

**AGENDA**  
**Legislative Policy Committee Meeting**  
**August 10, 2022**

**9:20 AM**

**Location**

San Bernardino County Transportation Authority  
*First Floor Lobby Board Room*  
1170 W. 3rd Street, San Bernardino, CA 92410

**Legislative Policy Committee Membership**

**Chair - President**

Mayor Pro Tem Art Bishop  
Town of Apple Valley

Mayor Larry McCallon  
City of Highland

**Vice Chair – Vice President**

Dawn Rowe, Supervisor  
County of San Bernardino

Mayor Pro Tem Alan Wapner  
City of Ontario

Mayor Pro Tem Rick Denison  
Town of Yucca Valley

**Past President**

Curt Hagman, Supervisor  
County of San Bernardino

Janice Rutherford, Supervisor  
County of San Bernardino

**San Bernardino County Transportation Authority  
San Bernardino Council of Governments**

**AGENDA**

**Legislative Policy Committee**

**August 10, 2022**

**9:20 AM**

**Location**

**SBCTA Office**

**First Floor Lobby Board Room**

**1170 W. 3rd Street, San Bernardino, CA 92410**

**Items listed on the agenda are intended to give notice to members of the public of a general description of matters to be discussed or acted upon. The posting of the recommended actions does not indicate what action will be taken. The Board may take any action that it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.**

To obtain additional information on any items, please contact the staff person listed under each item. You are encouraged to obtain any clarifying information prior to the meeting to allow the Board to move expeditiously in its deliberations. Additional ***“Meeting Procedures”*** and agenda explanations are attached to the end of this agenda.

**CALL TO ORDER**

(Meeting Chaired by Art Bishop)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements
- iv. Agenda Notices/Modifications – Julie Perales

**Possible Conflict of Interest Issues**

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

**1. Information Relative to Possible Conflict of Interest**

Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

**This item is prepared for review by Board and Committee members.**

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## **DISCUSSION ITEMS**

### **Discussion - Legislative/Public Outreach**

#### **2. State Legislative Update**

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Receive the August 2022 State Legislative Update and provide direction as to positions on bills as appropriate.

**Presenter: Louis Vidaure**

**This item is not scheduled for review by any other policy committee or technical advisory committee.**

#### **3. Federal Legislative Update**

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Receive the August 2022 Federal Legislative Update and provide direction as appropriate.

**Presenter: Louis Vidaure**

**This item is not scheduled for review by any other policy committee or technical advisory committee.**

### **Public Comment**

Brief Comments from the General Public

### **Comments from Board Members**

Brief Comments from Board Members

## **ADJOURNMENT**

### **Additional Information**

Attendance

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Acronym List

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Mission Statement

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**The next Legislative Policy Committee meeting is scheduled for September 14, 2022.**

## **Meeting Procedures and Rules of Conduct**

**Meeting Procedures** - The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

**Accessibility** - The meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk can be reached by phone at (909) 884-8276 or via email at [clerkoftheboard@gosbcta.com](mailto:clerkoftheboard@gosbcta.com) and office is located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, CA.

**Agendas** – All agendas are posted at [www.gosbcta.com/board/meetings-agendas/](http://www.gosbcta.com/board/meetings-agendas/) at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed online at that web address. Agendas are also posted at 1170 W. 3<sup>rd</sup> Street, 1st Floor, San Bernardino at least 72 hours in advance of the meeting.

**Agenda Actions** – Items listed on both the “Consent Calendar” and “Discussion” contain recommended actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors or unanimous vote of members present as provided in the Ralph M. Brown Act Government Code Sec. 54954.2(b).

**Closed Session Agenda Items** – Consideration of closed session items excludes members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

**Public Testimony on an Item** – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a “Request to Speak” form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for each item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations. Members of the public requesting information be distributed to the Board of Directors must provide 40 copies of such information in advance of the meeting, except for noticed public hearings. Information provided as public testimony is not read into the record by the Clerk.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

**Agenda Times** – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

**Public Comment** – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board’s authority. Matters raised under “Public Comment” may not be acted upon at that meeting. “Public Testimony on any Item” still applies.

**Disruptive or Prohibited Conduct** – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive or prohibited conduct includes without limitation addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, bringing into the meeting any type of object that could be used as a weapon, including without limitation sticks affixed to signs, or otherwise preventing the Board from conducting its meeting in an orderly manner. Your cooperation is appreciated!

## **General Practices for Conducting Meetings of Board of Directors and Policy Committees**

### **Attendance.**

- The Chair of the Board or a Policy Committee (Chair) has the option of taking attendance by Roll Call or Self-Introductions. If attendance is taken by Roll Call, the Clerk of the Board will call out by jurisdiction or supervisorial district. The Member or Alternate will respond by stating his/her name. If attendance is by Self-Introduction, the Member or Alternate will state his/her name and jurisdiction or supervisorial district.
- A Member/Alternate, who arrives after attendance is taken, shall announce his/her name prior to voting on any item.
- A Member/Alternate, who wishes to leave the meeting after attendance is taken but before remaining items are voted on, shall announce his/her name and that he/she is leaving the meeting.

### **Basic Agenda Item Discussion.**

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on “Request to Speak” forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee.
- Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.
- The “aye” votes in favor of the motion shall be made collectively. Any Member who wishes to oppose or abstain from voting on the motion, shall individually and orally state the Member’s “nay” vote or abstention. Members present who do not individually and orally state their “nay” vote or abstention shall be deemed, and reported to the public, to have voted “aye” on the motion.

### **The Vote as specified in the SANBAG Bylaws.**

- Each Member of the Board of Directors shall have one vote. In the absence of the official representative, the alternate shall be entitled to vote. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

### **Amendment or Substitute Motion.**

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he or she would like to amend his or her motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is voted upon first, and if it fails, then the original motion is considered.
- Occasionally, a motion dies for lack of a second.

**Call for the Question.**

- At times, a Member of the Board/Committee may “Call for the Question.”
- Upon a “Call for the Question,” the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively and at the Chair’s discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

**The Chair.**

- At all times, meetings are conducted in accordance with the Chair’s direction.
- These general practices provide guidelines for orderly conduct.
- From time-to-time circumstances require deviation from general practice.
- Deviation from general practice is at the discretion of the Chair.

**Courtesy and Decorum.**

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

*Adopted By SANBAG Board of Directors January 2008*

*Revised March 2014*

*Revised May 4, 2016*

## ***Minute Action***

### AGENDA ITEM: 1

***Date:*** August 10, 2022

***Subject:***

Information Relative to Possible Conflict of Interest

***Recommendation:***

Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

***Background:***

In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

| Item No. | Contract No. | Principals & Agents | Subcontractors |
|----------|--------------|---------------------|----------------|
|          |              | None                |                |

***Financial Impact:***

This item has no direct financial impact on the Budget.

***Reviewed By:***

This item is prepared for review by Board and Committee members.

***Responsible Staff:***

Otis Greer, Director of Legislative and Public Affairs

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Approved  
Legislative Policy Committee  
Date: August 10, 2022

Witnessed By:

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*Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority*



## ***Minute Action***

### AGENDA ITEM: 2

***Date:*** August 10, 2022

***Subject:***

State Legislative Update

***Recommendation:***

Receive the August 2022 State Legislative Update and provide direction as to positions on bills as appropriate.

***Background:***

**State Budget**

On June 30, 2022, Governor Gavin Newsom signed the \$307.9 billion state budget. The budget covers the 2022-23 fiscal year that began July 1<sup>st</sup>. Newsom and Legislative Leadership has touted that this budget aims “to help address rising costs, tackles the state’s most pressing needs, builds our reserves, and invests in California’s future.”

On June 29, 2022, the Legislature passed 29 budget related bills. Notably, the budget includes \$9.5 billion in refunds to Californians to offset higher gas prices and inflation; \$14.8 billion for a multi-year transportation package which included funding for regional transit, rail, and ports; and \$53.9 billion to address the issues of climate change in California. The budget also established an independent Office of Inspector General for the California High-Speed Rail Project and appropriated the remaining \$4.2 billion of Proposition 1A High-Speed Rail funds to focus on the Merced-Bakersfield portion.

Through the efforts of Assemblyman Thurston Smith, the budget also included \$1 million for San Bernardino County Transportation Authority (SBCTA) to conduct a State Route 247/62 emergency bypass lane study, an alternative route to Interstate 15 in the event of a natural disaster.

