



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

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**Sean Ashton, Downey**

## REMOTE PARTICIPATION ONLY

# LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

*Tuesday, January 18, 2022*  
**8:30 a.m. – 10:00 a.m.**

**To Attend and Participate on Your Computer:**  
<https://scag.zoom.us/j/805439887>

**To Attend and Participate by Phone:**  
**Call-in Number: 1-669-900-6833**  
**Meeting ID: 805 439 887**

***Please see next page for detailed  
instructions on how to participate in the meeting.***

### **PUBLIC ADVISORY**

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

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

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



## Instructions for Public Comments

***You may submit public comments in two (2) ways:***

1. **In Writing:** Submit written comments via email to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov) by **5pm on Friday, January 14, 2022**. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below.

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

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

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

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

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### OUR MISSION

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

### OUR VISION

Southern California’s Catalyst for a Brighter Future

### OUR CORE VALUES

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



## Instructions for Participating in the Meeting

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

### To Participate and Provide Verbal Comments on Your Computer

1. Click the following link: <https://scag.zoom.us/j/805439887>
2. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Select “Join Audio via Computer.”
4. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

### To Listen and Provide Verbal Comments by Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 805 439 887**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
5. During the Public Comment Period, press \*9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

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**LCMC - Legislative/Communications and Membership Committee**  
***Members – January 2022***

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

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## LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

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

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

**18. Sup. Donald Wagner**  
Orange County

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## LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

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Southern California Association of Governments  
Remote Participation Only  
**Tuesday, January 18, 2022**  
**8:30 AM**

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

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

*(The Honorable Alan D. Wapner, Chair)*

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

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

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

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**REVIEW AND PRIORITIZE AGENDA ITEMS**

**CONSENT CALENDAR**

Approval Items

1. Minutes of the Meeting – December 21, 2021
2. SCAG Memberships and Sponsorships

Receive and File

3. Legislative Calendars
4. Legislative Tracking Report

**ACTION ITEM**

5. Legislative Platform Mid-Cycle Update  
*(David Angel, Legislative Analyst)*

**RECOMMENDED ACTION:**

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**INFORMATION ITEMS**

6. What to Expect in 2022  
*(Kevin Gilhooley, Legislation Manager)*
7. Legislative Advocacy Update  
*(Kevin Gilhooley, Legislation Manager)*
8. State Budget Overview  
*(Estee Sepulveda, Legislative Analyst III)*
9. Communications Update  
*(Margaret de Larios, Public Affairs Specialist III)*

**POLICY AND PUBLIC AFFAIRS DIVISION UPDATE**

*(Javiera Cartagena, Director of Government and Public Affairs)*

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## LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

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**FUTURE AGENDA ITEMS**

**ANNOUNCEMENTS**

**ADJOURNMENT**





Southern California Association of Governments  
Remote Participation Only  
January 18, 2022

**LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)  
MINUTES OF THE MEETING  
TUESDAY, DECEMBER 21, 2021**

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

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

**MEMBERS PRESENT**

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

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

<b>SBCTA</b>
<b>TCA</b>
District 25
District 35
San Bernardino County
RCTC
District 4
District 63
District 10
District 6
District 46
District 8
District 27
District 44
District 26
District 1
Orange County

**MEMBERS NOT PRESENT**

Letitia Clark	<i>Tustin</i>	District 17
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## **CALL TO ORDER**

Vice Chair Peggy Huang called the meeting to order at 8:31 a.m. on behalf of Chair Wapner who notified staff he would be joining today's meeting late due to a personal matter. Vice Chair Huang called on Hon. Ray Marquez, Chino Hills, District 10, to lead the Pledge of Allegiance. Staff confirmed a quorum was present.

## **PRESENTATION**

*(The Honorable Blanca Rubio, Assemblymember (D-West Covina))*

Vice Chair Huang introduced Assemblymember, Blanca Rubio (D-West Covina), by sharing the Assemblymember's committee assignments and record of public service to the people of California's 48<sup>th</sup> Assembly District.

Assemblywoman Blanca Rubio thanked Vice Chair Huang for the brief introduction and began her remarks by sharing her remarks. The Assemblywoman mentioned that she is Chair of the New Democrats, which she described as moderate Democrats who focus on issues important to small businesses.

Assemblywoman Rubio also addressed California's budget surplus. She also spoke on the Golden State Stimulus, rental assistance, and utility relief programs that assisted Californians during the pandemic.

Hon. Margaret Finlay, Duarte, District 35, stated that Assemblywoman Rubio is one of the hardest working legislators in Sacramento and appreciates the hard work she's done for the San Gabriel Valley area.

Hon. Jose Luis Solache, Lynwood, District 26, acknowledged the Assemblywoman's efforts and asked staff to provide the relevant information on the rental and utility assistance programs to the LCMC to help promote those programs.

Vice Chair Huang asked about Brown Act reform, specifically a bill authored by Assemblywoman Rubio. The Assemblywoman explained that she was restricted to introducing only 12 bills this year, and unfortunately, the Brown Act reform was one of the bills that had to be stalled. She did note there are plans to reintroduce it next year.

Hon. Steve Manos, Lake Elsinore, District 63, shared his experience witnessing property management companies charging fees to help renters complete rental assistance applications. He

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suggested prohibitions on that in the future. Hon. Manos also asked about the Assembly's priorities for the next session. The Assemblywoman shared that the recent oil spill off the coast of Orange County would likely result in a lot of legislation. In addition, housing remains a top priority, she said.

Vice Chair Huang thanked Assemblywoman Rubio for joining the meeting.

Vice Chair Huang then turned the meeting over to Chair Wapner who was able to preside over the remainder of the LCMC meeting.

**PUBLIC COMMENT PERIOD**

Chair Wapner opened the Public Comment Period and outlined the instructions for public comments. SCAG staff confirmed that there were no public comments submitted via email to [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov) or any raised hands. Seeing and hearing none, Chair Wapner closed the Public Comment Period.

**REVIEW AND PRIORITIZE AGENDA ITEM**

There were no prioritized agenda items.

**CONSENT CALENDAR**

Approval Items

1. Minutes of the Meeting – November 16, 2021
2. SCAG Membership and Sponsorships

Receive and File

3. Legislative Advocacy Update
4. Federal Legislative Update

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

**AYES:** Ashton, Finlay, Hagman, Harnik, Huang, Lorimore, Manos, Marquez, Navarro, Pollock, Saleh, Shapiro, Solache, and Wapner (14)

**NOES:** None (0)

**ABSTAINS:** None (0)

**ACTION ITEMS**

5. Legislative Bill Concepts

Kevin Gilhooley, Legislation Manager, provided a presentation on the following five (5) policy concepts for the committee's consideration of a sponsor bill: 1.) Transportation Consistency Legislation; 2.) Expand Infill Infrastructure Grant Program; 3.) Tax Increment Financing Programs; 4.) California Environmental Quality Act (CEQA) Modernization; 5.) Incentives for RHNA Production.

After Mr. Gilhooley's presentation, staff requested Committee members to select their top two (2) choices to create a potential SCAG-sponsored legislative bill that would be forwarded as a recommendation to the Executive/Administration Committee (EAC) and Regional Council (RC).

Chair Wapner stated he would open the floor to the committee members to provide any comments on the five (5) policy concepts, but first asked committee members if they had any comments on items for discussion that were not included as one of the five potential concepts.

Hon. Curt Hagman, San Bernardino County, suggested advocating for ways to reduce the cost of delivering projects. He recommended working on the layering of legislation that is unnecessary and has accumulated over the last 40 years. Chair Wapner agreed with Hon. Hagman, and staff confirmed the legislative platform includes support for this work and that policy concept #4 relating to CEQA Modernization also captures this intent.

Chair Wapner, opened the floor to committee members to discuss policy concept #1. No comments were made.

Chair Wapner, opened the floor to committee members to discuss policy concept #2. Chair Wapner recommended adding ways to help fund the infrastructure that results from Senate Bill (SB) 9 and similar programs.

Hon. David Shapiro, Calabasas, District 44, agreed with Chair Wapner's sentiments and shared his reasons for his support on policy concepts #2 and #5 and expressed how both policies could be combined in some ways.

Hon. David Pollock, Moorpark, District 46, agreed with Hon. Shapiro, stating it was for slightly different reasons. He requested seeking help for beach cities in Orange County and the South Bay area that were most affected by the RHNA requirements. He suggested seeking help from the State by requesting they provide more money or help incentivize.

Hon. Deborah Robertson, Rialto, District 8, briefly commented on the Infill Infrastructure Grant Program, RHNA, and SB9 and noted how they all tie in.

Hon. Steve Manos, Lake Elsinore, District 63, expressed his support of concept #2 and shared his reasons why. He also noted this is a concept that should be pursued as a stand-alone item to avoid controversial reactionary responses.

Hon. Jan Harnik, RCTC, spoke on RHNA and CEQA and possibly combining the two and asked if Steve Cruz from Cruz Strategies would be able to provide the committee with his thoughts and guidance. Chair Wapner recommended Mr. Cruz provide his feedback after the five policy concepts had been addressed and discussed within the committee members first.

Chair Wapner, opened the floor to the committee members to discuss policy concept #3. With no immediate comments from the Committee members, Chair Wapner lead the discussion by emphasizing California is the only state in the country without tax increment financing, putting the state at a disadvantage when it comes to economic development competing with other states.

Hon. Manos, Lake Elsinore, District 63, shared his experience of trying to get the EIFD in his city to improve the water quality of the lake and detailed the obstacles he faced. The two suggestions he made for this policy concept were to assure agencies participate and second by restricting it to a narrow purpose such as affordable housing.

Chair Wapner asked Hon. Hagman for his county perspective concerning EIFDs. Hon. Hagman suggested having special financing abilities for cities. Chair Wapner stated that if this concept were to be pursued then staff should consider adding Hon. Hagman's suggestions to that concept.

Chair Wapner, opened the floor to the committee members to discuss policy concept # 4.

Hon. Margaret Finlay, Duarte, District 35, began her remarks by stating, CEQA coming from SCAG is almost like white noise and shared her reasons why. She also indicated policy concept #4 is not first on her priority list.

Hon. Hagman, San Bernardino County, shared that his thoughts were the opposite of Hon. Finlay by stating he believes SCAG is one of the largest COG's that could bring credibility to pragmatic solutions, especially to build a coalition.

Vice Chair Huang suggested taking a bold step in bringing interest groups together rather than waiting for others.

Chair Wapner, agreed with Hon. Hagman comments by noting this could be a legislation SCAG could take the lead on.

Chair Wapner, opened the floor to the committee members to discuss policy concept # 5.

Vice Chair Huang, spoke on RHNA and the challenges the cities have been facing with it. She recommended helping cities meet the RHNA needs by asking the State for those flexibilities. Hon. Wapner agreed with Vice Chair Huang and noted it's important we bring it to Sacramento's attention but stated he believes it's the local official's responsibility to come up with the solutions and put it in a legislative form.

Hon. Pollock, Moorpark, District 46, shared his thoughts of supporting an initiative that provides incentives to build where we zone. He agreed with Vice Chair Huang about not being able to build very low-income affordable housing and suggested the State needs to provide incentives if they want to see that type of housing built.

After robust discussion on the five proposals, Mr. Steve Cruz, Cruz Strategies, shared his thoughts on the policy concepts, stating that they were all bold and meaningful.

Committee members engaged in additional discussion and agreed to vote for their top two legislative bill concepts. Following a tally, the Committee selected concepts #2 and #5 as their top choices.

A MOTION was made (Ashton) to move forward with concepts #2 and #5 to write a SCAG-sponsored legislative bill. The MOTION was SECONDED (Manos).

President Lorimore inquired what policy concept came in third place and staff confirmed item #4 did. President Lorimore asked the committee if members would also prioritize work on concept #4, the CEQA modernization proposal, as a long-term effort. Chair Wapner agreed with President Lorimore's suggestion.

Mr. Darin Chidsey, Chief Operating Officer, asked the Committee members make a clear indication of their legislative priorities for this SCAG sponsoring bill for the purpose of allocating staff time to those items. Mr. Chidsey concluded his comments by assuring the Committee members the other priorities listed would not go untouched, however, and that staff would dedicate some time to those efforts as well.

Shortly after discussion among committee members and staff regarding possibly merging policy concepts, the MOTION was AMENDED by the original motion maker (Ashton) to APPROVE and focus on concept #2 as a first choice and concept #5 as a second choice, while also pursuing concept #4 as a long-term legislative goal. The MOTION was SECONDED (Manos) and approved by a majority roll call vote as follows:

**AYES:** Ashton, Harnik, Huang, Lorimore, Manos, Marquez, Navarro, Pollock, Robertson, Saleh, Shapiro, Solache, Viegas-Walker, and Wapner (14)

**NOES:** None (0)

**ABSTAIN:** None (0)

At the December 21, 2021 LCMC meeting, staff announced that the LCMC members' tally had supported concept #2 (Expand Infill Infrastructure Grant Program) as its first choice and concept #5, (Incentives for RHNA Production) as its second choice for SCAG sponsored legislation. Upon further review of the audio recording from the meeting, staff confirmed that the tally resulted in a tie vote for concepts #2 and #5. Concept #4 (CEQA Modernization) remains unchanged in third place. Staff regrets the error.

### **INFORMATION ITEMS**

#### 6. Communications Update

Ms. de Larios provided the Committee with a recap on SCAG's 12th annual Southern California Economic Summit that was held virtually on December 2, 2021. She briefly shared a quick summary of the program and mentioned some of the media coverage the event received. She also noted that the survey that was distributed to the attendees came back with positive responses. Ms. de Larios concluded her report by stating the full economic report, conference materials, and videos of the sessions could be found on the Economic Summit website.

### **POLICY AND PUBLIC AFFAIRS DIVISION UPDATE**

Ms. Javiera Cartagena, Director of Government and Public Affairs, began her report by providing the committee with an update on SCAG's outreach to several assembly members following the statewide series of regional roundtables the Assembly Housing Working Group committee hosted regarding the housing crisis. She also mentioned President Lorimore and the Board officers met with the new housing Chair Buffy Wicks, noting they had a productive meeting resulting in a follow-up meeting in mid to late January.



Ms. Cartagena emphasized that in today's agenda packet members would be able to find the Legislative Advocacy update report that provides more details on the meetings held with the assemblymembers.

She also provided a brief update on the Public Employees' Pension Reform Act (PEPRA), reporting the court had sided with the state of California and SCAG to haul the U.S. Department of Labor's Implementation of their October 28, 2021 determination. Lastly, Ms. Cartagena concluded her update report by announcing the retirement of Ms. Linda Jones, Public Affairs Specialist, after 28 years of service.

After Ms. Cartagena's divisional update, President Clint Lorimore expressed his excitement about where SCAG stands and about the foundation that is being set. President Lorimore thanked the committee members and the staff for all their hard work and wished everyone a Merry Christmas and Happy Holidays.

**FUTURE AGENDA ITEMS**

There were no future agenda items.

**ANNOUNCEMENTS**

Hon. Jose Luis Solache, Lynwood, District 26 briefly shared that the map showing the Assembly District lines had been finalized last night.

**ADJOURNMENT**

There being no further business, Chair Wapner adjourned the Legislative/Communications and Membership Committee meeting at 10:11 a.m.

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

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**AGENDA ITEM 2**  
**REPORT**

Southern California Association of Governments  
Remote Participation Only  
**January 18, 2022**

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** SCAG Memberships and Sponsorships

**RECOMMENDED ACTION:**

Approve up to \$15,000 for memberships with the 1) California Contract Cities Association (\$5,000), 2) FuturePorts (\$5,000), and 3) Mileage-Based User Fee Alliance (\$5,000).

