

# South Bay Cities Council of Governments

April 28, 2022

TO: SBCCOG Board of Directors

FROM: SBCCOG Legislative Committee

RE: Bills to Monitor – Status as of April 20, 2022

Adherence to Strategic Plan:

Goal B: Regional Advocacy. Advocate for the interests of the South Bay

NOTE: **BOLD recommendation & status** indicates bill added since last Board meeting

ENVIRONMENT			
<a href="#">AB 2897</a> (O'Donnell)	<p><b>San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy: territory: Dominguez Channel watershed and Santa Catalina Island.</b> Current law establishes the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy in the Natural Resources Agency and prescribes the functions and duties of the conservancy with regard to the protection, preservation, and enhancement of specified areas of the Counties of Los Angeles and Orange located along the San Gabriel River and the lower Los Angeles River and tributaries along those rivers. Current law, defines "territory", for purposes of those provisions. This bill would additionally include the Dominguez Channel watershed and Santa Catalina Island, as described, within that definition of territory, and would make various related changes to the boundaries of that territory.</p>	<p>SUPPORT</p>	<p>3/17/22 Assembly Committee on Natural Resources</p> <p>Previously supported in last session</p>
<a href="#">SB 54</a> (Allen)	<p><b>Solid waste: disposable packaging and food ware.</b> Would declare the intent of the Legislature to enact the Plastic Pollution Producer Responsibility Act, which would establish the Plastic Pollution Producer Responsibility Act, which would prohibit producers of single-use, disposable packaging or single-use,</p>	<p>SUPPORT (2/25/21)  (Ltr sent 3/8/21)</p>	<p>1/24/22 Passed Senate. In Assembly, read first time. Held at Desk</p>

	disposable food service ware products from offering for sale, selling, distributing, or importing in or into the state such packaging or products that are manufactured on or after January 1, 2032, unless they are recyclable or compostable.	LCC POSITION: SUPPORT IN CONCEPT	
<a href="#">SB 1122</a> (Allen)	<b>San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy: territory.</b> Current law establishes the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy in the Natural Resources Agency and prescribes the functions and duties of the conservancy with regard to the protection, preservation, and enhancement of specified areas of the Counties of Los Angeles and Orange located along the San Gabriel River and the lower Los Angeles River and tributaries along those rivers. Current law, for purposes of those provisions, defines “territory” to mean the territory of the conservancy that consists of those portions of the Counties of Los Angeles and Orange located within the San Gabriel River and its tributaries, the lower Los Angeles River and its tributaries, and the San Gabriel Mountains, as described. This bill would additionally include the Dominguez Channel watershed, the coastal watersheds of Manhattan Beach to the Palos Verdes Peninsula, and Santa Catalina Island, as described, within that definition of territory, and would make various related changes to the boundaries of that territory.	Support	4/4/22 Placed on Senate Appropriations suspense file  Previously supported in last session
<a href="#">SB 1217</a> (Allen)	<b>State-Regional Collaborative for Climate, Equity, and Resilience.</b> Would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the State Air Resources Board for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of the following: the Transportation Agency, Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations, as specified. The bill would require, on or before December 31, 2025, the state board to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative.	<b>MONITOR</b>  LCC POSITION: WATCH	4/4/22 <b>Senate Committee on Transportation. Hearing Date: April 26</b>