**Legislative Calendar**

On July 1, 2022, lawmakers headed back to their districts for a four-week long summer recess. Members return to Sacramento on August 1, 2022. The Legislature will have a month to finish up its business before the legislative session ends. We expect a flurry of actions during the month of August. The “suspense” hearings in the respective Appropriations Committees will occur and additional budget actions will be taken. The deadline for each house to pass bills is August 31, 2022.

**June Primary Election**

On July 15, 2022, Secretary of State Dr. Shirley N. Weber certified the results for the June 7, 2022, primary election. In doing so, Secretary Weber issued the Statement of the Vote, which provides detailed information on how votes were cast within each county. In total, 7,285,230 votes were cast. This is a new high for a California gubernatorial primary slightly above the 7,141,947 votes cast in June 2018.

Further, while there had been concerns about low turnout going into the election, the data shows that 33.20% of registered voters cast a ballot. The fact that voter turnout exceeded expectations is

*Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority*

## Legislative Policy Committee Agenda Item

August 10, 2022

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even more impressive when accounting for the fact that there were no state propositions on the June primary ballot.

Attachment A contains a list of legislative bills that the SBCTA/San Bernardino Associated Governments (SBCOG) have taken a position on. Attachment B reflects bills of interest to SBCTA and SBCOG.

***Financial Impact:***

This item has no financial impact on the Fiscal Year 2022/2023 Budget.

***Reviewed By:***

This item is not scheduled for review by any other policy committee or technical advisory committee.

***Responsible Staff:***

Louis Vidaure, Management Analyst II

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Approved  
Legislative Policy Committee  
Date: August 10, 2022

Witnessed By:

San Bernardino Council of Governments  
San Bernardino County Transportation Authority

**SAN BERNARDINO COUNTY**  
**TRANSPORTATION AUTHORITY (SBCTA) / COUNCIL OF GOVERNMENTS (SBCOG)**  
**LEGISLATIVE BILL POSITIONS - August 2022**

**ATTACHMENT A**

| Legislation / Author | Description   | Bill Status   | Position          | Date Position Adopted |
|----------------------|---|---|-------------------|-----------------------|
| AB 1260 (Chen)       | Exempt from the requirements of the California Environmental Quality Act (CEQA) projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission trains.   | Held in Senate Appropriations Committee, DEAD (8/27/21) | Support / Sponsor | 3/10/2021             |
| SB 9 (Atkins)        | Would require a local government to ministerially approve a housing development containing two residential units in single-family residential zones. Would also require local governments to ministerially approve urban lot splits.                              | Approved by the Governor. (9/16/21)                     | Oppose            | 3/10/2021             |
| AB 1296 (Kamlager)   | Would increase the number of members of the board of the South Coast Air Quality Management District to 15 members by adding 2 environmental justice appointees, one appointed by the Senate Committee on Rules and one appointed by the Speaker of the Assembly. | Failed committee deadline, DEAD (1/21/22)               | Oppose            | 3/10/2021             |
| SB 266 (Newman)      | Provide assistance acquiring and accepting land immediately adjacent to, and that expands, Chino Hills State Park, by transferring three properties into the state park system.   | Approved by the Governor. (10/09/21)                    | Support           | 4/14/2021             |

Attachment: Bill position matrix 8-22 (8365 : State Legislative Update)

**SAN BERNARDINO COUNTY**  
**TRANSPORTATION AUTHORITY (SBCTA) / COUNCIL OF GOVERNMENTS (SBCOG)**  
**LEGISLATIVE BILL POSITIONS - August 2022**

| Legislation / Author | Description  | Bill Status                               | Position         | Date Position Adopted |
|----------------------|--|---|------------------|-----------------------|
| SB 623 (Newman)      | Update SB 1268 to be consistent with the Legislature's intent to protect toll road users' information from being used inappropriately while also ensuring toll agencies can operate their business without litigation.   | Failed committee deadline, DEAD (1/14/22) | Support          | 4/14/2021             |
| AB 703 (Rubio)       | Remove the requirements of the Ralph M. Brown Act particular to teleconferencing and allow for teleconferencing subject to existing provisions regarding the posting of notice of an agenda and the ability of the public to observe the meeting and provide public comment. | Failed committee deadline, DEAD (1/21/22) | Support          | 4/14/2021             |
| AB 744 (Rodriguez)   |  | Approved by the Governor. (9/22/21)       | Support          | 4/14/2021             |
| SB 278 (Leyva)       | Establish new procedures and requirements for employees covered by the California Public Employee Retirement System (CalPERS) in cases where their pensionable benefits are erroneously calculated and reported to CalPERS by their employer.                                | Approved by the Governor. (9/22/21)       | Work With Author | 4/14/2021             |

Attachment: Bill position matrix 8-22 (8365 : State Legislative Update)

**SAN BERNARDINO COUNTY**  
**TRANSPORTATION AUTHORITY (SBCTA) / COUNCIL OF GOVERNMENTS (SBCOG)**  
**LEGISLATIVE BILL POSITIONS - August 2022**

| Legislation / Author | Description  | Bill Status   | Position | Date Position Adopted |
|----------------------|--|---|----------|-----------------------|
| SB 840 (Holden)      | Require the county transportation commissions in the Counties of Los Angeles and San Bernardino to jointly develop, in consultation with certain governmental agencies, a funding and implementation program for regional transit services to include service to international airports within the multicounty region. | Failed committee deadline, DEAD (1/14/22)                 | Oppose   | 4/14/2021             |
| SB 922 (Weiner)      | Removes the sunsets on the CEQA exemptions contained in SB 288 which will help to continue streamlining approvals for critical transportation projects.  | Assembly Floor Third Reading (6/30/22)                    | Support  | 3/9/2022              |
| AB 2120 (Ward)       | Applies formula from the former federal Highway Bridge Replacement and Rehabilitation Program to the distribution of new bridge formula funding from the Infrastructure Investment and Jobs Act (IIJA), allocating 55% to local projects.  | Held in Assembly Appropriations Committee, DEAD (5/20/22) | Support  | 3/9/2022              |
| SB 942 (Newman)      | Allows transit agencies to use of LCTOP funds for on-going reduced or free transit fare programs.  | Referred to Assembly Appropriations Committee (6/28/22)   | Support  | 3/9/2022              |
| AB 1778 (Garcia)     | Prohibits state funds and personel to be used on freeway expansion projects.   | Failed committee deadline, DEAD (7/05/22)                 | Oppose   | 4/13/2022             |
| AB 2237 (Friedman)   | Requires SCAG to prioritize local projects in RTIP based on State climate goals.   | Failed committee deadline, DEAD (7/05/22)                 | Oppose   | 4/13/2022             |
| AB 2438 (Friedman)   | Requires some SB 1 and existing state funding programs to fund only projects that align with State climate goals.  | Referred to Senate Committee on Appropriations (6/29/22)  | Oppose   | 4/13/2022             |

Attachment: Bill position matrix 8-22 (8365 : State Legislative Update)

**SAN BERNARDINO COUNTY**  
**TRANSPORTATION AUTHORITY (SBCTA) / COUNCIL OF GOVERNMENTS (SBCOG)**  
**LEGISLATIVE BILL POSITIONS - August 2022**

| Legislation / Author | Description   | Bill Status  | Position | Date Position Adopted |
|----------------------|---|--|----------|-----------------------|
| AB 2594 (Ting)       | Installs requirements on tolling agencies regarding toll violations and noticing.                         | Referred to Senate Committee on Appropriations (6/29/22) | Oppose   | 4/13/2022             |
| SB 1121 (Gonzalez)   | Requires California Transportation Commission to conduct a 10 year state transportation needs assessment. | Referred to Assembly Appropriations Committee (6/21/22)  | Support  | 6/8/2022              |

Attachment: Bill position matrix 8-22 (8365 : State Legislative Update)

## SBCTA / SBCOG Bill Report

Wednesday, July 27, 2022

## ATTACHMENT B

**AB 482 Ward D ( Dist. 78) Housing authorities: City of San Diego, County of San Bernardino, and County of Santa Clara: middle-income housing projects pilot program.**

**Location:** SENATE INACTIVE FILE

| 2Year Dead | Desk      | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
|------------|-----------|--------|--------|-------|-----------|--------|--------|-------|-------------|----------|--------|-----------|
|            | 1st House |        |        |       | 2nd House |        |        |       |             |          |        |           |

The Housing Authorities Law authorizes a housing authority of a city or county to, among other things, prepare, carry out, acquire, lease, and operate housing projects and housing developments for persons of low income, as provided. Previously existing law, until January 1, 2022, authorized a housing authority located in the City of San Diego, the County of San Bernardino, or the County of Santa Clara to implement a pilot program to develop and finance a middle-income housing project, as defined, if the project received gap financing, as defined. Previously existing law required any gap financing to be approved by the housing authority's legislative body, as provided. Previously existing law required the housing authority to provide a report to the Legislature, as specified, on and before January 1, 2020, and on or before January 1, 2022. This bill would reenact the above-described authorization for a housing authority located in the City of San Diego, the County of San Bernardino, or the County of Santa Clara to implement a pilot program to develop and finance a middle-income housing project, as provided.