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The Legislative/Communications and Membership Committee (LCMC) is asked to approve up to \$15,000 to retain membership with the 1) California Contract Cities Association (\$5,000), 2) FuturePorts (\$5,000), and 3) Mileage-Based User Fee Alliance (\$5,000) .*

**BACKGROUND:**

**Item 1:** California Contract Cities Association  
**Type:** Membership      **Amount:** \$5,000

California Contract Cities Association (CCCA) is a network of member cities united for a common cause. The goal of CCCA is to serve as an advocate for cities contracting for municipal services and to ensure they receive these services at a minimum cost. Through educational seminars, networking opportunities, and partnerships with numerous public, private, and not-for-profit organizations, the Association provides meaningful resources to influence policy decisions affecting member cities. The Association is composed of 73 member cities and represents more than 7.5 million residents from across California.

SCAG staff is recommending that the agency maintain membership at the "Silver" level, which will provide SCAG with the following:

- 
- An opportunity to attend monthly CCCA Board of Directors Meetings (meal cost included for one (1) agency representative);
  - Link to SCAG website in Associate Members Directory on CCCA website;
  - Priority Selection for Annual Municipal Seminar booth location;
  - Sponsor recognition (including signage) at educational seminars;
  - Invitation to select CCCA City Managers/Administrators Committee meetings;
  - Access to CCCA membership roster and conference registration lists;
  - One (1) registration at the Annual Municipal Seminar;
  - Participation on the Associate Members Program Steering Committee;
  - (2) SCAG social media recognitions per year;

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**Item 2: FuturePorts**

**Type:** Membership                      **Amount:** \$5,000

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FuturePorts was established in 2005 and serves as a voice for its members in the goods movement supply chain in order to advocate for a balance between business, environment, and community concerns at the San Pedro Bay Ports (Ports of Los Angeles and Long Beach). Their members represent the entire goods movement supply chain, including businesses that support the goods movement industry and labor and trade unions that work at the ports. Their objective is to ensure a healthy economic and environmental future supporting green growth at the ports. In the dozen years since it was founded, FuturePorts has positioned itself as a leader in the movement for rational and balanced growth, representing business interests at both the Ports of Los Angeles and Long Beach commission meetings; Los Angeles and Long Beach city council meetings; public hearings; and other community events. They write letters, provide outreach, and engage the support of other business organizations and stakeholders as we work toward common goals of growing and greening our ports.

SCAG has been a sponsor of the annual FuturePorts conference in the past, but the growing importance of goods movement to the Southern California economy is making it increasingly necessary for the agency to maintain its ability to effectively participate in dialogue and discussion on such an important facet of the region's economy.

SCAG staff is recommending that the agency maintain membership in FuturePorts. This unique membership/sponsorship package, in the amount of \$5,000, includes both membership dues as well as sponsorship of the FuturePorts conference:

- Sponsorship of the annual FuturePorts conference at the "Silver Level," which includes:
    - o Five (5) conference registrations;
    - o Full-page color ad on Conference Program;
    - o Tabletop exhibit;
-

- Listing in Conference mobile app as a sponsor;
- Logo listing on PowerPoint "loop" during breaks; and
- Verbal recognition at event.

Membership dues provide the Agency with the following benefits:

- Eligibility to serve on FuturePorts Board of Directors and Committees;
- Access to member-only communications;
- Reduced registration fee at FuturePorts signature events;
- Three (3) complimentary attendees for all FuturePorts member-only events;
- Recognition at FuturePorts Annual Conference, VIP Reception, and member meetings;
- Opportunity to introduce speaker at member meeting;
- Social media promotion;
- Color logo linked on online membership directory;
- Invitation to policy-maker meetings;
- Premium branding on all communications; and
- Access to custom advocacy.

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**Item 3:** Mileage-Based User Fee Alliance

**Type:** Membership      **Amount:** \$5,000

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The Mileage-Based User Fee Alliance (MBUFA) is a national non-profit organization that brings together government, business, academic, and transportation policy leaders to conduct education and outreach on the potential for mileage-based user fees as an alternative for future funding and improved performance of the U.S. transportation system. Formed in 2010, MBUFA is comprised of 40 public and private sector entities from across the United States, including AAA, California Department of Transportation (Caltrans), CDM Smith, WSP (formerly Parsons Brinckerhoff), and nine other state departments of transportation. Staff is recommending continued membership in this group. MBUFA provides members with up-to-date information on all mileage-based use fee activities worldwide through news updates, access to MBUFA workshops, reduced costs to MBUFA conferences, and invitations to attend briefings at quarterly meetings and input towards MBUFA's educational efforts.

**FISCAL IMPACT:**

\$5,000 for membership in the Mileage-Based User Fee Alliance is included in the approved FY 21-22 Indirect Cost budget. \$10,000 for SCAG's memberships with the Contract Cities Association and FuturePorts is included in the approved FY 21-22 General Fund budget.



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

Southern California Association of Governments  
Remote Participation Only  
**January 18, 2022**

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** Legislative Calendars

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*As the new year begins, staff provides this report with a schedule of meetings for the Legislative/Communications and Membership Committee (LCMC) through May 2022 and an update on important dates for the California State Legislature and U.S. Congress.*

**BACKGROUND:**

LCMC Calendar

The current term for Members of the LCMC is through May 2022. The Committee will continue to meet on the third Tuesday of the month.

California State Legislative Calendar

The Legislature reconvened for the second session of its two-year cycle on January 3, 2022. Governor Newsom submitted his proposed Fiscal Year 2022-2023 state budget on January 10, 2022. The Legislative Analyst’s Office will review the governor’s plan this month and state lawmakers will hold hearings on various components of his plan. Governor Newsom is slated to release his revised budget proposal in May 2022. The Legislature must approve a state budget by June 15, 2022, and the new fiscal year begins July 1, 2022.

Now that the Legislature is in session, all legislative measures that did not advance in the last session (referred to as two-year bills) must clear any remaining committees in the house of origin

and be reported to the floor by January 21, 2022. That is also the last day that bills may be submitted to the Office of Legislative Counsel to prepare language. Moreover, each house must pass all bills introduced in the previous session by January 31, 2022, or they can no longer move forward.

Congressional Calendar

Over in Washington D.C., the Senate gavelled into session on January 3, 2022, while the House of Representatives returned on January 10, 2022. Congress is expected to be in session for the first half of the year. It will begin the summer recess on August 1, 2022, for the House and one week later for the Senate and reconvene around September 13, 2022. Because it is an election year, Congress will break again for most of October 2022 into mid-November 2022. The winter break will likely take place the last two weeks of December 2022.

**FISCAL IMPACT:**

Work associated with the Legislative Calendars Report is contained in the Indirect Cost budget, Legislation 810-0120.10.

**ATTACHMENT(S):**

1. LCMC 2021-22 Calendar of Meetings
2. 2022 Congressional Calendar
3. 2022 CA Legislative Calendar



Southern California Association of Government  
2021-2022 Legislative/Communications and Membership Committee Meeting

JUNE 2021						
Su	M	Tu	W	Th	F	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

JULY 2021						
Su	M	Tu	W	Th	F	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

AUGUST 2021						
Su	M	Tu	W	Th	F	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

SEPTEMBER 2021						
Su	M	Tu	W	Th	F	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

OCTOBER 2021						
Su	M	Tu	W	Th	F	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

NOVEMBER 2021						
Su	M	Tu	W	Th	F	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

DECEMBER 2021						
Su	M	Tu	W	Th	F	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

JANUARY 2022						
Su	M	Tu	W	Th	F	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

FEBRUARY 2022						
Su	M	Tu	W	Th	F	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28					

MARCH 2022						
Su	M	Tu	W	Th	F	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

APRIL 2022						
Su	M	Tu	W	Th	F	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

MAY 2022						
Su	M	Tu	W	Th	F	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

SCAG Regional Council Meeting

SCAG Holidays

Legislative/Communications and Membership Committee Meeting

Annual Sacramento Advocacy Trip

Attachment: LCMC 2021-22 Calendar of Meetings (Legislative Calendars)



# EYES ON WASHINGTON®

## 2022 Congressional Calendar

Find us on Facebook,  
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-  <https://www.facebook.com/HollandandKnightP>
-  [https://twitter.com/HK\\_PPR](https://twitter.com/HK_PPR)
-  [https://instagram.com/hk\\_ppr](https://instagram.com/hk_ppr)



### January

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

### February

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

### March

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

### April

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

### May

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

### June

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

### July

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

### August

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

### September

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

### October

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

### November

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

### December

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

# Holland & Knight

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-  Senate Recess
-  House Recess
-  House and Senate Recess
-  House Committee Work Days
-  Election Day

**2022 TENTATIVE LEGISLATIVE CALENDAR**

COMPILED BY THE OFFICE OF THE ASSEMBLY CHIEF CLERK AND THE OFFICE OF THE SECRETARY OF THE SENATE  
Revised 10-21-21

**DEADLINES**

- Jan. 1** Statutes take effect (Art. IV, Sec. 8(c)).
- Jan. 3** Legislature reconvenes (J.R. 51(a)(4)).
- Jan. 10** Budget must be submitted by Governor (Art. IV, Sec. 12(a)).
- Jan. 14** Last day for **policy committees** to hear and report to **fiscal committees** fiscal bills introduced in their house in the odd-numbered year (J.R. 61(b)(1)).
- Jan. 17** Martin Luther King, Jr. Day.
- Jan. 21** Last day for any committee to hear and report to the **floor** bills introduced in that house in the odd-numbered year. (J.R. 61(b)(2)).  
Last day to submit **bill requests** to the Office of Legislative Counsel.
- Jan. 31** Last day for each house to pass bills introduced in that house in the odd-numbered year (J.R. 61(b)(3)) (Art. IV, Sec. 10(c)).
  
- Feb. 18** Last day for bills to be **introduced** (J.R. 61(b)(4), J.R. 54(a)).
- Feb. 21** Presidents' Day.
  
- Apr. 1** Cesar Chavez Day observed.
- Apr. 7** **Spring Recess** begins upon adjournment (J.R. 51(b)(1)).
- Apr. 18** Legislature reconvenes from Spring Recess (J.R. 51(b)(1)).
- Apr. 29** Last day for **policy committees** to hear and report to fiscal committees **fiscal bills** introduced in their house (J.R. 61(b)(5)).
- May 6** Last day for **policy committees** to hear and report to the floor **nonfiscal** bills introduced in their house (J.R. 61(b)(6)).
- May 13** Last day for **policy committees** to meet prior to May 31 (J.R. 61(b)(7)).
- May 20** Last day for **fiscal committees** to hear and report to the **floor** bills introduced in their house (J.R. 61 (b)(8)).  
Last day for **fiscal committees** to meet prior to May 31 (J.R. 61 (b)(9)).
- May 23 – 27** **Floor session only.** No committee may meet for any purpose except for Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees (J.R. 61(b)(10)).
- May 27** Last day for each house to pass bills introduced in that house (J.R. 61(b)(11)).
- May 30** Memorial Day.
- May 31** Committee meetings may resume (J.R. 61(b)(12)).

JANUARY							
	S	M	T	W	TH	F	S
Interim Recess							1
Wk. 1	2	3	4	5	6	7	8
Wk. 2	9	10	11	12	13	14	15
Wk. 3	16	17	18	19	20	21	22
Wk. 4	23	24	25	26	27	28	29
Wk. 1	30	31					

FEBRUARY							
	S	M	T	W	TH	F	S
Wk. 1			1	2	3	4	5
Wk. 2	6	7	8	9	10	11	12
Wk. 3	13	14	15	16	17	18	19
Wk. 4	20	21	22	23	24	25	26
Wk. 1	27	28					

MARCH							
	S	M	T	W	TH	F	S
Wk. 1			1	2	3	4	5
Wk. 2	6	7	8	9	10	11	12
Wk. 3	13	14	15	16	17	18	19
Wk. 4	20	21	22	23	24	25	26
Wk. 1	27	28	29	30	31		

APRIL							
	S	M	T	W	TH	F	S
Wk. 1						1	2
Wk. 2	3	4	5	6	7	8	9
Spring Recess	10	11	12	13	14	15	16
Wk. 3	17	18	19	20	21	22	23
Wk. 4	24	25	26	27	28	29	30

MAY							
	S	M	T	W	TH	F	S
Wk. 1	1	2	3	4	5	6	7
Wk. 2	8	9	10	11	12	13	14
Wk. 3	15	16	17	18	19	20	21
No Hrgs.	22	23	24	25	26	27	28
Wk. 4	29	30	31				

\*Holiday schedule subject to final approval by Rules Committee.



**2022 TENTATIVE LEGISLATIVE CALENDAR**

COMPILED BY THE OFFICE OF THE ASSEMBLY CHIEF CLERK AND THE OFFICE OF THE SECRETARY OF THE SENATE  
Revised 10-21-21

JUNE							
	S	M	T	W	TH	F	S
Wk. 4				1	2	3	4
Wk. 1	5	6	7	8	9	10	11
Wk. 2	12	13	14	15	16	17	18
Wk. 3	19	20	21	22	23	24	25
Wk. 4	26	27	28	29	30		

**June 15** Budget Bill must be passed by midnight (Art. IV, Sec. 12(c)).

**June 30** Last day for a legislative measure to qualify for the Nov. 8 General Election ballot (Elections Code Sec. 9040).

JULY							
	S	M	T	W	TH	F	S
Wk. 4						1	2
Summer Recess	3	4	5	6	7	8	9
Summer Recess	10	11	12	13	14	15	16
Summer Recess	17	18	19	20	21	22	23
Summer Recess	24	25	26	27	28	29	30
Wk. 1	31						

**July 1** Last day for **policy committees** to meet and report bills (J.R. 61(b)(14)).

**Summer Recess** begins upon adjournment, provided Budget Bill has been passed (J.R. 51(b)(2)).

**July 4** Independence Day.

AUGUST							
	S	M	T	W	TH	F	S
Wk. 1		1	2	3	4	5	6
Wk. 2	7	8	9	10	11	12	13
No Hrgs.	14	15	16	17	18	19	20
No Hrgs.	21	22	23	24	25	26	27
No Hrgs.	28	29	30	31			

**Aug. 1** Legislature reconvenes from **Summer Recess** (J.R. 51(b)(2)).

**Aug. 12** Last day for **fiscal committees** to meet and report bills (J.R. 61(b)(15)).

**Aug. 15 – 31 Floor session only.** No committee may meet for any purpose except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees (J.R. 61(b)(16)).

**Aug. 25** Last day to **amend** bills on the floor (J.R. 61(b)(17)).

**Aug. 31** Last day for each house to pass bills (Art. IV, Sec 10(c), J.R. 61(b)(18)).

**Final Recess** begins upon adjournment (J.R. 51(b)(3)).

**IMPORTANT DATES OCCURRING DURING FINAL RECESS**

**2022**

- Sept. 30 Last day for Governor to sign or veto bills passed by the Legislature before Sept. 1 and in the Governor's possession on or after Sept. 1 (Art. IV, Sec. 10(b)(2)).
- Oct. 2 Bills enacted on or before this date take effect January 1, 2023. (Art. IV, Sec. 8(c)).
- Nov. 8 General Election.
- Nov. 30 Adjournment *sine die* at midnight (Art. IV, Sec. 3(a)).
- Dec. 5 2023-24 Regular Session convenes for Organizational Session at 12 noon. (Art. IV, Sec. 3(a)).

**2023**

- Jan. 1 Statutes take effect (Art. IV, Sec. 8(c)).

\*Holiday schedule subject to final approval by Rules Committee.



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

Southern California Association of Governments  
Remote Participation Only  
**January 18, 2022**

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** Legislative Tracking Report

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The Legislative Tracking Report is provided to keep the Legislative/Communications and Membership Committee (LCMC) apprised of the bills in Sacramento that have a nexus to the Regional Council’s positions on policies related to SCAG’s core planning and policy areas.*

**BACKGROUND:**

SCAG’s Legislative Tracking Report serves as a resource for the Committee to remain informed on bills moving through the legislative process in Sacramento. Currently, the Report tracks 182 different measures that have a nexus to the Regional Council’s adopted 2021 State and Federal Legislative Platform.