GOVERNANCE			
<p><a href="#">AB 1944</a> (Lee)</p>	<p><b>Local government: open and public meetings.</b> Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely and require an updated agenda reflecting all of the members participating in the meeting remotely be posted, if a member of the body elects to participate in the meeting remotely after the agenda is posted. This bill would specify that if a member of a legislative body elects to teleconference from a location that is not public, upon a majority vote of the legislative body, the address does not need to be identified in the notice and agenda or be accessible to the public when the legislative body has elected to allow members to participate via teleconferencing.</p>	<p><b>RECOMMEND SUPPORT</b> (at 3/9/22 Leg Com. mtg, to Board 4/28/22)</p> <p>LCC POSITION: WATCH</p>	<p><b>4/19/22</b> <b>Assembly Committee on Local Government</b></p>
<p><a href="#">AB 2449</a> (B. Rubio)</p>	<p><b>Open meetings: local agencies: teleconferences.</b> This bill would authorize a local agency to use teleconferencing without complying with those specified teleconferencing requirements if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. The bill would impose prescribed requirements for this exception relating to notice, agendas, the means and manner of access, and procedures for disruptions. The bill would require the legislative body to implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with federal law.</p>	<p><b>MONITOR</b></p> <p>LCC POSITION: WATCH</p>	<p><b>3/3/22</b> <b>Assembly Committee on Local Government</b></p>
<p><a href="#">AB 2647</a> (Levine)</p>	<p><b>Open meetings: local agencies: teleconferences.</b> The Ralph M. Brown Act requires the meetings of the legislative body of a local agency be conducted openly and publicly, with specified exceptions. Current law makes agendas of public meetings and other writings distributed to the members of the governing board disclosable public records, with certain exceptions. Current law requires a local agency to make those writings distributed to the</p>	<p><b>RECOMMEND SUPPORT</b></p>	<p><b>4/19/22</b> <b>Assembly Committee on Local Government</b></p>

	members of the governing board available for public inspection at a public office or location that the agency designates. This bill would instead require a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates or post the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.	LCC POSITION: SPONSOR	
<a href="#">SB 342</a> (Gonzalez & Kamlager)	<b>South Coast Air Quality Management District: board membership.</b> This bill would authorize the SCAQMD Board to create a Labor Advisory Panel to provide feedback and input on all district permitting, rules, regulations, and planning issues that have the potential to impact the workforce in the South Coast Air Basin.	RECOMMEND OPPOSE Receive & File  LCC POSITION: WATCH	1/31/22 Failed passage. <i>(Bill died subsequent to Legislative Committee recommendation)</i>
HOMELESSNESS			
<a href="#">SB 914</a> (Rubio)	<b>HELP (Homeless Equity for Left Behind Populations) Act.</b> Would require cities, counties, and continuums of care receiving state funding to address homelessness on or after January 1, 2023, to take specific steps to ensure that the needs of victim service providers and survivors of violence, and a gendered analysis of the causes and consequences of homelessness, are incorporated into homelessness planning and responses. Would also impose other homelessness planning and data analysis requirements on these cities, counties, and continuums of care. Would prohibit victim service providers, as defined, from being required or expected to enter client-level data into specified homeless data systems and would permit any funding provided to cities, counties, and continuums of care to be used to support the development of these data systems and the maintenance of comparable databases, as specified.	RECOMMEND SUPPORT  LCC POSITION: WATCH	4/14/22 <b>Senate Committee on Housing</b>  <b>Hearing date: April 27</b>
HOUSING			
<a href="#">AB 1976</a> (Santiago)	<b>Planning and zoning: housing element compliance: very low and lower income households.</b> Under current law, if the inventory of sites included in a housing element does not identify	RECOMMEND OPPOSE	3/21/22

	adequate sites to accommodate the need for groups of all household income levels pursuant to the allocation of regional housing need, current law requires that the local government rezone sites within specified deadlines. This bill would authorize the department, after notifying the city or county of the violation of the housing element provision and before notifying the Attorney General, either to complete the rezoning to accommodate 100% of the allocated need for housing for very low and lower income households on behalf of a local government within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, or Ventura that failed to complete that rezoning by the required deadline, or to impose administrative civil penalties upon the local government of up to \$10,000 per day until the local government is no longer in violation of state law or the department decides to refer the violation to the Attorney General.	LCC POSITION: OPPOSE	<b>Assembly Committee on Housing &amp; Community Development</b>
<a href="#">AB 2097</a> (Friedman)	<b>Residential and commercial development: remodeling, renovations, and additions: parking requirements.</b> This bill would prohibit a public agency from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile of public transit, as defined. When a project provides parking voluntarily, the bill would authorize a public agency to impose specified requirements on the voluntary parking. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a new multifamily or nonresidential development to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities.	RECOMMEND OPPOSE  LCC POSITION: WATCH	2/24/22 <b>Assembly Committees on Local Government and Housing &amp; Community Development</b>
<a href="#">AB 2221</a> (Quirk-Silva)	<b>Accessory dwelling units.</b> Existing law authorizes a local agency to establish minimum and maximum unit size requirements for attached and detached accessory dwelling units, subject to certain exceptions, including that a local agency is prohibited from establishing limits on lot coverage, floor area ratio, open space, and minimum lot size, that do not permit the construction of at least an 800 square foot accessory dwelling unit, as specified. This bill would additionally prohibit a local agency from establishing limits	RECOMMEND OPPOSE  LCC POSITION: WATCH	4/13/22 <b>Assembly Committee on Local Government</b>