**AB 682 Bloom D ( Dist. 50) Planning and zoning: density bonuses: shared housing buildings.**

**Location:** SENATE APPR.

| 2Year Dead | Desk      | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
|------------|-----------|--------|--------|-------|-----------|--------|--------|-------|-------------|----------|--------|-----------|
|            | 1st House |        |        |       | 2nd House |        |        |       |             |          |        |           |

The Density Bonus Law requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct, among other options, 10% of the total units of a housing development for rental or sale to low income households, as defined, or 5% of the total units for rental or sale to very low income households, as defined and meets other requirements. This bill would provide that a housing development eligible for a density bonus be provided under these provisions includes a shared housing building, as defined, that will contain either 10% of the total units for lower income households or 5% of the total units for very low income households, as described above. The bill would prohibit the city, county, or city and county from requiring any minimum unit size requirement or minimum bedroom requirements in conflict with the bill's provisions with respect to a shared housing building eligible for a density bonus under these provisions.

**Position:** Watch

**AB 916 Salas D ( Dist. 32) Zoning: accessory dwelling units: bedroom addition.**

**Location:** SENATE APPR.

| 2Year Dead | Desk      | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
|------------|-----------|--------|--------|-------|-----------|--------|--------|-------|-------------|----------|--------|-----------|
|            | 1st House |        |        |       | 2nd House |        |        |       |             |          |        |           |

Would prohibit a city or county legislative body from adopting or enforcing an ordinance requiring a public hearing as a condition of reconfiguring existing space to increase the bedroom count within an existing dwelling unit. The bill would apply these provisions only to a permit application for no more than 2 additional bedrooms within an existing dwelling unit. The bill would specify that these provisions are not to be construed to prohibit a local agency from requiring a public hearing for a proposed project that would increase the number of dwelling units within an existing structure. The bill would include findings that ensuring adequate housing is a matter of statewide concern and is not municipal affair, and that the provision applies to all cities, including charter cities.

**Position:** Watch

**AB 1037 Grayson D ( Dist. 14) Infrastructure construction: digital construction management technologies.**

Attachment: Bill Report 8-22 (8365 : State Legislative Update)

| 2Year Dead | Desk      | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
|------------|-----------|--------|--------|-------|-----------|--------|--------|-------|-------------|----------|--------|-----------|
|            | 1st House |        |        |       | 2nd House |        |        |       |             |          |        |           |

Would require the Department of Transportation to develop an implementation plan for the use and integration of digital construction management technologies, as defined, for use on transportation infrastructure projects. The bill would require the implementation plan to include specified milestone goals, including that the department will begin using digital construction management technologies through construction by July 1, 2029. The bill would require the department to submit a report to the Legislature by December 1, 2029, as specified. The bill would repeal these provisions on January 1, 2032.

**AB 1154 Patterson R ( Dist. 23) California Environmental Quality Act: exemption: egress route projects: fire safety.**

Location: SENATE APPR.

| 2Year Dead | Desk      | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
|------------|-----------|--------|--------|-------|-----------|--------|--------|-------|-------------|----------|--------|-----------|
|            | 1st House |        |        |       | 2nd House |        |        |       |             |          |        |           |

Would, until January 1, 2029, exempt from the California Environmental Quality Act (CEQA) egress route projects undertaken by a public agency to improve emergency access to and evacuation from a subdivision without a secondary egress route if the State Board of Forestry and Fire Protection has recommended the creation of a secondary access to the subdivision and certain conditions are met. The bill would require the lead agency to hold a noticed public meeting to hear and respond to public comments before determining that a project is exempt. The bill would require the lead agency, if it determines that a project is not subject to CEQA and approves or carries out that project, to file a notice of exemption with the Office of Planning and Research and with the clerk of the county in which the project will be located.

**AB 1384 Gabriel D ( Dist. 45) Resiliency Through Adaptation, Economic Vitality, and Equity Act of 2022.**

Location: SENATE THIRD READING

| 2Year Dead | Desk      | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
|------------|-----------|--------|--------|-------|-----------|--------|--------|-------|-------------|----------|--------|-----------|
|            | 1st House |        |        |       | 2nd House |        |        |       |             |          |        |           |

Current law requires the Natural Resources Agency to release a draft of the state's climate adaptation strategy, known as the Safeguarding California Plan, by January 1, 2017, and every 3 years thereafter, to update the plan by July 1, 2017, and every 3 years thereafter, and to coordinate with other state agencies to identify vulnerabilities to climate change by sectors and priority actions needed to reduce the risks in those sectors. Existing law requires, to address the vulnerabilities identified in the plan, state agencies to maximize specified objectives. This bill would instead require the agency to release the draft plan by January 1, 2024, and every 3 years thereafter, and to update the plan by July 1, 2024, and every 3 years thereafter.

**AB 1445 Levine D ( Dist. 10) Planning and zoning: regional housing need allocation: climate change impacts.**

Location: SENATE APPR. SUSPENSE FILE

| 2Year Dead | Desk      | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
|------------|-----------|--------|--------|-------|-----------|--------|--------|-------|-------------|----------|--------|-----------|
|            | 1st House |        |        |       | 2nd House |        |        |       |             |          |        |           |

The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other mandatory elements, a housing element. For the 4th and subsequent revisions of the housing element, existing law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region. Current law requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Current law requires that the final regional housing plan adopted by a council of governments, or a delegate subregion, as applicable, be based on a



methodology that includes specified factors, and similarly requires that the department take into consideration specified factors in distributing regional housing need, as provided. Commencing January 1, 2025, this bill would require that a council of governments, a delegate subregion, or the department, as applicable, additionally consider among these factors emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change.

**AB 1624 Ting D ( Dist. 19) Budget Act of 2022.**

**Location:** ASSEMBLY BUDGET

| 2Year Dead | Desk      | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
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|            | 1st House |        |        |       | 2nd House |        |        |       |             |          |        |           |

Would make appropriations for the support of state government for the 2022–23 fiscal year. This bill contains other related provisions.

**Position:** Watch

**AB 1626 Nguyen R ( Dist. 72) Motor Vehicle Fuel Tax Law: limitation on adjustment.**

**Location:** ASSEMBLY PRINT

| 2Year Dead | Desk      | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
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|            | 1st House |        |        |       | 2nd House |        |        |       |             |          |        |           |

Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.

**AB 1638 Kiley R ( Dist. 6) Motor Vehicle Fuel Tax Law: suspension of tax.**

**Location:** ASSEMBLY APPR.

| 2Year Dead | Desk      | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
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|            | 1st House |        |        |       | 2nd House |        |        |       |             |          |        |           |

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.

**AB 1680 Lee D ( Dist. 25) Transportation: prohibition orders.**

**Location:** SENATE CONSENT CALENDAR

| 2Year Dead | Desk      | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
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|            | 1st House |        |        |       | 2nd House |        |        |       |             |          |        |           |

Current law authorizes the Sacramento Regional Transit District, the Los Angeles County Metropolitan Transportation Authority, the Fresno Area Express, and the San Francisco Bay Area Rapid Transit District (BART) to issue a prohibition order to any person who is cited 3 times within a period of 90 days for specified infractions committed in or on a vehicle, bus stop, or train or light rail station of a transit district or a property, facility, or vehicle upon which BART owes policing responsibilities, or to any person who is arrested or convicted for a misdemeanor or felony committed in or on a vehicle, bus stop, or light rail station of the transit district for acts involving violence, threats of violence, lewd or lascivious behavior, or possession for sale or sale of a controlled substance. Current law makes those prohibition orders subject to an automatic stay and prohibits a prohibition order from taking effect until the latest of 11 calendar days after delivery of the prohibition order, 11 calendar days after delivery of the results of a timely requested initial review of the prohibition order, or the date a hearing officer's decision is delivered if an administrative hearing was timely requested, as specified. This bill would instead prohibit a prohibition order from

taking effect until the latest of 12, rather than 11, calendar days after delivery of the prohibition order, 12, rather than 11, calendar days after delivery of the results of a timely requested initial review of the prohibition order, or the date a hearing officer's decision is delivered if an administrative hearing was timely requested.