Legislators returned from the interim recess on January 3, 2022, kicking off the second half of the 2021-2022 Legislative Session. Notably, the Governor released his \$286 billion budget blueprint, which is detailed further in the State Budget Update staff report. The legislative session is quickly headed towards various legislative deadlines, including the last day for committees to report bills introduced in 2021 to the floor in their house of origin on January 21, 2022. Additionally, January 31, 2022, is the deadline for two-year bills to pass in their house of origin. Lastly, February 18, 2022, is the bill introduction deadline.



**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. Legislative Tracking Report Bill Matrix

# SCAG Bill Report 1/11/2022

## Broadband

### [AB 34](#) ([Muratsuchi D](#)) **Broadband for All Act of 2022.**

**Current Text:** Amended: 4/6/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 4/6/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was APPR. SUSPENSE FILE on 5/5/2021)(May be acted upon Jan 2022)

**Location:** 9/10/2021-A. 2 YEAR

**Summary:** Would enact the Broadband for All Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law to support the 2022 Broadband for All Program that would be administered by the department for purposes of providing financial assistance for projects to deploy broadband infrastructure and broadband internet access services.

#### Position

Watch

### [AB 1176](#) ([Garcia, Eduardo D](#)) **Communications: universal broadband service: California Connect Fund.**

**Current Text:** Amended: 4/19/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Last Amend:** 4/19/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was APPR. SUSPENSE FILE on 5/12/2021)(May be acted upon Jan 2022)

**Location:** 9/10/2021-A. 2 YEAR

**Summary:** Would establish the California Connect Fund in the State Treasury, subject to the condition and restrictions applicable to the existing universal service funds, as specified. The bill would, until January 1, 2031, require the Public Utilities Commission to develop, implement, and administer the California Connect Program to ensure that high-speed broadband service is available to every household in the state at affordable rates. The bill would require the commission, on or before January 1, 2023, to adopt rules to implement the program, including rules that establish eligibility criteria for the program and the amount of, and requirements for, subsidies under the program. The bill would require the commission to perform outreach to increase program participation, to coordinate with relevant state agencies and departments to increase program participation and increase the efficacy of enrollment, and to collect data on existing affordable internet service plans that may meet program criteria.

#### Position

### [AB 1349](#) ([Mathis R](#)) **California Advanced Services Fund: Broadband Adoption Account.**

**Current Text:** Amended: 9/3/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 9/3/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/10/2021)(May be acted upon Jan 2022)

**Location:** 9/10/2021-A. 2 YEAR

**Summary:** This bill would expressly include nonprofit religious organizations as being within the nonprofit organizations that are eligible applicants for moneys from the Broadband Adoption Account.

#### Position

### [AB 1425](#) ([Gipson D](#)) **California Advanced Services Fund: Broadband Public Housing Account.**

**Current Text:** Amended: 7/15/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 7/15/2021

**Status:** 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/16/2021)(May be acted upon Jan 2022)

**Location:** 8/27/2021-S. 2 YEAR

**Summary:** Would, beginning January 1, 2022, transfer \$25,000,000 to the Broadband Public Housing Account for providing grants to finance projects, as specified, to connect a broadband network that

offers free broadband services to residents of publicly subsidized multiunit housing complexes and other low-income communities if the commission determines that sufficient funds are available for that purpose. The bill would establish that the goal of the Broadband Public Housing Account is to provide connectivity to all residents of publicly subsidized multiunit housing by 2025 or as soon as practicable thereafter. If the collection of the surcharge for the CASF program is extended beyond the 2022 calendar year, the bill would transfer annually \$25,000,000 to the Broadband Public Housing Account, if the Public Utilities Commission determines that sufficient funds are available for that purpose, until the goal of the fund is achieved or until the collection of the surcharge is terminated, whichever occurs earlier.

**Position**

**AB 1426 (Mathis R) California Advanced Services Fund.**

**Current Text:** Introduced: 2/19/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 8/19/2021)(May be acted upon Jan 2022)

**Location:** 9/10/2021-S. 2 YEAR

**Summary:** Current law requires the Public Utilities Commission to develop, implement, and administer the California Advanced Services Fund (CASF) program to encourage deployment of high-quality advanced communications services to all Californians that will promote economic growth, job creation, and the substantial social benefits of advanced information and communications technologies. Current law establishes 4 accounts, including the Broadband Infrastructure Grant Account, within the CASF. Current law prohibits the commission from approving funding from the Broadband Infrastructure Grant Account for a project to deploy broadband to a delineated unserved area if the existing facility-based broadband provider demonstrates that it will deploy broadband or upgrade existing broadband service throughout the project area. This bill would delete the prohibition on the commission approving projects in areas that the existing facility-based broadband provider demonstrates it will deploy broadband or upgrade existing broadband service to that area.

**Position**

**AB 1483 (Patterson R) California Broadband Council: duties.**

**Current Text:** Introduced: 2/19/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 4/28/2021) (May be acted upon Jan 2022)

**Location:** 5/25/2021-A. 2 YEAR

**Summary:** Would require the California Broadband Council to ensure that all relevant state agencies are made aware of actions necessary to fully implement recommendations in the 2020 Broadband for All Action Plan, instead of the 2008 Broadband Task Force Report.

**Position**

**AB 1557 (Santiago D) Communications: utility pole attachments.**

**Current Text:** Amended: 3/18/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 3/18/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was C. & C. on 3/18/2021) (May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Would require a public utility that receives a request for pole attachment from a cable television corporation to notify the cable television corporation, as soon as possible, but by no later than 10 days after receipt of the request, of any additional information needed to respond to the request. The bill would require the public utility to notify the cable television corporation, as soon as possible, but by no later than 45 days after receipt of the request, if the attachment request is accepted or denied. If the request is denied, the bill would require the public utility to state all of the reasons for the denial and the remedy to gain access to the pole for attachment. If the request is accepted, the bill would require the public utility to include a cost estimate, based on actual cost, for any necessary make-ready work required to accommodate the requested attachment.

**Position**

**SB 275 (Dahle R) Telecommunications: Moore Universal Telephone Service Act.**

**Current Text:** Introduced: 1/29/2021 [html](#) [pdf](#)

**Introduced:** 1/29/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was RLS. on 1/29/2021) (May be acted upon Jan 2022)

**Location:** 9/10/2021-S. 2 YEAR

**Summary:** The Public Utilities Commission has regulatory authority over public utilities, including telephone corporations. The Moore Universal Telephone Service Act established the Universal Lifeline Telephone Service program in order to provide low-income households with access to affordable basic residential telephone service. Current law requires the commission, as soon as practicable, in a proceeding or multiple proceedings, to consider ways to ensure that advanced telecommunications services are made available as ubiquitously and economically as possible, in a timely fashion, to California's citizens, institutions, and businesses and provides that the proceeding or proceedings should be completed within one year of commencement. This bill would make a nonsubstantive change to the provisions requiring the commission to consider ways to ensure the availability of advanced telecommunications services.

**Position**

**SB 740**

**(Borgeas R) Communications: California Advanced Services Fund.**

**Current Text:** Amended: 4/8/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 4/8/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was E. U., & C. on 3/3/2021)(May be acted upon Jan 2022)

**Location:** 9/10/2021-S. 2 YEAR

**Summary:** The Public Utilities Commission has regulatory authority over public utilities, including telephone corporations. Current law requires the commission to develop, implement, and administer the California Advanced Services Fund (CASF) program to encourage deployment of high-quality advanced communications services to all Californians. Current law provides that the goal of the program is to, no later than December 31, 2022, approve funding for infrastructure projects that will provide broadband access to no less than 98% of California households, as provided. This bill would continue the date to achieve the goal of the CASF program to no later than December 31, 2032.

**Position**

**SB 743**

**(Bradford D) Housing developments: broadband adoption: grant program.**

**Current Text:** Amended: 7/5/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 7/5/2021

**Status:** 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/19/2021)(May be acted upon Jan 2022)

**Location:** 8/27/2021-A. 2 YEAR

**Summary:** Would, upon appropriation by the Legislature, would require the Public Utilities Commission to establish a grant program to fund broadband adoption, digital literacy, and computer equipment for eligible publicly supported communities, low-income mobilehome parks, and farmworker housing, as defined. The bill would require the commission to award grants to eligible publicly supported communities, low-income mobilehome parks, and farmworker housing for the purpose of providing either one-time or both funding for computer equipment and to establish computer labs, and ongoing funding for broadband service and digital literacy programs.

**Position**

**CEQA**

**AB 59**

**(Gabriel D) Mitigation Fee Act: fees: notice and timelines.**

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

**Introduced:** 12/7/2020

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 1/11/2021) (May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Current law authorizes any party to protest the imposition of a fee, dedication, reservation or other exactions imposed on a development project within 90 or 120 days of the imposition of the fee, as applicable, and specifies procedures for those protests and actions. The Mitigation Fee Act imposes the same requirements on a local agency for a new or increased fee for public facilities. Current law, for specified fees, requires any judicial action or proceeding to attack, review, set aside, void, or annul an ordinance, resolution, or motion adopting a new fee or service charge or modifying a

existing fee or service charge to be commenced within 120 days of the effective date of the ordinance, resolution, or motion. Current law also provides that, if an ordinance, resolution, or motion provides for an automatic adjustment in a fee or service charge and the adjustment results in an increase in the fee or service charge, that any action to attack, review, set aside, void, or annul the increase to be commenced within 120 days of the increase. This bill would increase, for fees and service charges and for fees for specified public facilities, the time for mailing the notice of the time and place of the meeting to at least 45 days before the meeting.

**Position**  
Watch

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

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

**Introduced:** 2/18/2021

**Last Amend:** 1/3/2022

**Status:** 1/4/2022-Re-referred to Com. on NAT. RES.

**Location:** 12/9/2021-A. NAT. RES.

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would require mitigation measures, identified in an environmental impact report or mitigated negative declaration to mitigate the adverse effects of a project on air or water quality of a disadvantaged community, to mitigate those effects directly in the affected disadvantaged community.

**Position**

**SB 33 (Cortese D) Apprenticeship: annual report: task force.**

**Current Text:** Amended: 4/7/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 4/7/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was RLS. on 6/17/2021) (May be acted upon Jan 2022)

**Location:** 9/10/2021-A. 2 YEAR

**Summary:** Would require the Director of Industrial Relations, on or before September 1, 2022, to convene a task force to promote apprenticeship for all populations throughout the state, to be known as the Construction Apprenticeship Advancement Task Force, with membership as prescribed. The bill would require the task force, in consultation with specified entities, to study the recruitment, retention and barriers to entry of women and other minority, underrepresented, and disadvantaged populations in the State of California for purposes of ensuring apprenticeship opportunities are more inclusive of those populations.

**Position**  
Watch

**City Clerk**

**AB 29 (Cooper D) State bodies: meetings.**

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

**Introduced:** 12/7/2020

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/21/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-A. 2 YEAR

**Summary:** The Bagley-Keene Open Meeting Act requires that all meetings of a state body, as defined, be open and public, and that all persons be permitted to attend any meeting of a state body, except as otherwise provided in that act. Current law requires the state body to provide notice of its meeting including specified information and a specific agenda of the meeting, as provided, to any person who requests that notice in writing and to make that notice available on the internet at least 10 days in advance of the meeting. This bill would require that notice to include all writings or materials provided for the noticed meeting to a member of the state body by the staff of a state agency, board, or commission, or another member of the state body that are in connection with a matter subject to discussion or consideration at the meeting.

**Position**  
Watch



**[AB 53](#)**

**(Low D) Election day holiday.**

**Current Text:** Amended: 3/15/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 3/15/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was TRANS. on 9/9/2021) (May be acted upon Jan 2022)

**Location:** 9/10/2021-A. 2 YEAR

**Summary:** Current law designates specific days as holidays in this state. Current law designates holidays on which community colleges and public schools are required to close. Current law entitles state employees, with specified exceptions, to be given time off with pay for specified holidays. Current law designates optional bank holidays. This bill would add the day on which a statewide general election is held, which is the first Tuesday after the first Monday in November of any even-numbered year, to these lists of holidays.

**Position**

Watch

**[AB 588](#)**

**(Garcia, Eduardo D) California Safe Drinking Water Act: compliance.**

**Current Text:** Amended: 3/30/2021 [html](#) [pdf](#)

**Introduced:** 2/11/2021

**Last Amend:** 3/30/2021

**Status:** 4/5/2021-Re-referred to Com. on E.S. & T.M. (Set for hearing on 01/11/2022)

**Location:** 12/11/2021-A. E.S. & T.M.

**Summary:** The California Safe Drinking Water Act requires the State Water Resources Control Board to adopt primary drinking water standards for contaminants in drinking water. Current law requires the state board to consider specified criteria when it adopts a primary drinking water standard, including the technological and economic feasibility of compliance. This bill would require the state board to identify actions necessary to assist specified water systems to achieve compliance within any compliance period established.

**Position**

**[AB 703](#)**

**(Rubio, Blanca D) Open meetings: local agencies: teleconferences.**

**Current Text:** Amended: 4/29/2021 [html](#) [pdf](#)

**Introduced:** 2/16/2021

**Last Amend:** 4/29/2021

**Status:** 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. GOV. on 2/25/2021) (May be acted upon Jan 2021)

**Location:** 5/7/2021-A. 2 YEAR

**Summary:** Current law, by Executive Order N-29-20, suspends the Ralph M. Brown Act's requirements for teleconferencing during the COVID-19 pandemic, provided that notice requirements are met, the ability of the public to observe and comment is preserved, as specified, and that a local agency permitting teleconferencing have a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, as specified. This bill would remove the notice requirements particular to teleconferencing and would revise the requirements of the act to allow for teleconferencing subject to existing provisions regarding the posting of notice of an agenda, provided that the public is allowed to observe the meeting and address the legislative body directly both in person and remotely via a call-in option or internet-based service option, and that a quorum of members participate in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the jurisdiction.

**Position**

Possible Support

**[AB 989](#)**

**(Gabriel D) Housing Accountability Act: appeals: Office of Housing Appeals.**

**Current Text:** Amended: 8/18/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Last Amend:** 8/18/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/10/2021)(May be acted upon Jan 2022)

**Location:** 9/10/2021-S. 2 YEAR

**Summary:** The Housing Accountability Act prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, specified housing development projects, including projects for very low, low-, or moderate-income households and projects for emergency shelters that comply with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time the application for the project is deemed complete, unless the local agency makes specified written findings based on a preponderance of the evidence in the record. This bill would, until January



1, 2029, establish an Office of Housing Appeals (office) within the department, administered by the director of the department, to review housing development projects that are alleged to have been denied or subject to conditions in violation of the Housing Accountability Act. The bill would establish housing appeals panels, consisting of administrative law judges with specified qualifications, within the office.

**Position**

**SB 34 (Umberg D) Libraries: student success cards.**

**Current Text:** Amended: 5/20/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 5/20/2021

**Status:** 1/10/2022-Read second time. Ordered to third reading.

**Location:** 1/10/2022-S. THIRD READING

**Calendar:** 1/14/2022 #32 SENATE THIRD READING

**Summary:** Would require the State Department of Education to develop and implement a competitive grant program to award one-time funding to local educational agencies, as defined, library districts, and public libraries for the purpose of providing every public school pupil enrolled in the local educational agency with a student success card. The bill would require a local educational agency, library district, or public library that applies for grant funding to submit a grant application, as specified and would require grant recipients to enter into a memorandum of agreement or memorandum of understanding, as specified.

**Position**

Watch

**Climate Bonds**

**AB 125 (Rivas, Robert D) Equitable Economic Recovery, Healthy Food Access, Climate Resilient Farms, and Worker Protection Bond Act of 2022.**

**Current Text:** Amended: 4/12/2021 [html](#) [pdf](#)

**Introduced:** 12/18/2020

**Last Amend:** 4/12/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was NAT. RES. on 4/15/2021)(May be acted upon Jan 2022)

**Location:** 9/10/2021-A. 2 YEAR

**Summary:** Would enact the Equitable Economic Recovery, Healthy Food Access, Climate Resilient Farms, and Worker Protection Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$3,302,000,000 pursuant to the State General Obligation Bond Law, to finance programs related to, among other things, agricultural lands, food and fiber infrastructure, climate resilience, agricultural professionals, including farmers, ranchers, and farmworkers, workforce development and training, air quality, tribes, disadvantaged communities, nutrition, food aid, meat processing facilities, fishing facilities, and fairgrounds.

