energy, and Transportation held a hearing on the Infrastructure Package proposed by Governor Newsom in his January Budget. The Governor proposes to invest an additional \$9.1 billion in a transportation infrastructure package. At the hearing, SCAG lobbyists testified in support of the joint letter coordinated by SCAG and co-signed by Metrolink and the region’s six county transportation commissions that articulates transportation priorities in the amount of \$19 billion.

California is projected to have a sizable surplus of \$45.7 billion. Of this, approximately \$20.6 billion is labeled “discretionary” and is not otherwise required to be allocated to schools, pay off debt, or boost reserve accounts. As reported by staff at the February 15, 2022 LCMC Meeting, SCAG convened the region’s six county transportation commissions and Metrolink to write a letter asking for some of the budget surplus to be invested in four priority program areas, as follows, (1) \$10 billion for rail and bus transit capital, operations, and maintenance, (2) \$4 billion to augment Senate Bill (SB) 1 programs, (3) \$2.5 billion for active transportation, zero-emission programs, and transit resiliency programs, and (4) \$2.5 billion for projects that support the 2028 Summer Olympic Games.

FISCAL IMPACT:

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



ATTACHMENT(S):

1. 2022 02 16 (SCAG IIG Budget Ask Letter - Leadership)
2. 2022 03 01 (SCAG IIG Budget Ask Letter - Jan Budget Response)
3. 2022 02 16 (SCAG IIG Budget Ask Letter - Senate Budget)
4. 2022 03 02 (SCAG IIG Budget Ask Letter - Asm Budget)



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Community, Economic &
Human Development
Jorge Marquez, Covina

Energy & Environment
David Pollock, Moorpark

Transportation
Sean Ashton, Downey

February 16, 2022

The Honorable Anthony Rendon
Speaker of the Assembly
State Capitol, Room 219
Sacramento, CA 95814

The Honorable Toni Atkins
President Pro Tem of the Senate
1021 O Street, Suite 8518
Sacramento, CA 95814

The Honorable Nancy Skinner
Chair, Senate Budget and
Fiscal Review Committee
1020 N Street, Room 502
Sacramento, CA 95814

The Honorable Phil Ting
Chair, Assembly Budget Committee
1021 O Street, Suite 8230
Sacramento, CA 95814

RE: SUPPORT \$5 billion and a Technical Assistance Program for the Infill Infrastructure Grant Program in Fiscal Year 2022-23 State Budget

Dear Speaker Rendon, Pro Tem Atkins, Chair Ting and Chair Skinner:

On behalf of the Southern California Association of Governments (SCAG), I would like to thank you for your continued leadership in finding solutions to our state’s intractable housing crisis. SCAG shares your commitment to solving this crisis, which is why **at our January 6, 2022 Regional Council meeting, our board took formal action to support a major expansion and augmentation of the Infill Infrastructure Grant (IIG) Program.** Specifically, SCAG supports:

- **Increased funding for the IIG program in the amount of \$5 billion;**
- **Establishing a state-administered Technical Assistance program to assist small and medium-sized jurisdictions to apply and compete for these funds.**

According to Governor Gavin Newsom’s January Budget proposal, the State is expecting a \$45.7 billion budget surplus in Fiscal Year 2022-23 and the size of the surplus could expand further by the time of the May Revision. This provides a unique opportunity to make strategic, one-time investments to promote housing production.

The IIG provides cities and counties with funding for the infrastructure needed to implement and produce their Regional Housing Needs Assessment goals. This grant program prioritizes infill housing projects while focusing growth near transit, which is crucial for implementing the land-use strategies in SCAG’s long-range plan, Connect SoCal, and necessary to achieve our greenhouse gas reduction targets.

Attachment: 2022 02 16 (SCAG IIG Budget Ask Letter - Leadership) (Legislative Advocacy Update)

While the Governor proposed a \$500 million investment for the IIG spread across two fiscal years, given the magnitude of California's housing crisis and projected budget surplus, SCAG respectfully requests that you consider supporting a **transformative augmentation to this important program of \$5 billion. In addition, to assist small and medium-sized jurisdictions to apply and compete for these funds, we respectfully request that you consider establishing a state-administered Technical Assistance program.**

Your consideration of these requests is sincerely appreciated in advance of your initial budget proposal. If we can provide any additional information on this request, please do not hesitate to contact Kevin Gilhooley, State and Federal Legislative Affairs Manager, at (213) 236-1878.