**AB 1749 Garcia, Cristina D ( Dist. 58) Community emissions reduction programs: toxic air contaminants and criteria air pollutants.**

**Location:** SENATE APPR.

| 2Year Dead | Desk | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
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Existing law requires the State Air Resources Board to prepare, and to update at least once every 5 years, a statewide strategy to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden. This bill would require the state board to additionally identify in each statewide strategy update measures to reduce criteria air pollutants and toxic air contaminants. The bill would authorize an air district that is required to adopt a community emissions reduction program to take up to one additional year to adopt the program, if the state board and community-based organizations agree. The bill would require an air district that is required to adopt a community emissions reduction program to additionally include in its annual report a summary of updates to the program made to ensure consistency with the statewide strategy. The bill would require an air district with a population of 1,000,000 persons or more that issues permits to stationary sources of criteria air pollutants or toxic air contaminants to make available in an easily identifiable location on the air district's internet website all permits issued by the air district for those stationary sources. By increasing the duties of air districts, this bill would impose a state-mandated local program.

This bill contains other related provisions and other existing laws.

**AB 1919 Holden D ( Dist. 41) Youth Transit Pass Pilot Program: free youth transit passes.**

**Location:** SENATE APPR.

| 2Year Dead | Desk | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
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Current law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Current law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by the department, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program, as specified. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program, as provided.

**AB 1938 Friedman D ( Dist. 43) Traffic safety: speed limits.**

**Location:** SENATE APPR.

| 2Year Dead | Desk | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
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| 1st House  |      |        |        |       | 2nd House |        |        |       |             |          |        |           |

Current law requires the Department of Transportation (Caltrans), by regulation, to require Caltrans or a local authority to round speed limits up or down to the nearest 5 miles per hour of the 85th percentile of free-flowing traffic. This bill would, if the speed limit needs to be rounded down to the nearest 5 miles per hour increment of the 85th-percentile speed, authorize Caltrans or a local authority to lower the speed limit by 5 miles per hour from the nearest 5 miles per hour of the 85th percentile, as specified.

**Location:** SENATE APPR.

| 2Year Dead | Desk | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
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Would establish the Inland Rising Fund, the moneys in which would be allocated to the University of California, upon appropriation by the Legislature, to support the multiyear operating costs for the development, operation, and maintenance of economic development and innovative climate change research efforts and health care and medical research operations at the University of California, Riverside, and the University of California, Merced. The bill would place certain wage and workforce requirements on projects that receive funding from the Inland Rising Fund among other requirements. The bill would, commencing July 1, 2023, require the University of California to submit an annual report to the Legislature and the Department of Finance regarding these funds, as provided.

**Position:** Watch**AB 2057 Carrillo D ( Dist. 51) Transportation Agency: goods movement data.****Location:** SENATE APPR.

| 2Year Dead | Desk | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
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Current law requires the Transportation Agency to prepare a state freight plan on or before December 31, 2014, and every 5 years thereafter, with specified elements to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. This bill would require the Transportation Agency to establish a consolidated statewide information system on its internet website that contains a list of, and links to, existing registries and databases related to drayage trucks. The bill would require maritime ports with annual cargo volumes of greater than 1,000,000 20-foot equivalent units to anonymously survey trucking companies every 2 years on the number of drivers classified as independent contractors and the number of drivers classified as employee drivers, as specified, and to transmit the data collected to the agency.

**AB 2097 Friedman D ( Dist. 43) Residential, commercial, or other development types: parking requirements.****Location:** SENATE APPR.

| 2Year Dead | Desk | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
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| 1st House  |      |        |        |       | 2nd House |        |        |       |             |          |        |           |

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. Current law also permits variances to be granted from the parking requirements of a zoning ordinance for nonresidential development if the variance will be an incentive to the development and the variance will facilitate access to the development by patrons of public transit facilities. This bill would prohibit a public agency, in a county with a population of 600,000 or more, from imposing or enforcing a minimum automobile parking requirement, on any of specified residential, commercial, or other development types if the project is located within 1/2 mile of public transit, as defined. The bill would also prohibit a public agency, in a county with a population of less than 600,000, and a city with a population of 75,000 or more, from imposing or enforcing a minimum automobile parking requirement on specified residential, commercial, or other development types if the project is located within 1/4 mile of public transit. For a city with a population of less than 75,000, or a county with a population of less than 600,000, the bill would authorize that city or county to adopt an ordinance or resolution that applies certain prohibitions regarding the above-described parking requirements within its boundaries. When a project provides parking voluntarily, the bill would authorize a public agency to impose specified requirements on the voluntary parking.

**AB 2254 Muratsuchi D ( Dist. 66) State highways: Route 107: relinquishment.****Location:** SENATE APPR.

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Current law requires the California Transportation Commission to relinquish to local agencies state highway portion that have been deleted from the state highway system by legislative enactment, and authorizes relinquishment in certain other cases. This bill would authorize the commission to relinquish to the City of Redondo Beach the portion of State Route 107 within the city limits and prescribe conditions that apply upon relinquishment.

**AB 2270 Seyarto R ( Dist. 67) Authorized emergency vehicles.**

**Location:** SENATE THIRD READING

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Current law provides for the exemption of authorized emergency vehicles, as defined, from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven under specified conditions, including that the vehicle displays public agency identification and is being driven while responding to, or returning from, an urgent or emergency call. Under current law, an authorized emergency vehicle returning from being driven under those specified conditions is not exempt from a requirement to pay a toll or other charge imposed while traveling on a HOT lane. This bill would require the owner or operator of a toll facility, upon the request of the local emergency service provider, to enter into an agreement for the use of a toll facility.

**AB 2271 Gipson D ( Dist. 64) Los Angeles County Metropolitan Transportation Authority: contracting: local businesses.**

**Location:** SENATE THIRD READING

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Current law authorizes the Los Angeles County Metropolitan Transportation Authority (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 set aside work for competition, until January 1, 2024, (1) among certified small business enterprises and award each contract to the certified small business enterprise that is the lowest responsible bidder whenever the expected expenditure required exceeds \$5,000 but is less than \$3,000,000, as specified, and (2) among medium business enterprises for no more than 20 contracts and award each contract to the medium business enterprise that is the lowest responsible bidder whenever the expected expenditure required exceeds \$3,000,000 but is less than \$30,000,000, as provided. Current law defines a small business enterprise and medium business enterprise for these purposes. This bill would authorize LA Metro to also provide for a local small business enterprise 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, and to provide the preference to nonlocal businesses if the bid includes a 30% participation by local small business enterprises. The bill would define a local small business enterprise for these purposes.

**Position:** Watch

**AB 2344 Friedman D ( Dist. 43) Wildlife connectivity: transportation projects.**

**Location:** SENATE APPR.

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Current law authorizes the Department of Fish and Wildlife (DFW) to approve compensatory mitigation credits for wildlife connectivity actions taken under specified programs. Current law vests the Department of Transportation (Caltrans) with full possession and control of the state highway system. Current law requires Caltrans to complete

Attachment: Bill Report 8-22 (8365 : State Legislative Update)

assessments of potential barriers to anadromous fish prior to commencing any project using state or federal transportation funds and requires projects to be constructed without presenting barriers to fish passage. This bill would require DFW, in coordination with Caltrans, to establish a wildlife connectivity action plan on or before January 1, 2024, and to update the plan at least once every 5 years thereafter. The bill would require the plan to include, among other things, maps that identify the locations of certain areas, including connectivity areas and natural landscape areas, as defined.

**AB 2419 Bryan D ( Dist. 54) Environmental justice: federal Infrastructure Investment and Jobs Act: Justice40 Advisory Committee.**

**Location:** SENATE APPR.

| 2Year Dead | Desk | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
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| 1st House  |      |        |        |       | 2nd House |        |        |       |             |          |        |           |

The federal Infrastructure Investment and Jobs Act (IIJA) provides additional federal funds to rebuild the nation's infrastructures. Executive orders issued by President Biden established the federal Justice40 Initiative with the goal that 40% of the overall federal benefits flow to disadvantaged communities and stating that the implementation of the IIJA should prioritize investing public dollars equitably, including through the Justice40 Initiative. This bill would require a minimum of 40% of funds received by the state under the IIJA and certain other federal funds to be allocated to projects that provide direct benefits to disadvantaged communities and disadvantaged unincorporated communities and, except as specified, a minimum of an additional 10% be allocated for projects that provide direct benefits to low-income households and low-income communities, as provided. The bill would require state agencies administering those federal funds to perform specified tasks related to the expenditure of those federal funds.