**Position**

**AB 897 (Mullin D) Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans.**

**Current Text:** Amended: 7/14/2021 [html](#) [pdf](#)

**Introduced:** 2/17/2021

**Last Amend:** 7/14/2021

**Status:** 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/16/2021)(May be acted upon Jan 2022)

**Location:** 8/27/2021-S. 2 YEAR

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

Attachment: Legislative Tracking Report Bill Matrix (Legislative Tracking Report)

**Position**

**[AB 1500](#) ([Garcia, Eduardo D](#)) **Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022.****  
**Current Text:** Amended: 5/11/2021 [html](#) [pdf](#)  
**Introduced:** 2/19/2021  
**Last Amend:** 5/11/2021  
**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was RLS. on 5/20/2021) (May be acted upon Jan 2022)  
**Location:** 9/10/2021-A. 2 YEAR  
**Summary:** Would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$7,080,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, and workforce development programs.

**Position**

**[SB 45](#) ([Portantino D](#)) **Short-lived climate pollutants: organic waste reduction goals: local jurisdiction assistance.****  
**Current Text:** Amended: 1/3/2022 [html](#) [pdf](#)  
**Introduced:** 12/7/2020  
**Last Amend:** 1/3/2022  
**Status:** 1/10/2022-From committee: Do pass and re-refer to Com. on APPR with recommendation: To consent calendar. (Ayes 6. Noes 0.) (January 10). Re-referred to Com. on APPR.  
**Location:** 1/10/2022-S. APPR.  
**Calendar:** 1/18/2022 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, PORTANTINO, Chair  
**Summary:** Current law requires the Department of Resources Recycling and Recovery, in consultation with the State Air Resources Board, to adopt regulations to achieve the organic waste reduction goals established by the state board for 2020 and 2025, as provided. Current law requires the department, no later than July 1, 2020, and in consultation with the state board, to analyze the progress that the waste sector, state government, and local governments have made in achieving these organic waste reduction goals. This bill would require the department, in consultation with the state board, to provide assistance to local jurisdictions, including, but not limited to, any funding appropriated by the Legislature in the annual Budget Act, for purposes of assisting local agencies to comply with these provisions, including any regulations adopted by the department.

**Position**  
Watch

**Climate Change**

**[AB 11](#) ([Ward D](#)) **Climate change: regional climate change authorities.****  
**Current Text:** Amended: 1/21/2021 [html](#) [pdf](#)  
**Introduced:** 12/7/2020  
**Last Amend:** 1/21/2021  
**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 1/11/2021)(May be acted upon Jan 2022)  
**Location:** 4/30/2021-A. 2 YEAR  
**Summary:** Would require the Strategic Growth Council, by January 1, 2023, to establish up to 12 regional climate change authorities to coordinate climate adaptation and mitigation activities in their regions, and coordinate with other regional climate adaptation authorities, state agencies, and other relevant stakeholders.

**Position**  
Watch

**[AB 51](#) ([Quirk D](#)) **Climate change: adaptation: regional climate adaptation planning groups: regional climate adaptation plans.****  
**Current Text:** Introduced: 12/7/2020 [html](#) [pdf](#)  
**Introduced:** 12/7/2020  
**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 1/11/2021)(May be acted upon Jan 2022)

Attachment: Legislative Tracking Report Bill Matrix (Legislative Tracking Report)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Existing law establishes the Integrated Climate Adaptation and Resiliency Program, administered by the Office of Planning and Research, to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as specified. This bill would require the Strategic Growth Council, by July 1, 2022, to establish guidelines for the formation of regional climate adaptation planning groups. The bill would require the council, by July 1, 2023, and in consultation with certain state entities, to develop criteria for the development of regional climate adaptation plans.

**Position**

Watch

**AB 52**

**(Frazier D) California Global Warming Solutions Act of 2006: scoping plan updates: wildfires.**

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

**Introduced:** 12/7/2020

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 1/11/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include in its regulation of emissions of greenhouse gases the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund (fund) and to be available upon appropriation by the Legislature. Current law continuously appropriates 35% of the annual proceeds of the fund for transit, affordable housing, and sustainable communities programs and 25% of the annual proceeds of the fund for certain components of a specified high-speed rail project. This bill would require the state board, in each scoping plan update prepared by the state board after January 1, 2022, to include, consistent with the act, recommendations for achieving the maximum technologically feasible and cost-effective reductions of emissions of greenhouse gases and black carbon from wildfires.

**Position**

Watch

**AB 1384**

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

**Current Text:** Amended: 8/26/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 8/26/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/10/2021)(May be acted upon Jan 2022)

**Location:** 9/10/2021-S. 2 YEAR

**Summary:** 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.

**Position**

**SB 582**

**(Stern D) Climate Emergency Mitigation, Safe Restoration, and Just Resilience Act of 2021.**

**Current Text:** Amended: 5/20/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Last Amend:** 5/20/2021

**Status:** 6/4/2021-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/3/2021)(May be acted upon Jan 2022)

**Location:** 6/4/2021-S. 2 YEAR

**Summary:** Would require the State Air Resources Board to ensure that statewide greenhouse gas emissions are reduced to at least 40% and up to 80% below the 1990 level by 2030. By expanding the scope of a crime, this bill would impose a state-mandated local program. The bill would adopt a state policy to lead a global effort to restore oceanic and atmospheric concentrations of greenhouse gas emissions to preindustrial levels as soon as possible to secure a safe climate for all, and to restore community health and reverse the impacts from the damage and injustice climate change is causing to the people, the economy, and the environment of California. The bill would require the Secretary of the Natural Resources Agency, in coordination with the Secretary for Environmental Protection and the State Air Resources Board, and concurrent with the scoping plan, to develop a climate restoration plan that specifies carbon removal targets, before 2035, as necessary to facilitate achievement of those

Attachment: Legislative Tracking Report Bill Matrix (Legislative Tracking Report)

goals.

**Position**

**Economic Development**

**[AB 247](#) ([Ramos D](#)) COVID-19 emergency: small businesses: nonprofit organizations: immunity from civil liability.**

**Current Text:** Amended: 3/18/2021 [html](#) [pdf](#)

**Introduced:** 1/13/2021

**Last Amend:** 3/18/2021

**Status:** 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was JUD. on 3/18/2021) (May be acted upon Jan 2021)

**Location:** 5/7/2021-A. 2 YEAR

**Summary:** Would exempt a small business or nonprofit organization with 100 or fewer employees from liability for an injury or illness to a consumer, as defined, due to coronavirus (COVID-19) based on a claim that the consumer contracted COVID-19 while at that small business or nonprofit organization, or due to the actions of that small business or nonprofit organization. The bill would require the small business or nonprofit organization, for this exemption to apply, to have implemented and substantially complied with all applicable state and local health laws, regulations, and protocols.

**Position**

**[AB 255](#) ([Muratsuchi D](#)) COVID-19 Emergency Small Business Eviction Relief Act.**

**Current Text:** Amended: 6/1/2021 [html](#) [pdf](#)

**Introduced:** 1/14/2021

**Last Amend:** 6/1/2021

**Status:** 6/4/2021-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/3/2021)(May be acted upon Jan 2022)

**Location:** 6/4/2021-A. 2 YEAR

**Summary:** Current law provides that a tenant is guilty of unlawful detainer if the tenant continues to possess the property without permission of the landlord in specified circumstances, including when the tenant has violated the lease or rental agreement by defaulting on rent, and requires the tenant be served a 3 days' notice in writing to cure the default, as specified. Current law provides that an unlawful detainer action is subject to the COVID-19 Tenant Relief Act of 2020, which provides tenants with specified temporary protections from eviction, if the default in the payment of rent is based upon COVID-19 rental debt, as defined. This bill, the COVID-19 Emergency Small Business Eviction Relief Act, would, until July 1, 2025, require a landlord, who receives a statement signed by a commercial tenant, as defined, and supported by documentary evidence that evidences that the tenant requests emergency rent relief because the business of the commercial tenant has experienced a decrease in average monthly gross revenue of at least 50%, which is reasonably attributable to public health regulations adopted to address the COVID-19 pandemic, during the qualifying time period, as defined, as compared with the 12 months immediately preceding the qualifying time period, to conduct a good faith negotiation to form a plan to allow the commercial tenant a reasonable opportunity to repay COVID-19 lease debt while minimizing the hardship to the landlord.

**Position**

**[AB 630](#) ([Arambula D](#)) Online Jobs and Economic Support Resource Grant Program.**

**Current Text:** Amended: 5/3/2021 [html](#) [pdf](#)

**Introduced:** 2/12/2021

**Last Amend:** 5/3/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/12/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-A. 2 YEAR

**Summary:** Would establish the Online Jobs and Economic Support Resource Grant Program within GO-Biz for the purpose of supporting inclusive, cross-jurisdictional, and innovative online platforms that support job and earning opportunities and economic recovery with a strong focus on underserved and economically challenged communities.

**Position**

**[SB 49](#) ([Umberg D](#)) Income taxes: credits: California Fair Fees Tax Credit.**

Attachment: Legislative Tracking Report Bill Matrix (Legislative Tracking Report)

**Current Text:** Amended: 5/11/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 5/11/2021

**Status:** 1/10/2022-Read second time. Ordered to third reading.

**Location:** 1/10/2022-S. THIRD READING

**Calendar:** 1/14/2022 #33 SENATE THIRD READING

**Summary:** The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 2021, and before January 1, 2026, to a taxpayer that meets certain criteria, including that the taxpayer temporarily ceased business operations for at least 30 consecutive days during the taxable year in response to an emergency order, as defined. The amount of credit would vary based on the number of consecutive days the qualified taxpayer has ceased business operations during the taxable year, with a maximum amount of \$6,000 if the qualified taxpayer has temporarily ceased business operations for at least 180 consecutive days, as provided.

**Position**

Watch

**Emergency Management**

**AB 93**

**(Garcia, Eduardo D) Pandemic response practices.**

**Current Text:** Amended: 1/4/2022 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 1/4/2022

**Status:** 1/5/2022-Re-referred to Com. on HEALTH.

**Location:** 1/4/2022-A. HEALTH

**Calendar:** 1/11/2022 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY HEALTH, WOOD, Chair

**Summary:** Would make findings and declarations relating to California's response to the COVID-19 pandemic. The bill would, during a state of emergency or health emergency in response to a viral pandemic or any other health crisis, as specified, require the Medical and Health Coordination Center within the State Department of Public Health to include federally qualified health centers in the organizational response structure established by OES.

**Position**

Watch

**SB 209**

**(Dahle R) State of emergency: termination after 45 days: extension by the Legislature.**

**Current Text:** Amended: 3/4/2021 [html](#) [pdf](#)

**Introduced:** 1/12/2021

**Last Amend:** 3/4/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was G.O. on 2/10/2021) (May be acted upon Jan 2022)

**Location:** 4/30/2021-S. 2 YEAR

**Summary:** Would require a state of emergency to terminate 45 days after the Governor's proclamation of the state of emergency unless the Legislature extends it by a concurrent resolution.

**Position**

**SB 440**

**(Dodd D) Applications for licenses: procedural requirements.**

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

**Introduced:** 2/16/2021

**Last Amend:** 1/3/2022

**Status:** 1/4/2022-Set for hearing January 11.

**Location:** 1/3/2022-S. G.O.

**Calendar:** 1/11/2022 10 a.m. - Senate Chamber SENATE GOVERNMENTAL ORGANIZATION, DODD, Chair

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

**Position**

**[SB 448](#) (Melendez R) California Emergency Services Act: emergency powers: limitation.**

**Current Text:** Introduced: 2/16/2021 [html](#) [pdf](#)

**Introduced:** 2/16/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was G.O. on 2/25/2021) (May be acted upon Jan 2022)

**Location:** 4/30/2021-S. 2 YEAR

**Summary:** Would enact the Emergency Power Limitation Act. The bill would require an emergency order, as defined, to be narrowly tailored to serve a compelling public health or safety purpose and limited in duration, applicability, and scope. The bill would authorize any person to bring an action to invalidate or enjoin enforcement of an emergency order that is allegedly unlawful. The bill would prohibit a state agency from issuing an emergency order that infringes on an express constitutional right, as defined, in a nontrivial manner, and would require that an emergency order issued by the Governor that infringes on an express constitutional right expire within specified time periods.

**Position**

**Emergency Services**

**[AB 1](#) (Garcia, Cristina D) Hazardous waste.**

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

**Introduced:** 12/7/2020

**Status:** 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was E.Q. on 6/9/2021) (May be acted upon Jan 2022)

**Location:** 7/14/2021-S. 2 YEAR

**Summary:** Would create the Board of Environmental Safety in the California Environmental Protection Agency. The bill would provide requirements for the membership of the board and would require the board to conduct no less than 6 public meetings per year. The bill would provide for the duties of the board, which would include, among others, reviewing specified policies, processes, and programs within the hazardous waste control laws; proposing statutory, regulatory, and policy changes; and hearing and deciding appeals of hazardous waste facility permit decisions and certain financial assurance decisions.

**Position**

Watch

**[SB 37](#) (Cortese D) Contaminated Site Cleanup and Safety Act.**

**Current Text:** Amended: 9/3/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 9/3/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/8/2021)(May be acted upon Jan 2022)

**Location:** 9/10/2021-A. 2 YEAR

**Summary:** Current law requires designated local enforcement agencies to compile and submit to the Department of Resources Recycling and Recovery a list of all solid waste disposal facilities from which there is a known migration of hazardous waste, and requires the department to compile these lists into a statewide list. Current law requires these agencies to update the information as appropriate, but at least annually, and to submit the information to the Secretary for Environmental Protection. Under existing law, the Secretary for Environmental Protection is required to consolidate the information provided by these state agencies and distribute the information in a timely fashion to each city and county in which sites on the lists are located and to any other person upon request. This bill would enact the Contaminated Site Cleanup and Safety Act and would recodify the above-described provisions with certain revisions. The bill would repeal the requirement for the State Department of Health Care Services to compile a list of all public drinking water wells, as described above.

**Position**

Watch

**Employee Relations**

**[AB 55](#) (Boerner Horvath D) Employment: telecommuting.**

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

**Introduced:** 12/7/2020



**Status:** 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 12/7/2020) (May be acted upon Jan 2021)

**Location:** 5/7/2021-A. 2 YEAR

**Summary:** Existing law promotes and develops the welfare of workers in California to improve working conditions and advance opportunities for profitable employment. Existing law regulates the wages, hours, and working conditions of any worker employed in any occupation, trade, or industry. This bill would declare the intent of the Legislature to enact future legislation to ensure certain rights and benefits for telecommuting employees.

**Position**

Watch

**AB 230** (Voepel R) Employment: flexible work schedules.

**Current Text:** Introduced: 1/12/2021 [html](#) [pdf](#)

**Introduced:** 1/12/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. & E. on 1/28/2021) (May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Would enact the Workplace Flexibility Act of 2021. The bill would permit an individual nonexempt employee to request an employee-selected flexible work schedule providing for workdays up to 10 hours per day within a 40-hour workweek, and would allow an employer to implement this schedule without the obligation to pay overtime compensation for those additional hours in a workday except as specified. The bill would require that the flexible work schedule contain specified information and the employer's and the employee's original signature. The bill would also require the Division of Labor Standards Enforcement in the Department of Industrial Relations to enforce this provision and adopt regulations.