Sincerely,



Kome Ajise
Executive Director

cc: The Honorable Scott Wiener, Chair, Senate Housing Committee
The Honorable Patricia C. Bates, Vice Chair, Senate Housing Committee
The Honorable Buffy Wicks, Chair, Assembly Housing and Community Development Committee
The Honorable Kelly Seyarto, Vice Chair, Assembly Housing and Community Development Committee



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March 1, 2022

The Honorable Gavin Newsom
Governor
1021 "O" Street, Suite 9000
Sacramento, CA 95814

RE: SUPPORT - \$5 billion and a Technical Assistance Program for the Infill Infrastructure Grant Program (IIG) in Fiscal Year 2022-23 State Budget

Dear Governor Newsom:

On behalf of the Southern California Association of Governments (SCAG), I would like to thank you for the bold vision you articulated in your January Budget proposal. Today, I am writing to update you on how SCAG’s budget recommendation from our letter dated January 7, 2022, aligns with your January Budget. While the January Budget includes funding for a number of programs that are important to the SCAG region, we respectfully request that you consider the following two priorities:

- **Increase funding for the IIG program to \$5 billion;**
- **Establish a State-administered Technical Assistance program to assist small- and medium-sized jurisdictions in applying and competing for these funds.**

SCAG shares your commitment to solving the housing affordability crisis. In the SCAG region, about 44 percent of our households are cost-burdened, meaning they spend more than 30 percent of their income on housing. While many factors have a role in driving California’s high housing costs, as the Legislative Analyst astutely points out in his February 14, 2022 report on your housing plan, “the most important is the significant shortage of housing, particularly within urban coastal communities.”

Many jurisdictions express concerns that they do not have the resources to build the infrastructure needed to accommodate new or denser housing projects. The IIG is a perfect solution to this. This program is a public-private partnership between cities or counties and affordable housing developers. It provides funding to build the infrastructure needed to accommodate new housing projects that, in turn, implement a city or county’s Regional Housing Needs Assessment goal. The funding prioritizes infill housing projects while focusing growth near transit, which produces the co-benefit of implementing the land-use strategies that help us achieve our greenhouse gas reduction targets.

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Jorge Marquez, Covina
- Energy & Environment
David Pollock, Moorpark
- Transportation
Sean Ashton, Downey

Attachment: 2022 03 01 (SCAG IIG Budget Ask Letter - Jan Budget Response) (Legislative Advocacy Update)

In 2018, the IIG program received a \$300 million allocation of Proposition 1 bonds funds. In 2019, the IIG program received \$279.6 million in General Funds, followed by an additional \$250 million General Fund allocation in 2021. While we applaud the January Budget’s recognition that the IIG is an important strategy in the State’s efforts to boost housing production, the proposed \$500 million investment, spread across two fiscal years, represents the status quo and will fall far short of not only what the SCAG region needs but also what the entire State needs to support housing production.

The SCAG region’s 191 cities and six counties want to be part of the solution to our State’s housing crisis. This is why the SCAG Regional Council supports a major expansion of the IIG program in the amount of \$5 billion. In addition, we support establishing a State-administered technical assistance program to assist small and medium-sized jurisdictions in applying and competing for these funds. SCAG believes that this larger augmentation, with the added benefit of technical assistance, is more in line with your bold and transformative vision for housing production and certainly more befitting of a state with an estimated \$45.7 billion surplus.

California has a unique opportunity to make bold investments to take big steps toward solving our housing crisis and promote housing production. Thank you for your consideration of this budget request. If we can provide any additional information on this request, please do not hesitate to contact Kevin Gilhooley, State and Federal Legislative Affairs Manager, at (213) 236-1878.

Sincerely,



Kome Ajise
Executive Director

cc: Secretary Lourdes Castro Ramírez, Business, Consumer Services, and Housing Agency
Director Gustavo Velasquez, California Department of Housing and Community Development



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February 15, 2022

The Honorable Nancy Skinner
Chair, Senate Budget and Fiscal Review Committee
1020 N Street, Room 502
Sacramento, CA 95814

The Honorable Sydney Kamlager
Chair, Subcommittee 4 on State Administration and General Government
1020 N Street, Room 502
Sacramento, CA 95814

RE: SUPPORT \$5 billion and a Technical Assistance Program for the Infill Infrastructure Grant Program in Fiscal Year 2022-23 State Budget

Dear Chair Skinner and Chair Kamlager:

On behalf of the Southern California Association of Governments (SCAG), I would like to thank you for your continued leadership in finding solutions to our state’s intractable housing crisis. SCAG shares your commitment to solving this crisis, which is why **at our January 6, 2022 Regional Council meeting, our board took formal action to support a major expansion and augmentation of the Infill Infrastructure Grant (IIG) Program.** Specifically, SCAG supports:

- **Increased funding for the IIG program in the amount of \$5 billion;**
- **Establishing a state-administered Technical Assistance program to assist small and medium-sized jurisdictions to apply and compete for these funds.**

According to Governor Gavin Newsom’s January Budget proposal, the State is expecting a \$45.7 billion budget surplus in Fiscal Year 2022-23 and the size of the surplus could expand further by the time of the May Revision. This provides a unique opportunity to make strategic, one-time investments to promote housing production.

The IIG provides cities and counties with funding for the infrastructure needed to implement and produce their Regional Housing Needs Assessment goals. This grant program prioritizes infill housing projects while focusing growth near transit, which is crucial for implementing the land-use strategies in SCAG’s long-range plan, Connect SoCal, and necessary to achieve our greenhouse gas reduction targets.

Attachment: 2022 02 16 (SCAG IIG Budget Ask Letter - Senate Budget) (Legislative Advocacy Update)

While the Governor proposed a \$500 million investment for the IIG spread across two fiscal years, given the magnitude of California's housing crisis and projected budget surplus, SCAG respectfully requests that you consider supporting a **transformative augmentation to this important program of \$5 billion. In addition, to assist small and medium-sized jurisdictions to apply and compete for these funds, we respectfully request that you consider establishing a state-administered Technical Assistance program.**

Your consideration of these requests is sincerely appreciated in advance of your initial budget proposal. If we can provide any additional information on this request, please do not hesitate to contact Kevin Gilhooley, State and Federal Legislative Affairs Manager, at (213) 236-1878.

Sincerely,



Kome Ajise
Executive Director



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Sean Ashton, Downey

March 2, 2022

The Honorable Phil Ting
Chair, Assembly Budget Committee
1021 O Street, Suite 8230
Sacramento, CA 95814

The Honorable Wendy Carrillo
Chair, Assembly Budget Subcommittee 4 on State Administration
State Capitol, Room 447
Sacramento, CA 95814

RE: SUPPORT \$5 billion Augmentation and a Technical Assistance Program for the Infill Infrastructure Grant Program in Fiscal Year 2022-23 State Budget

Dear Chair Ting and Chair Carrillo:

On behalf of the Southern California Association of Governments (SCAG), I would like to thank you for your continued leadership in finding solutions to our state’s intractable housing crisis. SCAG shares your commitment to solving this crisis, which is why **at our January 6, 2022, Regional Council meeting, our board took formal action to support a major expansion and augmentation of the Infill Infrastructure Grant (IIG) Program.** Specifically, SCAG supports:

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Many jurisdictions express concerns that they do not have the resources to build the infrastructure needed to accommodate new or denser housing projects. The IIG is a perfect solution to this. This program is a public-private partnership between cities or counties and affordable housing developers. It provides funding to build the infrastructure needed to accommodate new housing projects that, in turn, implement a city or county’s Regional Housing

Attachment: 2022 03 02 (SCAG IIG Budget Ask Letter - Asm Budget) (Legislative Advocacy Update)

Needs Assessment goal. The funding prioritizes infill housing projects while focusing on growth near transit, which produces the co-benefit of implementing the land-use strategies that help us achieve our greenhouse gas reduction targets.

In 2018, the IIG program received a \$300 million allocation of Proposition 1 bonds funds. In 2019, the IIG program received \$279.6 million in General Funds, followed by an additional \$250 million General Fund allocation in 2021. While we applaud Governor Newsom’s recognition that the IIG is an important strategy in the State’s efforts to boost housing production, the proposed \$500 million investment in the January Budget, spread across two fiscal years, represents the status quo and will fall far short of not only what the SCAG region needs but also what the entire State needs to support housing production.

SCAG respectfully requests that you consider supporting a transformative augmentation of \$5 billion to this important program and consider establishing a state-administered Technical Assistance program. California has a unique opportunity to make bold investments to take big steps toward solving our housing crisis and promote housing production. Thank you for your consideration of this budget request. If we can provide any additional information on this request, please do not hesitate to contact Kevin Gilhooley, State and Federal Legislative Affairs Manager, at (213) 236-1878.

Sincerely,



Kome Ajise
Executive Director