**AB 2438 Friedman D ( Dist. 43) Transportation funding: guidelines and plans.**

**Location:** SENATE APPR.

| 2Year Dead | Desk | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
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| 1st House  |      |        |        |       | 2nd House |        |        |       |             |          |        |           |

Current law provides for the funding of projects on the state highway system and other transportation improvements, including under the interregional transportation improvement program, the state highway operation and protection program, the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the program within the Road Maintenance and Rehabilitation Program commonly known as the Local Partnership Program. This bill would require, no later than January 1, 2024, the guidelines or plans applicable to those programs to include the strategies established in the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency.

**Position:** Oppose

**AB 2441 Kalra D ( Dist. 27) Public employment: local public transit agencies: new vehicle technology.**

**Location:** SENATE THIRD READING

| 2Year Dead | Desk | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
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| 1st House  |      |        |        |       | 2nd House |        |        |       |             |          |        |           |

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 require a public transit employer to provide written notice to the exclusive employee representative of the workforce affected by new vehicle technology of its determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy any new vehicle technology for public transit services that would eliminate job functions or jobs of the workforce to which the new vehicle technology applies not less than 12 months before commencing the process, plan, or deployment. The bill would require a public transit employer, upon a written request of the exclusive employee representative, to provide specified information to the exclusive employee representative, including the potential gaps in skills that may result from the new service.

**AB 2449 Rubio, Blanca D ( Dist. 48) Open meetings: local agencies: teleconferences.**



**Location:** SENATE APPR.

| 2Year Dead | Desk | Policy | Fiscal | Floor     | Desk | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
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Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. This bill would revise and recast those teleconferencing provisions and, until January 1, 2026, would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements that each teleconference location be identified in the notice and agenda and that each teleconference location be accessible to the public if at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction.

This bill contains other related provisions and other existing laws.

**AB 2480 Arambula D ( Dist. 31) Rehabilitation services: persons with vision loss.**

**Location:** SENATE APPR.

| 2Year Dead | Desk | Policy | Fiscal | Floor     | Desk | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
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| 1st House  |      |        |        | 2nd House |      |        |        |       |             |          |        |           |

Current law provides for various services for individuals who are blind, including authorization for the Department of Rehabilitation to appoint counselor-teachers to provide individual guidance and training that will enable adult individuals who are blind adjust to daily living in the home and the community. Current law requires a counselor-teacher to teach an adult individual who is blind reading and writing of braille, typing, travel techniques, and household arts and crafts in accordance with the needs of the blind person. This bill would eliminate the requirement for a counselor-teacher to teach typing and household arts and crafts, and instead would require the counselor-teacher to teach independent living skills and to provide assistive technology training to an adult individual who is blind.

**AB 2514 Dahle, Megan R ( Dist. 1) State Highway System Management Plan: underserved rural communities.**

**Location:** SENATE APPR.

| 2Year Dead | Desk | Policy | Fiscal | Floor     | Desk | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
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Current law requires the Department of Transportation to prepare a State Highway System Management Plan that consists of both a 10-year state highway rehabilitation plan and a 5-year maintenance plan. Current law requires the department to make a draft of its proposed plan available to regional transportation agencies for review and comment, and requires the department to submit the draft plan to the California Transportation Commission for review and comment by February 15 of each odd-numbered year. Current law requires the department to transmit the final plan to the Governor and the Legislature by June 1 of each odd-numbered year. This bill would require the State Highway System Management Plan prepared by the department to also include a comprehensive evaluation of the current state of transportation in underserved rural communities and a transportation needs assessment of the cost to operate, maintain, and provide for the transportation system in underserved rural communities, as specified.

**Position: Watch****AB 2594 Ting D ( Dist. 19) Vehicle registration and toll charges.****Location: SENATE APPR.**

| 2Year Dead | Desk      | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
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Current law requires the application for an original driver's license or renewal of a driver's license to contain specified information, including the applicant's name, age, gender category, mailing address, and residence address. Commencing January 1, 2027, this bill would require the application for an original driver's license or renewal of a driver's license to include a statement that the applicant may also need to change their address for purposes of their vehicle registration.

**Position: Oppose****AB 2647 Levine D ( Dist. 10) Local government: open meetings.****Location: SENATE GOV. & F.**

| 2Year Dead | Desk      | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
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Current law makes agendas of public meetings and other writings distributed to the members of the governing board disclosable public records, with certain exceptions. Current law requires a local agency to make those writings distributed to the members of the governing board less than 72 hours before a meeting available for public inspection, as specified, at a public office or location that the agency designates. Current law also requires the local agency to list the address of the office or location on the agenda for all meetings of the legislative body of the agency. Current law authorizes a local agency to post the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting. This bill would instead require a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including the local agency immediately posts the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.

**AB 2731 Ting D ( Dist. 19) Schoolbuses: zero-emission vehicles.****Location: SENATE APPR.**

| 2Year Dead | Desk      | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
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Would require, commencing January 1, 2035, 100% of all newly purchased or contracted schoolbuses of a school district, county office of education, or charter school to be zero-emission vehicles, where feasible. The bill would, in order to comply with that requirement, authorize local educational agencies, as defined, to request a one-time extension for a term not to exceed 5 years if a local educational agency determines that the purchase or contracting of a zero-emission schoolbus is not feasible due to both terrain and route constraints, provided that certain conditions are met. To the extent this requirement imposes additional duties on local educational agencies in connection with federally required pupil transportation services that go beyond the requirements in federal law, the bill would impose a state-mandated local program.

**AB 2949 Lee D ( Dist. 25) Vehicles: toll exemptions.****Location: SENATE APPR.**

| 2Year Dead | Desk      | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
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Current law, a person who enters a vehicular crossing becomes liable for any tolls imposed. Existing law prescribes the means by which a toll may be collected or paid, including by the use of an electronic transponder or by means c

capturing a license plate number and billing the registered owner. Existing law prohibits a person from evading attempting to evade, the payment of tolls on any vehicular crossing or toll highway. A violation of this prohibition is subject to civil penalties, but it is not a crime. This bill would exempt a vehicle that is registered to a veteran, displaying a specialized veteran license plate, as specified, and registered to a transponder or other electronic toll payment device from payment of a toll or related fines on a toll road, toll bridge, toll highway, a vehicular crossing, or any other toll facility, except a high-occupancy toll lane. The bill would also make conforming changes.

**ACA 1 Aguiar-Curry D ( Dist. 4) Local government financing: affordable housing and public infrastructure voter approval.**

**Location:** ASSEMBLY L. GOV.

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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:** Watch

**ACA 5 Voepel R ( Dist. 71) Motor vehicles: fuel taxes, sales and use taxes, and fees: expenditure restrictions.**

**Location:** ASSEMBLY TRANS.

|            |      |        |        |       |           |        |        |       |             |          |        |           |
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| 2Year Dead | Desk | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
| 1st House  |      |        |        |       | 2nd House |        |        |       |             |          |        |           |

The California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law. This measure would explicitly restrict the expenditure of all interest earned and other increment derived from the investment of those tax revenues and any proceeds from the lease or sale of real property acquired using those tax revenues only for the purposes described above.

**ACR 140 O'Donnell D ( Dist. 70) Freight transportation: supply chain.**

**Location:** ASSEMBLY APPR.

|            |      |        |        |       |           |        |        |       |             |          |        |           |
|------------|------|--------|--------|-------|-----------|--------|--------|-------|-------------|----------|--------|-----------|
| 2Year Dead | Desk | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
| 1st House  |      |        |        |       | 2nd House |        |        |       |             |          |        |           |

Would declare and recognize that the state is currently suffering a supply chain crisis. The measure would urge the state's public agencies, departments, and local governments to provide all due and proper assistance to carriers, cargo owners, public seaports, terminals, workers, and facilities to facilitate the essential service of delivering goods to Californians.

**SB 149 Committee on Budget and Fiscal Review Budget Act of 2022.**

**Location:** ASSEMBLY BUDGET

|            |      |        |        |       |           |        |        |       |             |          |        |           |
|------------|------|--------|--------|-------|-----------|--------|--------|-------|-------------|----------|--------|-----------|
| 2Year Dead | Desk | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
| 1st House  |      |        |        |       | 2nd House |        |        |       |             |          |        |           |

Would express the intent of the Legislature to enact statutory changes relating to the Budget Act of 2022.