	<p>on front setbacks, as described above. Existing law authorizes a local agency to ministerially approve an application for a building permit within a residential or mixed-use zone to create, among other things, one detached, new construction, accessory dwelling unit that does not exceed 4-foot side and rear yard setbacks, as specified. Existing law authorizes the local agency to impose on the accessory dwelling unit a total floor area limitation of not more than 800 square feet and a height limitation of 16 feet. This bill would specify that a local agency is prohibited from imposing any objective planning standards that conflict with those described above.</p>		
<p><a href="#">SB 897</a> (Wieckowski)</p>	<p><b>Accessory dwelling units: junior accessory dwelling units.</b> Would require standards imposed on ADUs be objective, and would define “objective standard” as a standard that involves no personal or subjective judgement by a public official and is uniformly verifiable, as specified. Would increase maximum height limitations that may be imposed by a local agency on an ADU to 25 feet if within ½ mile walking distance of major transit stop; require local agencies to reduce parking requirements when ADU permits are submitted along with new multifamily dwelling units; and other changes.</p>	<p><b>OPPOSED</b> <b>(4/13/22 by</b> <b>Leg. Com)</b></p> <p><b>(Ltr sent</b> <b>4/21/22)</b></p> <p>LCC POSITION: OPPOSE</p>	<p><b>4/19/22</b> <b>Senate Appropriations</b> <b>Committee on Governance &amp;</b> <b>Finance.</b></p> <p><b>Hearing Date: April 25</b></p>
<p><a href="#">SB 1466</a> (Stern)</p>	<p><b>Affordable Housing and Community Development Investment Program.</b> Would establish in state government the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district, or a combination of those entities, to apply to the Affordable Housing and Community Development Investment Committee to participate in the program and would authorize the committee to approve or deny plans for projects meeting specific criteria.</p>	<p><b>MONITOR</b></p> <p>LCC POSITION: WATCH</p>	<p><b>3/10/22</b> <b>Senate Committees on</b> <b>Governance &amp; Finance,</b> <b>Housing</b></p>

PUBLIC SAFETY			
<a href="#">AB 1599</a> (Kiley)	<p>Proposition 47: repeal. The Safe Neighborhoods and Schools Act, enacted as an initiative statute by Proposition 47, as approved by the electors at the November 4, 2014, statewide general election, made various changes relating to theft and the possession of controlled substances, including by, among other things, generally reducing the penalty for those crimes, including reducing the penalty for possession of concentrated cannabis, establishing a procedure by which individuals convicted of those crimes prior to the passage of the act may petition for resentencing under the act, and creating the crime of shoplifting. This bill would repeal the changes and additions made by Proposition 47, except those related to reducing the penalty for possession of concentrated cannabis.</p>	<p><b>RECOMMEND SUPPORT</b> (at 3/9/22 Leg Com. Mtg, to Board 4/28)</p> <p>LCC POSITION: SUPPORT</p>	<p><b>3/8/22</b> <b>Assembly Committee on Public Safety.</b> <b>Reconsideration granted</b></p>
TRANSPORTATION			
<a href="#">AB 1946</a> (Boerner Horvath)	<p><b>Electric bicycles: safety and training program.</b> The Protected Bikeways Act of 2014, provides that the state’s bicycle programs have not been fully developed or funded. Current law establishes the Department of the California Highway Patrol within the Transportation Agency. This bill would require the department to develop, on or before September 1, 2023, statewide safety standards and training programs based on evidence-based practices for users of electric bicycles, as defined, including, but not limited to, general electric bicycle riding safety, emergency maneuver skills, rules of the road, and laws pertaining to electronic bicycles.</p>	<p><b>MONITOR</b></p> <p>LCC POSITION: WATCH</p>	<p><b>4/7/22</b> <b>Assembly Committee on Appropriations</b></p>
<a href="#">AB 2074</a> (Gipson)	<p><b>Air Quality Improvement Program: micromobility devices.</b> This bill would specify projects providing incentives for purchasing micromobility devices, as defined, as projects eligible for funding under the program. The bill would require the state board, no later than July 1, 2023, to establish a Micromobility Device Incentives Project to provide incentives, in the form of vouchers, to individuals for the purchase of micromobility devices, as provided.</p>	<p>SUPPORT (2/24/22)</p> <p>(Ltr sent 3/7/22)</p> <p>LCC POSITION: WATCH</p>	<p>4/6/22 Assembly Committee on Appropriations</p> <p>This is legislation requested and sponsored by the SBCCOG</p>