**Position**

**AB 650** (Muratsuchi D) Employer-provided benefits: health care workers: COVID-19: hazard pay retention bonuses.

**Current Text:** Amended: 6/1/2021 [html](#) [pdf](#)

**Introduced:** 2/12/2021

**Last Amend:** 6/1/2021

**Status:** 6/4/2021-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/3/2021)(May be acted upon Jan 2022)

**Location:** 6/4/2021-A. 2 YEAR

**Summary:** The Healthy Workplaces, Healthy Families Act of 2014 requires employers to provide an employee, who works in California for 30 or more days within a year from the commencement of employment, with paid sick days for prescribed purposes, to be accrued at a rate of no less than one hour for every 30 hours worked. Existing law authorizes an employer to limit an employee's use of paid sick days to 24 hours or 3 days in each year of employment. Current law charges the Labor Commissioner, who is the Chief of the Division of Labor Standards Enforcement, with enforcement of various labor laws. This bill, the Health Care Workers Recognition and Retention Act, would require a covered employer, as defined, to pay hazard pay retention bonuses in the prescribed amounts on January 1, 2022, April 1, 2022, July 1, 2022, and October 1, 2022, to each covered health care worker, as defined, that it employs.

**Position**

**AB 1028** (Seyarto R) Telework Flexibility Act.

**Current Text:** Introduced: 2/18/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. & E. on 3/4/2021) (May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Current law, with various exceptions, generally establishes 8 hours as a day's work and a 40-hour workweek and requires the payment of prescribed overtime compensation for additional hour worked. This bill would permit an individual nonexempt employee to request an employee-selected remote work flexible work schedule providing for workdays up to 10 hours per day within a 40-hour workweek and would allow an employer to implement this schedule without the obligation to pay overtime compensation for those additional hours in a workday, except as specified.

**Position**

**AB 1510** (Garcia, Eduardo D) Unauthorized workers: Essential Worker and Economic Stability Act of 2021.

**Current Text:** Amended: 3/17/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 3/17/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. & E. on 3/11/2021) (May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Current federal law regulates immigration. Current state law establishes the Employment Development Department (department), which is administered by the Director of Employment Development who is vested with certain duties relating to, among other things, job creation and unemployment compensation. This bill would require the department to determine the extent of labor shortages in the state's essential critical infrastructure workforce sectors and provide that information to specified federal government entities. The bill would require the department to convene a working group to address the issues relating to a work permit program for unauthorized persons who are essential critical infrastructure workforce employees to work and live in the state, and to serve as liaison to the United States Department of Homeland Security and the United States Department of Justice to ensure that state departments are not taking on responsibilities in matters dealing with immigration policy that are the jurisdiction of the federal government.

**Position**

**SB 46**

**(Stern D) American Rescue Plan Act funds: federal recovery funds: funded projects.**

**Current Text:** Amended: 3/10/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 3/10/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was G.O. on 3/18/2021) (May be acted upon Jan 2022)

**Location:** 4/30/2021-S. 2 YEAR

**Summary:** Would require, to the extent authorized by federal law, a state agency that receives and disburses ARP funds or other federal recovery funds to consider projects' potential impact on specified goals, including, among other things, restoring frontline communities and rapidly accelerating achievement of environmental justice and climate goals, including, but not limited to, climate, environmental, and biodiversity protection and stimulating growth. The bill would require state agencies to document how proposed projects meet or align with the goals and require the Labor and Workforce Development Agency to establish an internet website where the public can track the expenditure of federal ARP funds by the state and how funded projects meet the goals.

**Position**

Watch

**Energy**

**SB 18**

**(Skinner D) Hydrogen: green hydrogen: emissions of greenhouse gases.**

**Current Text:** Amended: 6/30/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 6/30/2021

**Status:** 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/19/2021)(May be acted upon Jan 2022)

**Location:** 8/27/2021-A. 2 YEAR

**Summary:** Would require the State Air Resources Board, by December 31, 2022, as a part of the scoping plan and the state's goal for carbon neutrality, to identify the role of hydrogen, and particularly green hydrogen, in helping California achieve the goals of the act and the state's other climate goals. The bill would require the state board, in consultation with the State Energy Resources Conservation and Development Commission (Energy Commission) and Public Utilities Commission (PUC), to prepare an evaluation posted to the state board's internet website by June 1, 2023, that includes specified information relative to the deployment, development, and use of hydrogen. The bill would require the state board, in making these evaluations, to consult with the California Workforce Development Board and labor and workforce organizations.

**Position**

Watch

**SB 31**

**(Cortese D) Building decarbonization.**

**Current Text:** Amended: 4/27/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 4/27/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE



on 5/10/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-S. 2 YEAR

**Summary:** Would require the Energy Commission to identify and implement programs to promote existing and new building decarbonization, as defined. The bill would, to the extent clean energy or energy efficiency funds are made available from the federal government to address economic recovery and development due to the COVID-19 pandemic, authorize the Energy Commission to expend federal moneys, to the extent authorized by federal law, for projects for existing and new building decarbonization. The bill would expressly require the Energy Commission, under the EPIC program, to award funds for projects for the development and deployment of commercial and residential building decarbonization technologies and investments that reduce or eliminate greenhouse gas generation in those buildings, as specified.

**Position**

Watch

**SB 32**

**(Cortese D) Energy: general plan: building decarbonization requirements.**

**Current Text:** Amended: 4/8/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 4/8/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/3/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-S. 2 YEAR

**Summary:** Would require a city or county to make, commencing January 1, 2023, a one-time amendment to the appropriate elements of its general plan, climate action or greenhouse gas emissions reduction plan, or building or other codes, as described, to include goals, policies, objectives targets, and feasible implementation strategies, as specified, to decarbonize newly constructed, as defined, commercial and residential buildings. The bill would require a city or county to submit these draft amendments to the commission at least 45 days prior to the adoption of the amendments. The bill would require the legislative body of the city or county to consider the commission's advisory comments, if any, prior to adopting the amendments.

**Position**

Watch

**SB 36**

**(Skinner D) Energy efficiency.**

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

**Introduced:** 12/7/2020

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was RLS. on 12/7/2020) (May be acted upon Jan 2022)

**Location:** 9/10/2021-S. 2 YEAR

**Summary:** Existing law authorizes the State Energy Resources Conservation and Development Commission to prescribe, by regulation, energy efficiency standards, including appliance efficiency standards. This bill would make nonsubstantive revisions to these provisions.

**Position**

Watch

**SB 67**

**(Becker D) Clean energy: California 24/7 Clean Energy Standard Program.**

**Current Text:** Amended: 4/19/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 4/19/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E. U., & C. on 3/11/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-S. 2 YEAR

**Summary:** Current law establishes as policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers and 100% of electricity procured to serve all state agencies by December 31, 2045. This bill would revise that policy to establish a goal that 100% of electrical load be supplied by eligible clean energy resources, as defined. The bill would establish the California 24/7 Clean Energy Standard Program, which would require that 85% of retail load, as defined, annually and at least 60% of retail within certain subperiods by December 31, 2030, and 90% of retail load annually and at least 75% of retail sales load within certain subperiods by December 31, 2035, be supplied by eligible clean energy resources, as defined.

**Position**

Watch

**SB 99**

**(Dodd D) Community Energy Resilience Act of 2021.**

**Current Text:** Amended: 7/5/2021 [html](#) [pdf](#)

Attachment: Legislative Tracking Report Bill Matrix (Legislative Tracking Report)

**Introduced:** 12/28/2020

**Last Amend:** 7/5/2021

**Status:** 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/19/2021)(May be acted upon Jan 2022)

**Location:** 8/27/2021-A. 2 YEAR

**Summary:** Current law establishes within the Natural Resources Agency the State Energy Resources Conservation and Development Commission. Current law assigns the commission various duties, including applying for and accepting grants, contributions, and appropriations, and awarding grants consistent with the goals and objectives of a program or activity the commission is authorized to implement or administer. This bill, the Community Energy Resilience Act of 2021, would require the commission to develop and implement a grant program for local governments to develop community energy resilience plans and expedite permit review of distributed energy resources by local governments.

**Position**

**SB 833**

**(Dodd D) Community Energy Resilience Act of 2022.**

**Current Text:** Introduced: 1/4/2022 [html](#) [pdf](#)

**Introduced:** 1/4/2022

**Status:** 1/5/2022-From printer. May be acted upon on or after February 4.

**Location:** 1/4/2022-S. RLS.

**Summary:** Current law assigns the various duties, including applying for and accepting grants, contributions, and appropriations, and awarding grants consistent with the goals and objectives of a program or activity the State Energy Resources Conservation and Development Commission is authorized to implement or administer. This bill, the Community Energy Resilience Act of 2022, would require the commission to develop and implement a grant program for local governments to develop community energy resilience plans and expedite permit review of distributed energy resources by local governments. The bill would require the plans to be consistent with the city, county, or city and county general plan and other local government planning documents.

**Position**

**Environmental Services**

**AB 363**

**(Medina D) Carl Moyer Memorial Air Quality Standards Attainment Program.**

**Current Text:** Amended: 7/5/2021 [html](#) [pdf](#)

**Introduced:** 2/1/2021

**Last Amend:** 7/5/2021

**Status:** 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was TRANS. on 6/28/2021)(May be acted upon Jan 2022)

**Location:** 7/14/2021-S. 2 YEAR

**Summary:** Current law requires the State Air Resources Board to establish or update grant criteria and guidelines for covered vehicle and infrastructure projects as soon as practicable, but not later than July 1, 2017. The state board's program guidelines describe the minimum criteria and requirements for on-road heavy-duty vehicles and the types of projects that can be incentivized to provide surplus emissions reductions from on-road heavy-duty vehicles through contracts or through the On-Road Heavy-Duty Voucher Incentive Program (VIP). The VIP guidelines allow for the early retirement of existing on-road heavy-duty vehicles, allowing these high-polluting vehicles to be replaced with newer lower emission vehicles. The VIP guidelines further describe the minimum criteria and requirements for eligibility in the VIP, including, but not limited to, limiting the fleet size and vehicle weight class of eligible vehicles, excluding from program eligibility vehicles subject to the solid waste collection vehicle rule and the fleet rule for transit agencies, and prohibiting the leasing of replacement vehicles. This bill would require the state board, upon appropriation by the Legislature, to develop project grant criteria and guidelines for a new On-Road Heavy-Duty Vehicle Incentive Program (VIP2) that shall provide additional incentives for projects eligible for program funding that are deployed in disadvantaged communities, as provided, and in low-income communities, as defined.

**Position**

**AB 976**

**(Rivas, Luz D) Resilient Economies and Community Health Pilot Program.**

**Current Text:** Introduced: 2/18/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/14/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-A. 2 YEAR

**Summary:** Would establish the Resilient Economies and Community Health Pilot Program, which would be administered by the Strategic Growth Council from January 1, 2022, through December 31, 2026, as a grant pilot program for eligible community-based organizations, as defined, to provide a comprehensive suite of coordinated incentives and services to disadvantaged communities, as defined at the resident household level to provide economic savings, reduce greenhouse gas emissions and air pollution, and improve resiliency to the impacts of climate change. The bill would require the council to evaluate the program and submit specified reports to the Legislature on the program no later than January 1, 2026. The bill would repeal these provisions as of January 1, 2027.

**Position**

**AB 1296 (Kamlager D) South Coast Air Quality Management District: district board: membership.**

**Current Text:** Introduced: 2/19/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was NAT. RES. on 3/4/2021) (May be acted upon Jan 2021)

**Location:** 5/7/2021-A. 2 YEAR

**Summary:** Current law establishes the South Coast Air Quality Management District as the district with the responsibility for controlling air pollution from sources other than vehicular sources in the South Coast Air Basin. Current law establishes a district board consisting of 13 members to govern the south coast district. Current law requires one member of the district board to be appointed by the Senate Committee on Rules and one member to be appointed by the Speaker of the Assembly. This bill would increase the number of members of the district board of the south coast 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.

**Position**

**AB 1547 (Reyes D) Air pollution: warehouse facilities.**

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

**Introduced:** 2/19/2021

**Last Amend:** 1/3/2022

**Status:** 1/4/2022-Re-referred to Com. on NAT. RES.

**Location:** 12/9/2021-A. NAT. RES.

**Summary:** Current law regulates the emissions of air pollution. Current law designates air pollution control districts and air quality management districts as having the primary responsibility for the control of air pollution from all sources other than vehicular sources, subject to the powers and duties of the State Air Resources Board. Current law designates the state board as having the primary responsibility for the control of air pollution from vehicular sources. This bill would authorize the State Air Resources Board to regulate indirect sources, as defined.

**Position**

**AB 1553 (O'Donnell D) Southern Los Angeles Ocean Chemical Waste Community Oversight Council.**

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

**Introduced:** 2/19/2021

**Last Amend:** 1/3/2022

**Status:** 1/4/2022-Re-referred to Com. on E.S. & T.M.

**Location:** 12/11/2021-A. E.S. & T.M.

**Calendar:** 1/11/2022 1:30 p.m. - State Capitol, Room 444 ASSEMBLY ENVIRONMENTAL SAFETY AND TOXIC MATERIALS, QUIRK, Chair

**Summary:** Would establish, until January 1, 2027, the Southern Los Angeles Ocean Chemical Waste Community Oversight Council as a state agency within the California Environmental Protection Agency to oversee the study and mitigation of the negative impacts of anthropogenic chemical waste deposits at or from the waters of the San Pedro Basin, off the coast of Los Angeles, where chemical waste, including, but not limited to, DDT, as defined, has been detected, defined as "Dumpsite-2." The bill would prescribe requirements relating to the composition and administration of the council and would require that the council consist of 11 voting members and no more than 9 nonvoting members.

**Position**

**SB 42 (Wieckowski D) Department of Toxic Substances Control: Board of Environmental Safety.**

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

**Introduced:** 12/7/2020

**Status:** 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was E.S. & T.M. on 6/10/2021)(May be acted upon Jan 2022)

**Location:** 7/14/2021-A. 2 YEAR

**Summary:** Would establish the Board of Environmental Safety in the Department of Toxic Substances Control. The bill would prescribe the membership of the board and would require the board to conduct no fewer than 6 public meetings per year. The bill would impose duties on the board, which would include, among others, hearing and deciding appeals of hazardous waste facility permit decisions; proposing statutory changes for hazardous waste management in the state; developing a multiyear schedule for long-term goals for specified department activities; and annually preparing and transmitting to the Secretary for Environmental Protection a review of the department's performance. The bill would establish an office of the ombudsperson in the board to receive complaints and suggestions from the public, to evaluate complaints, to report findings and make recommendations to the Director of Toxic Substances Control and the board, and to render assistance to the public.

**Position**

Watch

**[SB 342](#) (Gonzalez D) South Coast Air Quality Management District: board membership.**

**Current Text:** Amended: 5/26/2021 [html](#) [pdf](#)

**Introduced:** 2/9/2021

**Last Amend:** 5/26/2021

**Status:** 6/4/2021-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/3/2021)(May be acted upon Jan 2022)

**Location:** 6/4/2021-S. 2 YEAR

**Summary:** Current law establishes the South Coast Air Quality Management District vested with the authority to regulate air emissions from stationary sources located in the South Coast Air Basin and establishes a district board, consisting of 13 members. This bill would add 2 members to the district board, appointed by the Senate Committee on Rules and the Speaker of the Assembly. The bill would require the 2 additional members to reside in and work directly with communities in the South Coast Air Basin that are disproportionately burdened by and vulnerable to high levels of pollution and issues of environmental justice. The bill would also require a candidate for these positions to meet other specified requirements.

**Position**

**[SB 751](#) (Gonzalez D) Environmental justice.**

**Current Text:** Introduced: 2/19/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was RLS. on 2/19/2021) (May be acted upon Jan 2022)

**Location:** 9/10/2021-S. 2 YEAR

**Summary:** Existing law requires the Secretary for Environmental Protection to convene a Working Group on Environmental Justice composed of various representatives, as specified, to assist the California Environmental Protection Agency in developing an agencywide environmental justice strategy. This bill would state the intent of the Legislature to enact subsequent legislation to promote environmental justice by ensuring that disadvantaged communities, often low-income communities of color, do not continue to be overburdened with unfair shares of pollution.