**Position:** Watch

**SB 542 Limón D ( Dist. 19) Sales and use taxes: exemption: medium- or heavy-duty zero-emission trucks.**



| 2Year Dead | Desk | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
|------------|------|--------|--------|-------|-----------|--------|--------|-------|-------------|----------|--------|-----------|
| 1st House  |      |        |        |       | 2nd House |        |        |       |             |          |        |           |

Would provide an exemption from sales and use taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle. The bill would define “qualified motor vehicle” as, among other things, a new zero-emission truck that is eligible for a project voucher. The bill would, however, disallow the exemption from a sales or use tax where the vehicle purchase was made using a voucher issued by the State Air Resources Board pursuant to the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project. The bill would provide that the tax exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund. The bill would provide that the exemption would apply to otherwise eligible sales and uses of a vehicle where the internet website of the State Air Resources Board indicates a vehicle is eligible for the voucher program at the time the purchase is made, notwithstanding a contrary determination made by the State Air Resources Board. The bill would require the State Air Resources Board to indicate the date on which it updates its internet website to reflect changes in the eligibility of a vehicle under the voucher project. The bill would provide that the exemption is to become operative on April 1, 2023.

**SB 852 Dodd D ( Dist. 3) Climate resilience districts: formation: funding mechanisms.**

Location: ASSEMBLY APPR.

| 2Year Dead | Desk | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
|------------|------|--------|--------|-------|-----------|--------|--------|-------|-------------|----------|--------|-----------|
| 1st House  |      |        |        |       | 2nd House |        |        |       |             |          |        |           |

Would authorize a city, county, city and county, special district, or a combination of any of those entities to form a climate resilience district, as defined, for the purposes of raising and allocating funding for eligible projects and the operating expenses of eligible projects. The bill would deem each district to be an enhanced infrastructure financing district and would require each district to comply with existing law concerning enhanced infrastructure financing districts, unless the district is specified as otherwise. The bill would require a district to finance only specified projects that meet the definition of an eligible project. The bill would define “eligible project” to mean projects that address sea level rise, extreme heat, extreme cold, the risk of wildfire, drought, and the risk of flooding, as specified. The bill would establish project priorities and would authorize districts to establish additional priorities.

Position: Watch

**SB 886 Wiener D ( Dist. 11) California Environmental Quality Act: exemption: public universities: university housing development projects.**

Location: ASSEMBLY APPR. SUSPENSE FILE

| 2Year Dead | Desk | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
|------------|------|--------|--------|-------|-----------|--------|--------|-------|-------------|----------|--------|-----------|
| 1st House  |      |        |        |       | 2nd House |        |        |       |             |          |        |           |

Would, until January 1, 2030, exempt from CEQA a university housing development project, as defined, carried out by a public university, as defined, on real property owned by the public university if the project meets certain requirements, including that each building within the project is certified as Leadership in Energy and Environmental Design (LEED) platinum or better by the United States Green Building Council, that the project’s construction impacts are fully mitigated, and that the project is not located, in whole or in part, on certain types of sites, including a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway as determined by the Federal Emergency Management Agency, as provided. The bill, with respect to a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway, would prohibit a local government from denying an application on the basis that a public university did not comply with any additional permit requirement, standard, or action adopted by that local government applicable to the site if the public university is able to satisfy all applicable federal qualifying criteria in order to demonstrate that the site meets these criteria and is otherwise eligible to be exempt from CEQA pursuant to the above requirements. By imposing additional duties on local governments, this bill would impose a state-

mandated local program.

**Position: Watch**

**SB 922 Wiener D ( Dist. 11) California Environmental Quality Act: exemptions: transportation-related projects.**

**Location: ASSEMBLY THIRD READING**

| 2Year Dead | Desk      | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
|------------|-----------|--------|--------|-------|-----------|--------|--------|-------|-------------|----------|--------|-----------|
|            | 1st House |        |        |       | 2nd House |        |        |       |             |          |        |           |

The California Environmental Quality Act (CEQA) until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would delete the requirement that the bicycle transportation plan is for an urbanized area. The bill would extend the exemption to an active transportation plan or pedestrian plan. The bill would define “active transportation plan” and “pedestrian plan.” The bill would specify that individual projects that are a part of an active transportation plan or pedestrian plan remain subject to the requirements of CEQA unless those projects are exempt by another provision of law.

**Position: Support**

**SB 942 Newman D ( Dist. 29) Low Carbon Transit Operations Program: free or reduced fare transit program.**

**Location: ASSEMBLY APPR.**

| 2Year Dead | Desk      | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
|------------|-----------|--------|--------|-------|-----------|--------|--------|-------|-------------|----------|--------|-----------|
|            | 1st House |        |        |       | 2nd House |        |        |       |             |          |        |           |

Would exempt a transit agency using program moneys for the continuation of a free or reduced fare transit program from the above-described requirement to demonstrate that reductions in the emissions of greenhouse gases can be realized through the continuation of its transit program, and authorize the transit agency to continue to use those moneys for that purpose without any restriction to length of time. The bill would require the transit agency to submit an initial allocation request to the department and, for the next three fiscal years, to provide documentation necessary to meet an annual reporting requirement and comply with the program’s requirements.

**Position: Support**

**SB 959 Portantino D ( Dist. 25) Surplus residential property: use of funds.**

**Location: ASSEMBLY APPR.**

| 2Year Dead | Desk      | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
|------------|-----------|--------|--------|-------|-----------|--------|--------|-------|-------------|----------|--------|-----------|
|            | 1st House |        |        |       | 2nd House |        |        |       |             |          |        |           |

Current law establishes priorities and procedures that any state agency disposing of surplus residential property is required to follow. Current law requires the Department of Transportation to deposit proceeds from the sale of surplus residential property from the department to a new owner in the SR-710 Rehabilitation Account. Existing law requires moneys in the account in excess of \$1,200,000 to be transferred to the State Highway Account in the State Transportation Fund, to be used for allocation by the California Transportation Commission exclusively to fund projects located in specified cities and in the 90032 postal ZIP Code. Existing law provides that eligible projects may include, but are not limited to, sound walls and other specified projects. This bill would expand the types of eligible projects to include transit-oriented development and active transportation infrastructure.

**SB 991 Newman D ( Dist. 29) Public contracts: progressive design-build: local agencies.**

**Location: ASSEMBLY APPR.**

| 2Year Dead | Desk      | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
|------------|-----------|--------|--------|-------|-----------|--------|--------|-------|-------------|----------|--------|-----------|
|            | 1st House |        |        |       | 2nd House |        |        |       |             |          |        |           |

Would, until January 1, 2029, authorize local agencies, defined as any city, county, city and county, or special district authorized by law to provide for the production, storage, supply, treatment, or distribution of any water from any

source, to use the progressive design-build process for up to 15 public works projects in excess of \$5,000 each project, similar to the progressive design-build process authorized for use by the Director of General Services. The bill would require a local agency that uses the progressive design-build process to submit, no later than January 1, 2028, to the appropriate policy and fiscal committees of the Legislature a report on the use of the progressive design-build process containing specified information, including a description of the projects awarded using the progressive design-build process. The bill would require the design-build entity and its general partners or joint venture members to verify specified information under penalty of perjury. By expanding the crime of perjury, the bill would impose a state-mandated local program.

**SB 1100 Cortese D ( Dist. 15) Open meetings: orderly conduct.**

**Location:** ASSEMBLY THIRD READING

| 2Year Dead | Desk | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
|------------|------|--------|--------|-------|-----------|--------|--------|-------|-------------|----------|--------|-----------|
| 1st House  |      |        |        |       | 2nd House |        |        |       |             |          |        |           |

Current law requires every agenda for regular meetings of a local agency to provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public, before or during the legislative body's consideration of the item, that is within the subject matter jurisdiction of the legislative body. Current law authorizes the legislative body to adopt reasonable regulations to ensure that the intent of the provisions relating to this public comment requirement is carried out, including, but not limited to, regulations limiting the total amount of time allocated for public testimony on particular issues and for each individual speaker. Current law authorizes the members of the legislative body conducting the meeting to order the meeting room cleared and continue in session, as prescribed, if a group or groups have willfully interrupted the orderly conduct of a meeting and order cannot be restored by the removal of individuals who are willfully interrupting the meeting. This bill would authorize the presiding member of the legislative body conducting a meeting to remove an individual for disrupting the meeting.