<p><a href="#">AB 2432</a> (Muratsuchi)</p>	<p><b>Neighborhood electric vehicles: County of Los Angeles: South Bay cities area.</b> This bill would authorize the County of Los Angeles or any city in the county to establish a similar NEV transportation plan for a plan area that may include any applicable portion of the county or city located within the jurisdiction of the South Bay Cities Council of Governments, as specified, subject to the same penalties. The bill would require that the transportation plan have received a prior review and the comments of the South Bay Cities Council of Governments and any agency having traffic law enforcement responsibilities in an entity included in the plan area. The bill would require the plan to be submitted to the Department of Transportation for review and approval.</p>	<p>SUPPORT (2/24/22)  (Ltr sent 3/7/22)  LCC POSITION: WATCH</p>	<p>4/5/22 Assembly Committee on Appropriations  This is legislation requested and sponsored by the SBCCOG</p>
<p><a href="#">AB 2438</a> (Friedman)</p>	<p><b>Transportation projects: alignment with state plans.</b> Current law provides for the funding of projects on the state highway system and other transportation improvements, including under the state transportation improvement program, the state highway operation and protection program, the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the program within the Road Maintenance and Rehabilitation Program commonly known as the Local Partnership Program. This bill would require the agencies that administer those programs to revise the guidelines or plans applicable to those programs to ensure that projects included in the applicable program align with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, and specified greenhouse gas emissions reduction standards.</p>	<p>MONITOR  LCC POSITION: OPPOSE UNLESS AMENDED</p>	<p>3/29/22 <b>Assembly Committee on Appropriations</b></p>
<p><a href="#">SB 932</a> (Portantino)</p>	<p><b>General Plans: circulation element: bicycle and pedestrian plans and traffic calming plans.</b> Current law states the Legislature's intention that a county or city general plan and the elements and parts of that general plan comprise an integrated, internally consistent and compatible statement of policies for the adopting agency. This bill would emphasize the intent of the Legislature to fight climate change with these provisions. <i>The bill would make significant, unprecedented, and overly prescriptive changes to the requirements of circulation elements of local general plans; impose costly, unfunded mandates for physical</i></p>	<p>RECOMMEND OPPOSE  LCC POSITION: OPPOSE UNLESS AMENDED</p>	<p>3/30/22 <b>Senate Committee on Transportation. Hearing Date: April 26</b></p>

	<i>changes to local transportation infrastructure; and expose local governments to significant legal liability..</i>		
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BALLOT MEASURES