**Position**

**Finance/Tax**

**[AB 1056](#) (Grayson D) Infrastructure financing: industrialized housing.**

**Current Text:** Amended: 3/18/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Last Amend:** 3/18/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/18/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the California Infrastructure and Economic Development Bank (bank) and sets forth the powers and duties of the bank including authority to make loans, issue bonds, and provide financial assistance relating to economic development or public development facilities. This bill would require the Department of Housing and Community Development and the bank to develop a proposed program, as specified, to invest in the building of offsite industrialized housing to support the policy goal of increasing the

state's capacity to quickly respond to additional housing needs precipitated by homelessness, wildfires, COVID-19, or other emergency situations. The bill would require the department and the bank to report its recommendations to the Legislature by January 1, 2023, including whether and how industrialized housing would alleviate the state's housing, homelessness, and disaster response needs.

**Position**

**AB 1610 (Lackey R) State mandates: claims.**

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

**Introduced:** 1/5/2022

**Status:** 1/6/2022-From printer. May be heard in committee February 5.

**Location:** 1/5/2022-A. PRINT

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

**Position**

**Fire**

**AB 926 (Mathis R) Fire prevention: local assistance grant program: projects: report.**

**Current Text:** Amended: 3/8/2021 [html](#) [pdf](#)

**Introduced:** 2/17/2021

**Last Amend:** 3/8/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/19/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-A. 2 YEAR

**Summary:** Current law requires the Department of Forestry and Fire Protection to establish a local assistance grant program for fire prevention activities, as defined, in the state. This bill would expand the definition of "fire prevention activities" to include the removal of hazardous dead trees, creation of fuel breaks and community defensible spaces, and creation of ingress and egress corridors. The bill would also require the department to prioritize projects that have a completed, or nearly completed, environmental review document, as provided. The bill would authorize the department to consider and evaluate the wildfire risk within the proposed project area, as well as the socioeconomic characteristics of communities that the various education and mitigation projects are intended to protect, when awarding local assistance grants.

**Position**

**AB 1255 (Bloom D) Fire prevention: fire risk reduction guidance: local assistance grants.**

**Current Text:** Amended: 4/19/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 4/19/2021

**Status:** 6/4/2021-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/2/2021)(May be acted upon Jan 2022)

**Location:** 6/4/2021-A. 2 YEAR

**Summary:** Would require the Natural Resources Agency, on or before July 1, 2023, and in collaboration with specified state agencies and in consultation with certain other state agencies, to develop a guidance document that describes goals, approaches, opportunities, and best practices in each region of the state for ecologically appropriate, habitat-specific fire risk reduction. The bill would require the guidance document to be developed through a public process, including region-specific public workshops hosted by the agency, and would require the agency to post the document on its internet website.

**Position**

**AB 1459 (Patterson R) Home hardening and defensible space clearance.**

**Current Text:** Introduced: 2/19/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/19/2021) (May be acted upon Jan 2021)

**Location:** 5/7/2021-A. 2 YEAR

**Summary:** Existing law requires the Office of Emergency Services and the Department of Forestry and Fire Protection, through a joint powers agreement pursuant to the Joint Exercise of Powers Act, to develop and administer a comprehensive wildfire mitigation program to, among other things, encourage cost-effective structure hardening and retrofitting to create fire-resistant homes, businesses, and public buildings. This bill would state the intent of the Legislature to enact legislation that would provide funding for grants to homeowners in very high fire hazard severity zones for home hardening and defensible space clearance efforts.

**Position**

**Housing**

**AB 15 (Chiu D) COVID-19 relief: tenancy: Tenant Stabilization Act of 2021.**

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

**Introduced:** 12/7/2020

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was H. & C.D. on 1/11/2021)(May be acted upon Jan 2022)

**Location:** 9/10/2021-A. 2 YEAR

**Summary:** Would extend the definition of "COVID-19 rental debt" as unpaid rent or any other unpaid financial obligation of a tenant that came due between March 1, 2020, and December 31, 2021. The bill would also extend the repeal date of the act to January 1, 2026. The bill would make other conforming changes to align with these extended dates. By extending the repeal date of the act, the bill would expand the crime of perjury and create a state-mandated local program.

**Position**

Watch

**AB 16 (Chiu D) Tenancies: COVID-19 Tenant, Small Landlord, and Affordable Housing Provider Stabilization Act of 2021.**

**Current Text:** Amended: 1/12/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 1/12/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 1/11/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Would establish the Tenant, Small Landlord, and Affordable Housing Provider Stabilization Program. The bill would authorize the Director of Housing and Community Development to direct an existing office or program within the Department of Housing and Community Development to implement the program. The bill would establish in the State Treasury the COVID-19 Tenant, Small Landlord, and Affordable Housing Provider Stabilization Fund, and, upon appropriation by the Legislature, distribute all moneys in the fund to the department to carry out the purposes of the program.

**Position**

Watch

**AB 71 (Rivas, Luz D) Homelessness funding: Bring California Home Act.**

**Current Text:** Amended: 5/24/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 5/24/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 6/3/2021)(May be acted upon Jan 2022)

**Location:** 9/10/2021-A. 2 YEAR

**Summary:** The Personal Income Tax Law, in conformity with federal income tax law, generally defines gross income as income from whatever source derived, except as specifically excluded, and provides various exclusions from gross income. Current federal law, for purposes of determining a taxpayer's gross income for federal income taxation, requires that a person who is a United States shareholder of any controlled foreign corporation to include in their gross income the global intangible low-taxed income for that taxable year, as provided. This bill, for taxable years beginning on or after January 1, 2022, would include a taxpayer's global intangible low-taxed income in their gross income for purpose of the Personal Income Tax Law, in modified conformity with the above-described federal provisions.

**Position**



**AB 115 (Bloom D) Planning and zoning: commercial zoning: housing development.**

**Current Text:** Amended: 4/20/2021 [html](#) [pdf](#)

**Introduced:** 12/18/2020

**Last Amend:** 4/20/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 4/15/2021 (May be acted upon Jan 2022))

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Would, notwithstanding any inconsistent provision of a city's or county's general plan, specific plan, zoning ordinance, or regulation, would require that a housing development be an authorized use on a site designated in any local agency's zoning code or maps for commercial uses if certain conditions apply. Among these conditions, the bill would require that the housing development be subject to a recorded deed restriction requiring that at least 20% of the units have an affordable housing cost or affordable rent for lower income households, as those terms are defined, and located on a site that satisfies specified criteria.

**Position**

**AB 244 (Rubio, Blanca D) Affordable housing cost study: housing plan addendum.**

**Current Text:** Introduced: 1/13/2021 [html](#) [pdf](#)

**Introduced:** 1/13/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 1/28/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Would require the California Tax Credit Allocation Committee, the Department of Housing and Community Development, the California Housing Finance Agency, and the California Debt Limit Allocation Committee to conduct an affordable housing cost study that measures the factors that influence the cost of building affordable housing, breaks down total development costs for affordable housing, and enables the state to maximize resources allocated for affordable housing.

**Position**

**AB 328 (Chiu D) Reentry Housing and Workforce Development Program.**

**Current Text:** Amended: 3/17/2021 [html](#) [pdf](#)

**Introduced:** 1/26/2021

**Last Amend:** 3/17/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/21/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-A. 2 YEAR

**Summary:** Would establish the Reentry Housing and Workforce Development Program. The bill would require the department, on or before July 1, 2022, to take specified actions to, upon appropriation by the Legislature, provide grants to applicants, as defined, for innovative or evidence-based housing, housing-based services, and employment interventions to allow people with recent histories of incarceration to exit homelessness and remain stably housed. The bill would require the department to establish a process, in collaboration with the Department of Corrections and Rehabilitation and with counties in which recipients are operating, for referral of participants, in accordance with certain guidelines and procedures.

**Position**

**AB 348 (Villapudua D) Affordable housing: annual expenditure report.**

**Current Text:** Introduced: 1/28/2021 [html](#) [pdf](#)

**Introduced:** 1/28/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 1/28/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Would require the Department of Housing and Community Development, by March 1 of each year, to develop an annual summary report that discloses the amount of state, federal, and private funding spent on the development of affordable housing within the state, each city, and each county in the preceding calendar year. The bill would require the department to post the annual summary report on its internet website and make the report available to the public by March 15 of each year.

**Position**

Attachment: Legislative Tracking Report Bill Matrix (Legislative Tracking Report)



[AB 357](#)

**(Kamlager D) Affordable housing.**

**Current Text:** Introduced: 2/1/2021 [html](#) [pdf](#)

**Introduced:** 2/1/2021

**Status:** 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/1/2021) (May be acted upon Jan 2021)

**Location:** 5/7/2021-A. 2 YEAR

**Summary:** Existing law, the Planning and Zoning Law, requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. This bill would declare the intent of the Legislature to enact legislation that would address the need to build more affordable housing units.

**Position**

[AB 374](#)

**(Seyarto R) Department of Housing and Community Development: annual report: Homeless Housing, Assistance, and Prevention program.**

**Current Text:** Introduced: 2/1/2021 [html](#) [pdf](#)

**Introduced:** 2/1/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 2/12/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Current law requires the Department of Housing and Community Development to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. Current law requires that the report include, among other things, the number of units assisted by those programs and the number of individuals and households served and their income level. This bill would additionally require that this report include an evaluation of the Homeless Housing, Assistance, and Prevention (HHAP) program.

**Position**

[AB 387](#)

**(Lee D) Social Housing Act of 2021.**

**Current Text:** Amended: 3/25/2021 [html](#) [pdf](#)

**Introduced:** 2/2/2021

**Last Amend:** 3/25/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/25/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** The Housing Authorities Law authorizes the establishment of a functioning housing authority within a city or county by enactment of a resolution by the city or county declaring that there is need of a functioning housing authority in the city or county. Current 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. This bill, the Social Housing Act of 2021, would establish, in the Business, Consumer Services, and Housing Agency, the California Social Housing Council to develop policy proposals that would promote the development of social housing, as defined, to hold public meetings throughout the state to educate participants on the history and purposes of social housing, and to solicit input on the policy proposals from stakeholders.

**Position**

[AB 411](#)

**(Irwin D) Veterans Housing and Homeless Prevention Bond Act of 2022.**

**Current Text:** Amended: 3/1/2021 [html](#) [pdf](#)

**Introduced:** 2/3/2021

**Last Amend:** 3/1/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was APPR. SUSPENSE FILE on 5/5/2021)(May be acted upon Jan 2022)

**Location:** 9/10/2021-A. 2 YEAR

**Summary:** Would enact the Veterans Housing and Homeless Prevention Bond Act of 2022 to authorize the issuance of bonds in an amount not to exceed \$600,000,000 to provide additional funding for the VHHPA. The bill would provide for the handling and disposition of the funds in the same manner as the 2014 bond act.

**Position**

[AB 482](#)

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

Attachment: Legislative Tracking Report Bill Matrix (Legislative Tracking Report)

**Current Text:** Amended: 3/17/2021 [html](#) [pdf](#)

**Introduced:** 2/8/2021

**Last Amend:** 3/17/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was DESK on 9/1/2021) (May be acted upon Jan 2022)

**Location:** 9/10/2021-S. 2 YEAR

**Summary:** 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. Current law, until January 1, 2022, authorizes 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 receives gap financing, as defined. Current law requires any gap financing to be approved by the housing authority's legislative body, as provided. Current law requires 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 extend the authority of a housing authority located in the City of San Diego, the County of San Bernardino, or the County of Santa Clara to implement the above-described pilot program from January 1, 2022, to January 1, 2026.

#### Position

### [AB 561](#)

**(Ting D) Help Homeowners Add New Housing Program: accessory dwelling unit financing.**

**Current Text:** Amended: 8/26/2021 [html](#) [pdf](#)

**Introduced:** 2/11/2021

**Last Amend:** 8/26/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/1/2021)(May be acted upon Jan 2022)

**Location:** 9/10/2021-S. 2 YEAR

**Summary:** Current law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units in areas zoned to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions. This bill would require the Treasurer's office, by April 1, 2022, to provide a report to the Legislature regarding the creation of the Help Homeowners Add New Housing Program with the purpose of assisting homeowners, as defined, in qualifying for loans to construct additional housing units on their property, including accessory dwelling units and junior accessory dwelling units. The bill would, with regard to the development of recommendations for the program, require the Treasurer to consult with the California Housing Financing Agency and the Department of Housing and Community Development, and would also authorize the Treasurer to consult with various other entities, including federal mortgage agencies, private lenders, community development financial institutions, community-based organizations, and local housing trust funds.

#### Position

### [AB 605](#)

**(Villapudua D) Department of Housing and Community Development: program administration: bonus points: housing element.**

**Current Text:** Amended: 3/11/2021 [html](#) [pdf](#)

**Introduced:** 2/12/2021

**Last Amend:** 3/11/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/11/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. Current law requires that the housing element include, among other things, an inventory of land suitable and available for residential development that identifies sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need for all income levels, as specified. This bill would require the Department of Housing and Community Development to develop and implement a bonus point system for competitive grant and loan programs that are administered by the department and that facilitate the development of housing.

#### Position

### [AB 617](#)

**(Davies R) Planning and zoning: regional housing needs: exchange of allocation.**

**Current Text:** Introduced: 2/12/2021 [html](#) [pdf](#)

**Introduced:** 2/12/2021

**Status:** 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was H. & C.D. on

2/25/2021)(May be acted upon Jan 2021)

**Location:** 5/7/2021-A. 2 YEAR

**Summary:** Would authorize a city or county, by agreement, to transfer all or a portion of its allocation of regional housing need to another city or county. The bill would allow the transferring city to pay the transferee city or county an amount determined by that agreement, as well as a surcharge to offset the impacts and associated costs of the additional housing on the transferee city. The bill would also require the transferring city or county and the transferee city or county to report to the council of governments and the department specified information about the transfer, as provided.

**Position**

**AB 626**

**(Smith R) Veterans' homes: funding.**

**Current Text:** Introduced: 2/12/2021 [html](#) [pdf](#)

**Introduced:** 2/12/2021

**Status:** 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/12/2021) (May be acted upon Jan 2021)

**Location:** 5/7/2021-A. 2 YEAR

**Summary:** The Veterans' Homes Bond Act of 2000 requires the proceeds from the sale of bonds issued under the act to be deposited in the Veterans' Home Fund. Current law requires money in the fund, upon appropriation by the Legislature, to be used by the Department of Veterans Affairs for the purpose of designing and constructing veterans' homes, as specified. Under existing law, an amount not to exceed \$31,000,000 is continuously appropriated to the department, as specified, for the funding of the state's matching requirement for the design, equipping, and construction of specified veterans' homes. This bill would make technical, nonsubstantive changes to this provision.

**Position**

**AB 672**

**(Garcia, Cristina D) Publicly owned golf courses: conversion: affordable housing.**

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

**Introduced:** 2/12/2021

**Last Amend:** 1/3/2022

**Status:** 1/3/2022-From committee chair, with author's amendments: Amend, and re-refer to Com. on H & C.D. Read second time and amended. Re-referred to Com. on H. & C.D. Assembly Rule 56 suspended (pending re-refer to Com. on L. GOV.)

**Location:** 1/3/2022-A. H. & C.D.

**Calendar:**

1/12/2022 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

1/12/2022 1:30 p.m. - State Capitol, Room 437 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

**Summary:** Would, upon appropriation by the Legislature, require the Department of Housing and Community Development to administer a program to provide incentives in the form of grants to local agencies that enter into a development agreement to convert a golf course owned by the local agency into housing and publicly accessible open space, as specified.

**Position**

**AB 678**

**(Grayson D) Housing development projects: fees and exactions cap.**

**Current Text:** Amended: 3/25/2021 [html](#) [pdf](#)

**Introduced:** 2/12/2021

**Last Amend:** 3/25/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 3/25/2021) (May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Would prohibit a city or county from imposing a specified fee or exaction if the total dollar amount of the fees and exactions that a city or county would impose on a proposed housing development is greater than 12% of the city's or county's median home price unless approved by the Department of Housing and Community Development. The bill would authorize a city or county to seek approval from the department to impose a fee or an exaction that would result in the total dollar amount of fees and exactions exceeding that limitation by making a specified finding and submitting a completed application for a waiver. The bill would require the department to develop a standard form application for a waiver in conjunction with the Governor's Office of Planning and Research.