**SB 1104 Gonzalez D ( Dist. 33) Governor's Office of Business and Economic Development: Office of Freight.**

**Location:** ASSEMBLY APPR.

| 2Year Dead | Desk | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
|------------|------|--------|--------|-------|-----------|--------|--------|-------|-------------|----------|--------|-----------|
| 1st House  |      |        |        |       | 2nd House |        |        |       |             |          |        |           |

Would establish the Office of Freight within GO-Biz. The bill would require the office to serve as the coordinating entity to steer the growth, competitiveness, and sustainability for freight and ports across the state and to promote and assess the continued economic vitality and sustainability of the freight sector. The bill would require the Governor to appoint a director to (1) oversee the Office of Freight, (2) facilitate collaboration along the supply chain, and (3) advocate for the interests of business and industry in the freight sector. The bill would require the Office of Freight to meet with specified state agencies as necessary to address and discuss ongoing freight and supply chain issues and would authorize the Office of Freight to establish and convene stakeholder advisory groups as provided. The bill would require the Office of Freight in consultation with specified state agencies, to prepare an assessment of statewide economic growth, competitiveness, prosperity, resiliency, and sustainability for the state's freight sector. The bill would require GO-Biz to submit the assessment to the Legislature on or before December 31, 2024, and an updated assessment at least once every 5 years thereafter, and would also require GO-Biz to use the assessment to inform the development of, and recommended actions included within, the strategy for international trade and investment, as provided. The bill would require the Transportation Agency to incorporate the findings of the assessment into the state freight plan, as specified.

**SB 1121 Gonzalez D ( Dist. 33) State and local transportation system: needs assessment.**

**Location:** ASSEMBLY APPR.

| 2Year Dead | Desk | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
|------------|------|--------|--------|-------|-----------|--------|--------|-------|-------------|----------|--------|-----------|
| 1st House  |      |        |        |       | 2nd House |        |        |       |             |          |        |           |

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 20 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: Support**

**SB 1156 Grove R ( Dist. 16) Motor Vehicle Fuel Tax: Diesel Fuel Tax: inflation adjustment.**

**Location: SENATE GOV. & F.**

| 2Year Dead | Desk      | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
|------------|-----------|--------|--------|-------|-----------|--------|--------|-------|-------------|----------|--------|-----------|
|            | 1st House |        |        |       | 2nd House |        |        |       |             |          |        |           |

Current law, the Motor Vehicle Fuel Tax Law and Diesel Fuel Tax Law, impose a tax upon each gallon of motor vehicle fuel or diesel fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current law annually adjusts the rates of the taxes imposed by those laws based on inflation. This bill would remove the requirement for future inflation adjustments of those taxes. This bill contains other related provisions.

**SB 1175 McGuire D ( Dist. 2) Department of Transportation: intermodal passenger services: rail corridors.**

**Location: ASSEMBLY APPR.**

| 2Year Dead | Desk      | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
|------------|-----------|--------|--------|-------|-----------|--------|--------|-------|-------------|----------|--------|-----------|
|            | 1st House |        |        |       | 2nd House |        |        |       |             |          |        |           |

Current law authorizes the Department of Transportation to construct, acquire, or lease, and improve and operate, rail passenger terminals and related facilities that provide intermodal passenger services along specified corridors. This bill would expand that authorization to include the Sacramento-Larkspur-Novato-Cloverdale corridor.

**SB 1410 Caballero D ( Dist. 12) California Environmental Quality Act: transportation impacts.**

**Location: ASSEMBLY APPR. SUSPENSE FILE**

| 2Year Dead | Desk      | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
|------------|-----------|--------|--------|-------|-----------|--------|--------|-------|-------------|----------|--------|-----------|
|            | 1st House |        |        |       | 2nd House |        |        |       |             |          |        |           |

The California Environmental Quality Act (CEQA) requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Current law requires the office to recommend potential metrics to measure transportation impacts, as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. This bill would require the office, by January 1, 2025, to conduct and submit to the Legislature a study on the impacts and implementation of the guidelines described above relating to transportation impacts. The bill would require the office, upon appropriation, to establish a grant program to provide financial assistance to local jurisdictions for implementing those guidelines.

**Position: Watch**

**SCA 2 Allen D ( Dist. 26) Public housing projects.**

**Location: ASSEMBLY APPR.**

| 2Year Dead | Desk      | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
|------------|-----------|--------|--------|-------|-----------|--------|--------|-------|-------------|----------|--------|-----------|
|            | 1st House |        |        |       | 2nd House |        |        |       |             |          |        |           |

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

**SCA 4 Wilk R ( Dist. 21) Legislature: 2-year budget.**

**Location:** SENATE BUDGET & F.R.

| 2Year Dead | Desk      | Policy | Fiscal | Floor | Desk      | Policy | Fiscal | Floor | Conf. Conc. | Enrolled | Vetoed | Chaptered |
|------------|-----------|--------|--------|-------|-----------|--------|--------|-------|-------------|----------|--------|-----------|
|            | 1st House |        |        |       | 2nd House |        |        |       |             |          |        |           |

Would limit the Legislature, in the first year of the regular session, to considering or acting upon only the Budget Bill and related bills, and up to 5 bills introduced by each of the standing committees of the Legislature, as specified. The measure would require the Governor to submit to the Legislature a budget for the ensuing 2 fiscal years within the first 10 days of the first calendar year of the biennium of the legislative session, and would require the Legislature to adopt by June 15 of the first calendar year of the biennium of the legislative session a Budget Bill that appropriates funds to support state government for the next 2-year fiscal period commencing on July 1. The measure, in the second year of the regular session, would limit the Legislature to considering or acting upon only legislation other than the Budget Bill and related bills. The Legislature, by a 2/3 vote of each house, would be authorized, however, to amend an enacted Budget Bill and related bills in both calendar years of the biennium.

Total Measures: 50

Total Tracking Forms: 50

## ***Minute Action***

### AGENDA ITEM: 3

***Date:*** August 10, 2022

***Subject:***

Federal Legislative Update

***Recommendation:***

Receive the August 2022 Federal Legislative Update and provide direction as appropriate.

***Background:***

**Fiscal Year 2023 Budget**

On July 20, 2022, the House of Representatives (House) passed H.R. 8294, a package of six fiscal year 2023 federal funding bills, on a 220 to 207 vote. The six-bill “mini-bus” appropriations package consisted of the 2023 Transportation, and Housing and Urban Development, and Related Agencies; Agriculture, Rural Development, Food and Drug Administration, and Related Agencies; Energy and Water Development, and Related Agencies; Financial Services and General Government; Interior, Environment, and Related Agencies; and Military Construction, Veterans Affairs, and Related Agencies funding bills. House consideration of the remaining six spending bills are not likely to be considered before the August 2022 recess due to problems with various elements of those bills causing Democratic leaders to worry.

Meanwhile, the Senate appears unlikely to bring any of its 12 appropriations bills to the floor before the summer break. Senate Appropriations committee targeted a release date of July 28, 2022, for their spending package, but the negotiations on the bills are not expected to conclude until the fall.

The House adjourned for summer recess on July 29<sup>th</sup> and the Senate on August 5<sup>th</sup>. Both chambers are set to return on September 6, 2022.

**House Transportation Committee Hearing**

On July 19, 2022, the House Transportation and Infrastructure Committee held the hearing entitled “Implementing the Infrastructure Investment and Jobs Act (IIJA)” with U.S. Department of Transportation Secretary Buttigieg (Secretary). Chairman DeFazio (D-OR) spoke on the IIJA and how it has apportioned to date nearly \$75 billion in highway, transit, and airport formula funds as well as 22 competitive grant programs rolled out in 2022. Chairman DeFazio commended the climate programs such as the Greenhouse Gas (GHG) emissions tracker, the National Roadway Safety Strategy provisions, and the overall efforts by the Administration to implement the IIJA. Ranking Member Graves (R-MO) spoke about the IIJA implementation and need to use federal dollars properly. He said “as it is the law of the land” it is important to create less inflationary pressure by using the funds for projects that increase mobility around the country. The Ranking Member then expressed concerns that the IIJA is shaping up to be a different bill than originally introduced by prioritizing projects in the administration’s agenda.

Republicans generally focused on inflationary issues and possible future costs of implementing IIJA projects at higher than proposed levels. The other concern Republicans had were the equity and “social programs” included in the bill, claiming that the high costs of energy and fuel affect the targeted communities negatively far more than the proposed solutions of those programs. This was referring to the Justice 40 program included in the IIJA. The disagreement with the

*Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority*

## Legislative Policy Committee Agenda Item

August 10, 2022

Page 2

Secretary on electric vehicle costs and costs of charging an electric vehicle was expressed by most Republicans during the hearing. The Democrats commended the Secretary for the Rural grants program in which the Secretary said the goal for this program was for entities that do not have enough resources are able find the grant opportunity and apply for it in a more streamlined way than the past. Most Democrats supported the electric vehicle charging initiatives that the IJA includes. Most Members of Congress asked about specific projects within their districts referring to Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants, Infrastructure for Rebuilding America (INFRA) applications, Port Infrastructure Development Program (PIDP), electrification, and electric vehicle incentives, among other projects that would reduce traffic congestion within their districts.