<p><a href="#">19-0029A1</a></p> <p>Authorizes New Types of Gambling. Initiative Constitutional and Statutory Amendment</p>	<p><b>“California Sports Wagering Regulation and Unlawful Gambling Enforcement Act”.</b> Allows federally recognized Native American tribes to operate roulette, dice games, and sports wagering on tribal lands, subject to compacts negotiated by the Governor and ratified by the Legislature. Beginning in 2022, allows on-site sports wagering at only privately operated horse-racing tracks in four specified counties for persons 21 years or older. Imposes 10% tax on sports-wagering profits at horse-racing tracks; directs portion of revenues to enforcement and problem-gambling programs. Prohibits marketing of sports wagering to persons under 21. Authorizes private lawsuits to enforce other gambling laws. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local governments: Increased state revenues, potentially reaching the tens of millions of dollars annually, from payments made by facilities offering sports wagering and new civil penalties authorized by this measure. Some portion of these revenues would reflect a shift from other existing state and local revenues.</p>	<p>OPPOSE (2/24/22)</p>	<p>Eligible for November 2022 Statewide ballot</p>
<p><a href="#">21-0016A1</a></p> <p>Provides That Local Land-Use And Zoning Laws Override Conflicting State Laws. Initiative Constitutional Amendment.</p>	<p><b>“Our Neighborhood Voices”.</b> Provides that city and county land-use and zoning laws (including local housing laws) override all conflicting state laws, except in certain circumstances related to three areas of statewide concern: (1) the California Coastal Act of 1976; (2) siting of power plants; or (3) development of water, communication, or transportation infrastructure projects. Prevents state legislature and local legislative bodies from passing laws invalidating voter-approved local land-use or zoning initiatives. Prohibits state from changing, granting, or denying funding to local governments based on their implementation of this measure.</p>	<p>SUPPORT (11/18/21)</p>	<p>WITHDRAWN FROM CIRCULATION</p>

FEDERAL BILLS

<p><a href="#">S 3788</a> (Padilla)</p> <p>House version <a href="#">HR 6989</a> (Lieu)</p>	<p><b>Housing for All Act of 2022.</b> Would invest over \$500B over ten years to address homelessness and affordable housing crises by addressing the affordable housing shortage; investing in voucher and other homeless housing programs; and support innovative locally developed approaches.</p>	<p><b>RECOMMEND SUPPORT</b></p>	<p><b>3/8/22 Senate Committee on Banking, Housing, and Urban Affairs</b></p> <p><b>3/8/22 House Committees on Financial Services; Judiciary; Energy and Commerce; and Transportation and Infrastructure</b></p>
<p><a href="#">HR 6662</a> (Barragan)</p>	<p><b>EVs for All Act.</b> Would require Dept. of Energy and Housing &amp; Urban Development develop a program which would provide grants of up to \$1M to public housing agencies, local governments, or non-profits to facilitate EV car sharing services operated at public housing projects.</p>	<p>SUPPORT (2/24/22)</p>	<p>2/10/22 House Subcommittee on Highways and Transit</p>
<p><a href="#">HR 2307</a> (Deutsch)</p>	<p><b>Energy Innovation &amp; Carbon Dividend Act.</b> Imposes a fee on the carbon content of fuels, including crude oil, natural gas, coal, or any other product derived from those fuels that will be used so as to emit greenhouse gases into the atmosphere. The fee is imposed on the producers or importers of the fuels and is equal to the greenhouse gas content of the fuel multiplied by the carbon fee rate. The rate begins at \$15 in 2021, increases by \$10 each year, and is subject to further adjustments based on the progress in meeting specified emissions reduction targets.</p>	<p>REQUEST TO CONGRESSMAN LIEU TO SUPPORT RE-INTRODUCING (12/8/20)</p> <p>(Ltr sent 12/22/20)</p>	<p>4/1/21 Introduced in House</p> <p>Previously supported in last session</p>
<p><a href="#">HR 1019</a> (Panetta)</p>	<p><b>Electric Bicycle Incentive Kickstart for the Environment (E-BIKE) Act.</b> Creates a consumer tax credit that covers 30% of the cost of an electric bicycle (up to \$1,500 credit); applies to new electric bicycles that cost less than \$8,000; is fully refundable, allowing lower-income workers to claim the credit.</p>	<p>SUPPORT (3/8/21)</p>	<p>2/11/21 House Committee on Ways and Means</p>

### **2022 State Legislative Calendar**

- April 29: Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house
- May 6: Last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house
- May 13: Last day for policy committees to meet prior to May 31
- May 20: Last day for fiscal committees to hear and report to the Floor bills introduced in their house. Last day for fiscal committees to meet prior to May 31
- May 27: Last day for bills to be passed out of the house of origin
- June 15: Budget Bill must be passed by midnight
- July 1: Last day for policy committees to meet and report bills
- August 12: Last day for fiscal committees to meet and report bills to the Floor
- August 25: Last day to amend bills on the Floor
- August 31: Last day for each house to pass bills
- September 30: Last day for Governor to sign or veto bills passed by the Legislature before September 1 and in the Governor's possession on or after September 1