**Position**

**AB 682**

**(Bloom D) Planning and zoning: density bonuses: cohousing buildings.**

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

**Introduced:** 2/12/2021

**Last Amend:** 1/3/2022

**Status:** 1/3/2022-From committee chair, with author's amendments: Amend, and re-refer to Com. on H & C.D. Read second time and amended. Assembly Rule 56 suspended. (pending re-refer to Com. on L. GOV.)

**Location:** 1/3/2022-A. H. & C.D.

**Calendar:**

1/12/2022 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

1/12/2022 1:30 p.m. - State Capitol, Room 437 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

**Summary:** Current law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct, among other options, specified percentages of units for moderate-income, lower income, or very low income households and meets other requirements. This bill would additionally require that a density bonus be provided under these provisions to a developer who agrees to construct a housing development that is a cohousing building, as defined, that meets specified requirements and will contain either 10% of the total square footage for lower income households, as defined, or 5% of the total square footage for very low income households, as defined.

**Position**

**[AB 724](#)**

**([Ward D](#)) Homelessness programs: funding.**

**Current Text:** Amended: 3/25/2021 [html](#) [pdf](#)

**Introduced:** 2/16/2021

**Last Amend:** 3/25/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/25/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Would require specified state entities to, not later than January 1, 2023, develop a streamlined funding program that meets specified criteria, to support the state's policy goal of reducing homelessness statewide by providing funding opportunities for local governments, as defined, to increase their capacity to respond to local homelessness needs through providing housing, emergency shelters, or other assistance to homeless individuals and families, or those at risk for homelessness, as defined, designed to reduce homelessness in their local areas. The bill would require, not later than January 1, 2023, the state entities to prepare and submit to the Legislature a report on their proposed programs, as provided.

**Position**

**[AB 795](#)**

**([Patterson R](#)) Department of Housing and Community Development: housing bond programs.**

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

**Introduced:** 2/16/2021

**Last Amend:** 1/3/2022

**Status:** 1/4/2022-Re-referred to Com. on H. & C.D.

**Location:** 4/30/2021-A. H. & C.D.

**Summary:** Current law establishes the Department of Housing and Community Development within the Business, Consumer Services, and Housing Agency and sets forth its powers and duties, including responsibility for administering various housing and home loan programs throughout the state. Current law requires the department, on or before December 31 of each year, to submit an annual report containing specified information to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. This bill would require the department to include in those annual reports specified information relating to the CalHome Program and the Building Equity and Growth in Neighborhoods (BEGIN) Program, including the amount of the original awards to recipients, the portions not yet disbursed to recipients, and an estimate of how many individuals could benefit from the remaining balance.

**Position**

**[AB 854](#)**

**([Lee D](#)) Residential real property: withdrawal of accommodations.**

**Current Text:** Amended: 3/18/2021 [html](#) [pdf](#)

**Introduced:** 2/17/2021

**Last Amend:** 3/18/2021

**Status:** 3/22/2021-Re-referred to Com. on H. & C.D. (Set for hearing on 01/12/2022)

**Location:** 1/4/2022-A. H. & C.D.

**Calendar:** 1/12/2022 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

**Summary:** Current law, commonly known as the Ellis Act, generally prohibits public entities from adopting any statute, ordinance, or regulation, or taking any administrative action, to compel the owner of residential real property to offer or to continue to offer accommodations, as defined, in the property for rent or lease. This bill would prohibit an owner of accommodations from filing a notice with a public entity of an intent to withdraw accommodations or prosecuting an action to recover possession of accommodations, or threatening to do so, if not all the owners of the accommodations have been owners of record for at least 5 continuous years, or with respect to property that the owner acquired within 10 years after providing notice of an intent to withdraw accommodations at a different property.

**Position**

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

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

**Introduced:** 2/17/2021

**Last Amend:** 1/3/2022

**Status:** 1/3/2022-From committee chair, with author's amendments: Amend, and re-refer to Com. on H & C.D. Read second time and amended. Re-referred to Com. on H. & C.D. Assembly Rule 56 suspended (pending re-refer to Com. on L. GOV.)

**Location:** 1/3/2022-A. H. & C.D.

**Calendar:**

1/12/2022 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

1/12/2022 1:30 p.m. - State Capitol, Room 437 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

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

**Position**

**AB 922 (Garcia, Eduardo D) Redevelopment: housing successor: Low and Moderate Income Housing Asset Fund.**

**Current Text:** Amended: 3/18/2021 [html](#) [pdf](#)

**Introduced:** 2/17/2021

**Last Amend:** 3/18/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/18/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** If a housing successor has an excess surplus, the housing successor is required to encumber those funds, within 3 fiscal years, for the development of affordable housing, or to enter into an agreement to transfer the funds for transit priority projects, as specified. Current law defines the term "excess surplus" for these purposes to mean an unencumbered amount in the housing successor's Low and Moderate Income Housing Asset Fund that exceeds the greater of \$1,000,000 or the aggregate amount deposited into the fund during the housing successor's preceding 4 fiscal years whichever is greater. This bill would expand the definition of "excess surplus" to also include, for an entity operating as a housing successor that owns and operates affordable housing that was transferred to the housing successor as a housing asset of the former redevelopment agency, an unencumbered amount in the housing successor's Low and Moderate Income Housing Asset Fund that exceeds the greater of \$1,000,000 or the aggregate amount deposited into the account during the housing successor's preceding 8 fiscal years, whichever is greater.

**Position**

**AB 1068 (Santiago D) Affordable housing: alternative forms of development.**

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

**Introduced:** 2/18/2021

**Last Amend:** 1/3/2022

**Status:** 1/4/2022-Re-referred to Com. on H. & C.D.

**Location:** 4/30/2021-A. H. & C.D.

**Summary:** Current law establishes various programs and funding sources administered by the Department of Housing and Community Development to enable the development of affordable

housing, including the Building Homes and Jobs Act, the Multifamily Housing Program, the Housing for a Healthy California Program, and the Veterans Housing and Homeless Prevention Act of 2014. Existing law authorizes the Department of General Services (DGS) to dispose of surplus state real property, as provided. Under existing law, DGS is required to offer surplus state real property, that has been determined by DGS not to be needed by any state agency, to any local agency, as defined, and then to nonprofit affordable housing sponsors, as defined, prior to being offered for sale to private entities or individuals. This bill would require the department to solicit and consider proposals for adaptive reuse, as defined, that demonstrate cost efficiencies and timely completion in implementing the affordable housing loan and grant programs described above.

**Position**

**AB 1075 (Wicks D) Planning and zoning: residential developments.**

**Current Text:** Amended: 3/18/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Last Amend:** 3/18/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/18/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Would require a local government to deem a residential development compliant with its local zoning requirements if the proposed development is located on a site that meets specified requirements, including that the development is not located within a wetland, as defined, or within a very high fire hazard severity zone, as defined, and that the proposed development is zoned residential. The bill would require the residential development to meet certain requirements, including that the development meets objective design review standards. If the proposed project is subject to an inclusionary housing ordinance when the project application is submitted, the bill would require the project to satisfy the requirements of the inclusionary housing ordinance.

**Position**

**AB 1090 (Quirk-Silva D) Legislative Task Force on the California Master Plan on Homeownership.**

**Current Text:** Amended: 4/21/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Last Amend:** 4/21/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/12/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-A. 2 YEAR

**Summary:** Would establish the Legislative Task Force on the California Master Plan on Homeownership. The bill would require the Executive Director of CalHFA to serve as the chair of the task force and to appoint a homeownership advisory committee, as provided. The bill would require the task force to evaluate policy and regulatory impediments to increasing the rate of homeownership for Californians and, no later than October 31, 2022, to develop a final report that includes specified information and recommendations and submit that report to the Legislature. The bill would make findings in this regard.

**Position**

**AB 1135 (Grayson D) State of California Housing Allocation Act.**

**Current Text:** Amended: 3/25/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Last Amend:** 3/25/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/19/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-A. 2 YEAR

**Summary:** Would enact the State of California Housing Allocation Act, which would require the Business, Consumer Services, and Housing Agency, HCD, CalHFA, and CTCAC, no later than January 1, 2023, to jointly establish and operate a single, centralized housing funding allocation committee, which would be within the Business, Consumer Services, and Housing Agency and comprised of representatives of those entities. The bill would require the committee to be responsible for allocating state controlled financing to housing developments and to serve as the point of contact for developers seeking to build affordable housing in California.

**Position**

**AB 1188 (Wicks D) State rental assistance program: data.**

**Current Text:** Amended: 5/4/2021 [html](#) [pdf](#)



**Introduced:** 2/18/2021

**Last Amend:** 5/4/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/12/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-A. 2 YEAR

**Summary:** Current law establishes a program for providing rental assistance, using funding made available pursuant to existing federal law to provide financial assistance and housing stability services to eligible households, as provided, administered by HCD. This bill, in order to ensure that data is available for research and analysis to inform future state policy and programs, would require HCD to retain data from designated sources for at least 10 years, including data on the state rental assistance program, information submitted by eligible grantees that received the federal funding, and data on rental registries operated by local governments, as specified.

**Position**

**AB 1258 (Nguyen R) Housing element: regional housing need plan: judicial review.**

**Current Text:** Amended: 3/22/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 3/22/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/4/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Under current law the Department of Housing and Community Development, in consultation with each council of governments, determines each region's existing and projected housing needs. Under existing law, upon making that determination, the council of governments may object to the determination, and the department is required to respond to an objection by making a final written determination. Current law requires that, based on the determination of the department, a council of governments, or for cities and counties without a council of governments, the department, adopts a final regional housing need plan that allocates a share of the regional housing need to each locality in the region. This bill would subject the department's final written determination of a region's housing needs to judicial review in an action brought by the council of governments. The bill would also subject the final regional housing need plan adopted by the council of governments or the department, as the case may be, to judicial review.

**Position**

**AB 1295 (Muratsuchi D) Residential development agreements: very high fire risk areas.**

**Current Text:** Introduced: 2/19/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. GOV. on 3/4/2021) (May be acted upon Jan 2021)

**Location:** 5/7/2021-A. 2 YEAR

**Summary:** Current law requires the Director of Forestry and Fire Protection to identify areas in the state as very high fire hazard severity zones based on the severity of fire hazard that is expected to prevail in those areas, as specified, and requires each local agency to designate, by ordinance, the very high fire hazard severity zones in its jurisdiction. Current law additionally requires the director to classify lands within state responsibility areas into fire hazard severity zones. This bill, beginning on or after January 1, 2022, would prohibit the legislative body of a city or county from entering into a residential development agreement for property located in a very high fire risk area. The bill would define "very high fire risk area" for these purposes to mean a very high fire hazard severity zone designated by a local agency or a fire hazard severity zone classified by the director.

**Position**

**AB 1322 (Rivas, Robert D) California Global Warming Solutions Act of 2006: scoping plan: sustainable aviation fuels.**

**Current Text:** Amended: 9/2/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 9/2/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was E.Q. on 9/2/2021) (May be acted upon Jan 2022)

**Location:** 9/10/2021-S. 2 YEAR

**Summary:** Would require the State Air Resources Board, as part of the next scoping plan update, to develop a plan, consistent with federal law, to use sustainable aviation fuels to reduce greenhouse gas emissions from aircrafts in the state by 40% below 1990 levels by 2030 and to achieve net-zero greenhouse gas emissions by 2045. The bill would require, no later than January 1, 2023, the state

Page 27/32



board to undertake certain actions in developing the plan, including, among others, consulting with designated state agencies and, if feasible, commercial airports, commercial and business airlines that operate in the state, aircraft manufacturers, sustainable aviation fuels producers and developers, and infrastructure providers to develop the plan.

**Position**

**AB 1360 (Santiago D) Project Roomkey.**

**Current Text:** Amended: 5/4/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 5/4/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/12/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-A. 2 YEAR

**Summary:** Current law establishes the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. In March 2020, the California Department of Social Services established Project Roomkey to coordinate with local agencies and nonprofits to provide shelter options to homeless persons recovering from, or exposed to, COVID-19. This bill would require each city, county, or city and county to make every effort to ensure that individuals housed pursuant to Project Roomkey do not return to homelessness.

**Position**

**AB 1370 (Quirk-Silva D) Housing element: annual report: housing units.**

**Current Text:** Amended: 3/18/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 3/18/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/18/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** The Planning and Zoning Law requires each city, county, and city and county to prepare an adopt a general plan that contains certain mandatory elements, including a housing element. Current law requires the planning agency of a city or county to provide an annual report that includes specific information by April 1 of each year to specified entities, including the Department of Housing and Community Development. Among other things, existing law requires that this report include the progress in meeting the city's or county's share of regional housing needs and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing, as specified. This bill would additionally require that the annual report include the total number of housing units that received a certificate of occupancy in the prior year.

**Position**

**AB 1396 (Levine D) The Multifamily Housing Program.**

**Current Text:** Amended: 3/18/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 3/18/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/18/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Would require the Department of Housing and Community Development to convene a working group to advise it in its administration of the Multifamily Housing Program, as specified. The working group would be tasked with, among other things, developing and proposing consistent program requirements for determining eligibility for awarding financial resources to multifamily projects and proposing alignment of application deadlines for multifamily housing projects.

**Position**

**AB 1442 (Ting D) Accessory dwelling units.**

**Current Text:** Introduced: 2/19/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was PRINT on 2/19/2021 (May be acted upon Jan 2022)

**Location:** 9/10/2021-A. 2 YEAR

**Summary:** Existing law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions. Existing law, with certain exceptions, prohibits a local agency from using or imposing any additional standards, including, until January 1, 2025, owner-occupant requirements. This bill would make nonsubstantive changes to the latter provisions.

**Position**

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

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

**Introduced:** 2/19/2021

**Last Amend:** 1/3/2022

**Status:** 1/3/2022-From committee chair, with author's amendments: Amend, and re-refer to Com. on H & C.D. Read second time and amended. Re-referred to Com. on H. & C.D. Assembly Rule 56 suspended (pending re-refer to Com. on L. GOV.)

**Location:** 1/3/2022-A. H. & C.D.

**Calendar:**

1/12/2022 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY

DEVELOPMENT, WICKS, Chair

1/12/2022 1:30 p.m. - State Capitol, Room 437 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

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

**Position**

**AB 1449 (Wicks D) Housing.**

**Current Text:** Introduced: 2/19/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/19/2021) (May be acted upon Jan 2021)

**Location:** 5/7/2021-A. 2 YEAR

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

**Position**

**AB 1462 (Fong R) Affordable housing: grant programs: progress payments.**

**Current Text:** Introduced: 2/19/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/11/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Current law establishes various housing programs administered by the Department of Housing and Community Development, including, among others, the CalHome Program to enable low- and very low income households to become or remain homeowners and the California Emergency Solutions Grants Program the purpose of addressing the crisis of homelessness in California. This bill would require the department to establish and administer a progress payment option for grants distributed pursuant to any program administered by the department that relates to the development of affordable housing, including, among other, the CalHome Program and the California Emergency Solutions Grants Program described above.

**Position**

**AB 1486 (Carrillo D) California Environmental Quality Act: housing.**

**Current Text:** Amended: 4/21/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 4/21/2021

**Status:** 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was H. & C.D. on 4/14/2021)(May be acted upon Jan 2021)

Attachment: Legislative Tracking Report Bill Matrix (Legislative Tracking Report)

**Location:** 5/7/2021-A. 2 YEAR

**Summary:** CEQA establishes a procedure by which a person may seek judicial review of a decision of the lead agency made pursuant to CEQA. If an action or proceeding is brought seeking judicial review, CEQA establishes a procedure for the preparation of the record of proceedings upon the filing of an action or proceeding and requires the lead agency to prepare and certify the record of proceedings, but authorizes the plaintiff or petitioner to elect to prepare the record of proceedings. This bill, in an action or proceeding seeking judicial review under CEQA of certain actions taken by a city with a certain population or by a city and county before January 1, 2025, defined as a "housing element update project," would prohibit a court from enjoining, invalidating, voiding, setting aside, or issuing an order to suspend, invalidate, rescind, void, or set aside the decision for the housing element update project, except to the extent the court finds it necessary to avoid an imminent threat to public health and safety.