***Financial Impact:***

This item has no financial impact on the Fiscal Year 2022/2023 Budget.

***Reviewed By:***

This item is not scheduled for review by any other policy committee or technical advisory committee.

***Responsible Staff:***

Louis Vidaure, Management Analyst II

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Approved  
Legislative Policy Committee  
Date: August 10, 2022

Witnessed By:

San Bernardino Council of Governments  
San Bernardino County Transportation Authority

## **ADDITIONAL INFORMATION**



## LEGISLATIVE POLICY COMMITTEE ATTENDANCE RECORD – 2022

| Name   | Jan | Feb | March | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|--|-----|-----|-------|-------|-----|------|------|-----|------|-----|-----|-----|
| <b>Curt Hagman</b><br>Board of Supervisors       | X   | X   | X     | X     | X   | X    |      |     |      |     |     |     |
| <b>Janice Rutherford</b><br>Board of Supervisors | X   | X   | X     | X     | X   | X    |      |     |      |     |     |     |
| <b>Art Bishop</b><br>Town of Apple Valley        | X   | X   | X     | X     | X   | X    |      |     |      |     |     |     |
| <b>Frank Navarro</b><br>City of Colton           | X   | X   | X     | X     | X   | X    |      |     |      |     |     |     |
| <b>Rick Denison</b><br>Town of Yucca Valley      | X   | X   | X     | X     | X   | X    |      |     |      |     |     |     |
| <b>Larry McCallon</b><br>City of Highland        | X   | X   | X     |       | X   | X    |      |     |      |     |     |     |
| <b>Alan Wapner</b><br>City of Ontario            | X   | X   |       | X     | X   |      |      |     |      |     |     |     |

Communication: Attendance (Additional Information)

X = member attended meeting.   \* = alternate member attended meeting   Empty box = Did not attend meeting   Crossed out box = not a Board Member at the time.   Shaded box = No meeting

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist Board Members and partners as they participate in deliberations at Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. Staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

|          |  |
|----------|--|
| AB       | Assembly Bill  |
| ACE      | Alameda Corridor East  |
| ACT      | Association for Commuter Transportation                              |
| ADA      | Americans with Disabilities Act                                      |
| ADT      | Average Daily Traffic  |
| APTA     | American Public Transportation Association                           |
| AQMP     | Air Quality Management Plan  |
| ARRA     | American Recovery and Reinvestment Act                               |
| ATMIS    | Advanced Transportation Management Information Systems               |
| BAT      | Barstow Area Transit   |
| CALACT   | California Association for Coordination Transportation               |
| CALCOG   | California Association of Councils of Governments                    |
| CALSAFE  | California Committee for Service Authorities for Freeway Emergencies |
| CARB     | California Air Resources Board                                       |
| CEQA     | California Environmental Quality Act                                 |
| CMAQ     | Congestion Mitigation and Air Quality                                |
| CMIA     | Corridor Mobility Improvement Account                                |
| CMP      | Congestion Management Program  |
| CNG      | Compressed Natural Gas   |
| COG      | Council of Governments   |
| CPUC     | California Public Utilities Commission                               |
| CSAC     | California State Association of Counties                             |
| CTA      | California Transit Association                                       |
| CTC      | California Transportation Commission                                 |
| CTC      | County Transportation Commission                                     |
| CTP      | Comprehensive Transportation Plan                                    |
| DBE      | Disadvantaged Business Enterprise                                    |
| DEMO     | Federal Demonstration Funds  |
| DOT      | Department of Transportation   |
| EA       | Environmental Assessment   |
| E&D      | Elderly and Disabled   |
| E&H      | Elderly and Handicapped  |
| EIR      | Environmental Impact Report (California)                             |
| EIS      | Environmental Impact Statement (Federal)                             |
| EPA      | Environmental Protection Agency                                      |
| FHWA     | Federal Highway Administration                                       |
| FSP      | Freeway Service Patrol   |
| FRA      | Federal Railroad Administration                                      |
| FTA      | Federal Transit Administration                                       |
| FTIP     | Federal Transportation Improvement Program                           |
| GFOA     | Government Finance Officers Association                              |
| GIS      | Geographic Information Systems                                       |
| HOV      | High-Occupancy Vehicle   |
| ICTC     | Interstate Clean Transportation Corridor                             |
| IEEP     | Inland Empire Economic Partnership                                   |
| ISTEA    | Intermodal Surface Transportation Efficiency Act of 1991             |
| IIP/ITIP | Interregional Transportation Improvement Program                     |
| ITS      | Intelligent Transportation Systems                                   |
| IVDA     | Inland Valley Development Agency                                     |
| JARC     | Job Access Reverse Commute   |
| LACMTA   | Los Angeles County Metropolitan Transportation Authority             |
| LNG      | Liquefied Natural Gas  |
| LTF      | Local Transportation Funds   |

**Acronym List**

|            |  |
|------------|--|
| MAGLEV     | Magnetic Levitation  |
| MARTA      | Mountain Area Regional Transportation Authority                                    |
| MBTA       | Morongo Basin Transit Authority  |
| MDAB       | Mojave Desert Air Basin  |
| MDAQMD     | Mojave Desert Air Quality Management District                                      |
| MOU        | Memorandum of Understanding  |
| MPO        | Metropolitan Planning Organization   |
| MSRC       | Mobile Source Air Pollution Reduction Review Committee                             |
| NAT        | Needles Area Transit   |
| NEPA       | National Environmental Policy Act  |
| OA         | Obligation Authority   |
| OCTA       | Orange County Transportation Authority   |
| PA&ED      | Project Approval and Environmental Document  |
| PASTACC    | Public and Specialized Transportation Advisory and Coordinating Council            |
| PDT        | Project Development Team   |
| PNRS       | Projects of National and Regional Significance                                     |
| PPM        | Planning, Programming and Monitoring Funds   |
| PSE        | Plans, Specifications and Estimates  |
| PSR        | Project Study Report   |
| PTA        | Public Transportation Account  |
| PTC        | Positive Train Control   |
| PTMISEA    | Public Transportation Modernization, Improvement and Service Enhancement Account   |
| RCTC       | Riverside County Transportation Commission   |
| RDA        | Redevelopment Agency   |
| RFP        | Request for Proposal   |
| RIP        | Regional Improvement Program   |
| RSTIS      | Regionally Significant Transportation Investment Study                             |
| RTIP       | Regional Transportation Improvement Program  |
| RTP        | Regional Transportation Plan   |
| RTPA       | Regional Transportation Planning Agencies  |
| SB         | Senate Bill  |
| SAFE       | Service Authority for Freeway Emergencies  |
| SAFETEA-LU | Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users |
| SCAB       | South Coast Air Basin  |
| SCAG       | Southern California Association of Governments                                     |
| SCAQMD     | South Coast Air Quality Management District  |
| SCRRA      | Southern California Regional Rail Authority  |
| SHA        | State Highway Account  |
| SHOPP      | State Highway Operations and Protection Program                                    |
| SOV        | Single-Occupant Vehicle  |
| SRTP       | Short Range Transit Plan   |
| STAF       | State Transit Assistance Funds   |
| STIP       | State Transportation Improvement Program   |
| STP        | Surface Transportation Program   |
| TAC        | Technical Advisory Committee   |
| TCIF       | Trade Corridor Improvement Fund  |
| TCM        | Transportation Control Measure   |
| TCRP       | Traffic Congestion Relief Program  |
| TDA        | Transportation Development Act   |
| TEA        | Transportation Enhancement Activities  |
| TEA-21     | Transportation Equity Act for the 21 <sup>st</sup> Century                         |
| TMC        | Transportation Management Center   |
| TMEE       | Traffic Management and Environmental Enhancement                                   |
| TSM        | Transportation Systems Management  |
| TSSDRA     | Transit System Safety, Security and Disaster Response Account                      |
| USFWS      | United States Fish and Wildlife Service  |
| VCTC       | Ventura County Transportation Commission   |
| VVTA       | Victor Valley Transit Authority  |
| WRCOG      | Western Riverside Council of Governments   |



## MISSION STATEMENT

Our mission is to improve the quality of life and mobility in San Bernardino County. Safety is the cornerstone of all we do.

We achieve this by:

- Making all transportation modes as efficient, economical, and environmentally responsible as possible.
- Envisioning the future, embracing emerging technology, and innovating to ensure our transportation options are successful and sustainable.
- Promoting collaboration among all levels of government.
- Optimizing our impact in regional, state, and federal policy and funding decisions.
- Using all revenue sources in the most responsible and transparent way.

Approved December 4, 2019