**Position**

**AB 1492 (Bloom D) Department of Housing and Community Development: high-opportunity areas and sensitive communities.**

**Current Text:** Amended: 4/21/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 4/21/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/12/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-A. 2 YEAR

**Summary:** Current law establishes the Department of Housing and Community Development within the Business, Consumer Services, and Housing Agency and sets forth its powers and duties, including, among other things, responsibility for coordinating federal-state relationships in housing and community development and assisting communities and persons to avail themselves of state housing programs. This bill would require the department to designate areas in this state as high-opportunity areas and sensitive communities, as provided, by January 1, 2023, in accordance with specified requirements. The bill would require the department to update those designations every 5 years, or more frequently at the discretion of the department..

**Position**

**AB 1501 (Santiago D) Planning and zoning: housing development: very low and lower income households**

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

**Introduced:** 2/19/2021

**Last Amend:** 1/3/2022

**Status:** 1/4/2022-Re-referred to Com. on H. & C.D.

**Location:** 1/3/2022-A. H. & C.D.

**Summary:** Current law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine each region's existing and projected housing need, and requires each 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. If the inventory of sites included in a housing element as described above does not identify 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, as provided. This bill, if specified local governments within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura fail to complete this rezoning to accommodate 100% of the need for housing for very low and lower income households allocated as described above within one year of the statutory deadline for that rezoning, would require the department to complete that rezoning on behalf of the local government within one year after the local government becomes subject to these provisions.

**Position**

**AB 1515 (Santiago D) Earned Income Tax Credit Outreach and Education and Free Tax Assistance Grant Program.**

**Current Text:** Amended: 4/26/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 4/26/2021

**Status:** 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was GOV. & F. on 6/16/2021)(May be acted upon Jan 2022)

**Location:** 7/14/2021-S. 2 YEAR

**Summary:** Would establish the Earned Income Tax Credit Outreach and Education and Free Tax

Attachment: Legislative Tracking Report Bill Matrix (Legislative Tracking Report)

Assistance Grant Program, and upon appropriation by the Legislature, would require the Franchise Tax Board to allocate grants to qualified nonprofit community-based organizations or local government agencies to increase the number of eligible households claiming the state and federal Earned Income Tax Credit, the Golden State Stimulus, and the Young Child Tax Credit, and to increase awareness of ITIN tax status eligibility. The bill would authorize the Franchise Tax Board to administratively partner with the Department of Community Services and Development to administer the program. The bill would establish the Earned Income Tax Credit Outreach and Education and Free Tax Assistance Grant Fund in the State Treasury for these purposes.

**Position**

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

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

**Introduced:** 2/19/2021

**Last Amend:** 1/3/2022

**Status:** 1/3/2022-From committee chair, with author's amendments: Amend, and re-refer to Com. on H & C.D. Read second time and amended. Re-referred to Com. on H. & C.D. Assembly Rule 56 suspended (pending re-refer to Com. on L. GOV.)

**Location:** 1/3/2022-A. H. & C.D.

**Calendar:**

1/12/2022 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, WICKS, Chair

1/12/2022 1:30 p.m. - State Capitol, Room 437 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

**Summary:** The Density Bonus Law requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Previously existing law, until January 1, 2022, required a city, county, or city and county to grant a commercial developer a development bonus, as specified, when an applicant for approval of a commercial development had entered into an agreement for partnered housing with an affordable housing developer to contribute affordable housing through a joint project or 2 separate projects encompassing affordable housing. This bill would reenact the above-described provisions regarding the granting of development bonuses to certain projects.

**Position**

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

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

**Introduced:** 1/3/2022

**Status:** 1/4/2022-From printer. May be heard in committee February 3.

**Location:** 1/3/2022-A. PRINT

**Summary:** Would establish the California Student Housing Revolving Loan Fund Act of 2022 to provide zero-interest loans to qualifying applicants of the University of California, the California State University, and the California Community Colleges for the purpose of constructing affordable student housing and faculty and staff housing, as specified. The bill would establish the California Student Housing Revolving Fund as a continuously appropriated fund in the State Treasury, thereby making an appropriation. The bill would state the intent of the Legislature to appropriate \$5,000,000,000 for purposes of the housing loans.

**Position**

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

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

**Introduced:** 12/7/2020

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

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

**Summary:** The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.

**Position**  
Support

**SB 3**

**(Caballero D) Education finance: local control and accountability plan portal.**

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

**Introduced:** 12/7/2020

**Last Amend:** 1/3/2022

**Status:** 1/6/2022-Set for hearing January 12.

**Location:** 1/3/2022-S. ED.

**Calendar:** 1/12/2022 10 a.m. - John L. Burton Hearing Room (4203) SENATE EDUCATION, LEYVA, Chair

**Summary:** Would require the State Department of Education to develop, on or before July 1, 2023, a local control and accountability plan portal that will allow comprehensive analysis by policymakers of actions, expenditures, and progress on metrics included within local control and accountability plans adopted by local educational agencies. The bill would require the portal to include a tracking mechanism for school districts, county offices of education, and charter schools to use to report the types of services on which they spend their supplemental and concentration grant funds.

**Position**  
Watch

**SB 5**

**(Atkins D) Affordable Housing Bond Act of 2022.**

**Current Text:** Amended: 3/10/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 3/10/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was HOUSING on 3/18/2021)(May be acted upon Jan 2022)

**Location:** 9/10/2021-S. 2 YEAR

**Summary:** Under existing law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership for very low and low-income households, and downpayment assistance for first-time homebuyers. Existing law also authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law and requires that proceeds from the sale of these bonds be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. This bill would enact the Affordable Housing Bond Act of 2022 which, if adopted, would authorize the issuance of bonds in the amount of \$6,500,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to fund affordable rental housing and homeownership programs. The bill would state the intent of the Legislature to determine the allocation of those funds to specific programs. This bill would provide for submission of the bond act to the voters at the November 8, 2022, statewide general election in accordance with specified law.

**Position**  
Watch

**SB 6**

**(Caballero D) Local planning: housing: commercial zones.**

**Current Text:** Amended: 8/23/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 8/23/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was H. & C.D. on 8/23/2021)(May be acted upon Jan 2022)

**Location:** 9/10/2021-A. 2 YEAR

**Summary:** The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. This bill, the Neighborhood Homes Act, would deem a housing development project, as defined, an allowable use on a neighborhood lot, which is defined as a parcel within an office or retail commercial zone that is not adjacent to an industrial use. The bill would require the density for a housing development under these provisions to meet or exceed the density deemed appropriate to accommodate housing for lower income households according to the type of local jurisdiction, including a density of at least 20 units per acre for a suburban jurisdiction.

**Position**  
Watch

**SB 15**

**(Portantino D) Housing development: incentives: rezoning of idle retail sites.**

**Current Text:** Amended: 5/20/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 5/20/2021

Attachment: Legislative Tracking Report Bill Matrix (Legislative Tracking Report)



**Status:** 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was DESK on 6/1/2021) (May be acted upon Jan 2022)

**Location:** 7/14/2021-A. 2 YEAR

**Summary:** Current law establishes, among other housing programs, the Workforce Housing Reward Program, which requires the Department of Housing and Community Development to make local assistance grants to cities, counties, and cities and counties that provide land use approval to housing developments that are affordable to very low and low-income households. This bill, upon appropriation by the Legislature in the Budget Act or other act, would require the department to administer a program to provide incentives in the form of grants allocated as provided to local governments that rezone idle sites used for a big box retailer or a commercial shopping center to instead allow the development of housing, as defined.

**Position**

Support

**SB 696**

**(Allen D) Enhanced infrastructure financing districts: housing: underutilized or deteriorated retail property: covenants and restrictions: eminent domain.**

**Current Text:** Amended: 9/9/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 9/9/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was GOV. & F. on 9/9/2021)(May be acted upon Jan 2022)

**Location:** 9/10/2021-S. 2 YEAR

**Summary:** Current law authorizes a district to finance a mixed-income housing development if the district is only financing units restricted to occupancy by persons of very low, low, or moderate income: or onsite facilities for childcare, after school care, and social services for tenants of the restricted units. This bill would authorize a district to also finance units in a mixed-income housing development that are allocated to the jurisdictions in the district pursuant to regional housing needs allocations determined in accordance with housing element laws.

**Position**

**SB 747**

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

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

**Introduced:** 2/19/2021

**Last Amend:** 1/3/2022

**Status:** 1/3/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS. Re-referred to Coms. on HOUSING and JUD.

**Location:** 1/3/2022-S. HOUSING

**Summary:** Would, until January 1, 2025, create a grant program under the administration of the Department of Housing and Community Development and would require the department to award a program grant, as defined, to a qualified applicant who submits a complete application, as defined, on a first-come, first-served basis. The bill would define "qualified applicant" to mean a landlord who satisfies certain criteria, including that the landlord has applied for rental assistance funds pursuant to the State Rental Assistance Program and either received a negative final decision, as specified, or the landlord has been notified that an application to the State Rental Assistance Program was submitted, as specified, but 20 days have passed without a final decision being rendered.

**Position**

**SB 765**

**(Stern D) Accessory dwelling units: setbacks.**

**Current Text:** Introduced: 2/19/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was HOUSING on 3/3/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-S. 2 YEAR

**Summary:** The Planning and Zoning Law, among other things, provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. Current law prohibits a local agency's accessory dwelling unit ordinance from imposing a setback requirement of more than 4 feet from the side and rear lot lines for an accessory dwelling unit that is not converted from an existing structure or a new structure constructed in the same location and to the same dimensions as an existing structure. This bill would remove the above-described prohibition on a local agency's accessory dwelling unit ordinance, and would instead provide that the rear and side yard setback requirements for accessory dwelling units may be set by the local agency. The bill would authorize an accessory dwelling unit applicant to submit a request to the local agency for an alternative rear and side yard setback requirement if the local agency's setback requirements make the building of the accessory dwelling

unit infeasible.

**Position**

**SB 809 (Allen D) Multijurisdictional regional agreements: housing element.**

**Current Text:** Amended: 3/10/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 3/10/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was HOUSING on 3/18/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-S. 2 YEAR

**Summary:** Would authorize a city or county to satisfy part of its requirement to identify zones suitable for residential development by adopting and implementing a multijurisdictional regional agreement. The bill would require the multijurisdictional regional agreement to clearly establish the jurisdiction that is contributing suitable land for residential development and the jurisdiction or jurisdictions that are contributing funding for that development. The bill would require that a multijurisdictional regional agreement be between 2 or more cities or counties that are located within the same county or within adjacent counties. This bill would require a jurisdiction that is a party to a multijurisdictional regional agreement under these provisions to provide specified information in its housing element, including how the multijurisdictional regional agreement will satisfy the jurisdiction's housing need for a designated income level.

**Position**

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

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

**Introduced:** 12/7/2020

**Status:** 1/4/2022-Read second time. Ordered to third reading.

**Location:** 1/4/2022-S. THIRD READING

**Calendar:** 1/14/2022 #27 SENATE THIRD READING

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

**Position**

Support

**Land Use/Zoning**

**ACA 7 (Muratsuchi D) Local government: police power: municipal affairs: land use and zoning.**

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

**Introduced:** 3/16/2021

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

**Location:** 3/16/2021-A. PRINT

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

**Position**

**Local Government**

**SB 12 (McGuire D) Local government: planning and zoning: wildfires.**



**Current Text:** Amended: 7/1/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 7/1/2021

**Status:** 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was H. & C.D. on 6/24/2021)(May be acted upon Jan 2022)

**Location:** 7/14/2021-A. 2 YEAR

**Summary:** Current law requires that the Office of Planning and Research, among other things, coordinate with appropriate entities, including state, regional, or local agencies, to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities, as provided. This bill would require the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after July 1, 2024, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit strategy to reduce the risk of property loss and damage during wildfires, as specified, and would require the planning agency to submit the adopted strategy to the Office of Planning and Research for inclusion into the above-described clearinghouse.

**Position**

Watch

## Natural Resources

[AB 78](#)

**(O'Donnell D) San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy: territory: Dominguez Channel watershed and Santa Catalina Island.**

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

**Introduced:** 12/7/2020

**Status:** 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/23/2021)(May be acted upon Jan 2022)

**Location:** 8/27/2021-S. 2 YEAR

**Summary:** 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 and Santa Catalina Island, as described, within that definition of territory, and would make various related changes to the boundaries of that territory.

**Position**

Watch

[SB 482](#)

**(Hueso D) Salton Sea: long-term strategy.**

**Current Text:** Amended: 4/7/2021 [html](#) [pdf](#)

**Introduced:** 2/17/2021

**Last Amend:** 4/7/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was N.R. & W. on 3/18/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-S. 2 YEAR

**Summary:** Current law, including the Salton Sea Restoration Act, specifies various sources of funding for Salton Sea restoration and mitigation projects, and provides for the allocation of various responsibilities among state agencies and regional water agencies for implementation and administration of those projects. This bill would require the secretary to work with local stakeholders to develop a long-term strategy for the Salton Sea. The bill would require the long-term strategy to, among other things, assess the environmental impacts and economic viability of the Salton Sea, identify challenges to enacting a long-term strategy, and provide recommendations for addressing the identified challenges.

**Position**

[SB 527](#)

**(Melendez R) Greenhouse Gas Reduction Fund: high-speed rail: Salton Sea restoration.**

**Current Text:** Introduced: 2/17/2021 [html](#) [pdf](#)

**Introduced:** 2/17/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 2/25/2021) (May be acted upon Jan 2022)

**Location:** 4/30/2021-S. 2 YEAR

**Summary:** The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain components of a specified high-speed rail project. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2022. The bill, beginning with the 2022–23 fiscal year, would annually transfer 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Salton Sea Restoration Fund. This bill contains other existing laws.

**Position**

**Parks, Rec, & Neighborhood Services**

**AB 1272 (Rubio, Blanca D) Park property.**

**Current Text:** Introduced: 2/19/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/19/2021) (May be acted upon Jan 2021)

**Location:** 5/7/2021-A. 2 YEAR

**Summary:** Existing law provides for the acquisition of public park property and facilities and compensation for that transfer under specified circumstances. This bill would state the intent of the Legislature to enact subsequent legislation relating to park property.

**Position**

**Planning, Building, & Code Enforcement**

**AB 500 (Ward D) Local planning: coastal development: streamlined permitting.**

**Current Text:** Amended: 8/31/2021 [html](#) [pdf](#)

**Introduced:** 2/9/2021

**Last Amend:** 8/31/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/9/2021)(May be acted upon Jan 2022)

**Location:** 9/10/2021-S. 2 YEAR

**Summary:** The Coastal Act generally requires each local government lying, in whole or in part, within the coastal zone to prepare a local coastal program for that portion of the coastal zone within its jurisdiction. This bill would require a local government lying, in whole or in part, within the coastal zone that has a certified land use plan or a fully certified local coastal program to adopt, by January 1, 2024 an amendment to that plan or program, as applicable, specifying streamlined permitting procedures in nonhazardous zones for the approval of (1) accessory dwelling units or junior accessory dwelling units consistent with specified requirements relating to the rental of those units (2) projects in which a specified percentage of the units will be affordable to lower income households or designated for supportive housing, as those terms are defined, and (3) Low Barrier Navigation Centers, as defined. The bill would require that the amendment be submitted to, and processed and approved by, the commission consistent with the above-described requirements for the amendment of a local coastal program.

**Position**

**AB 965 (Levine D) Building standards: electric vehicle charging infrastructure.**

**Current Text:** Amended: 6/29/2021 [html](#) [pdf](#)

**Introduced:** 2/17/2021

**Last Amend:** 6/29/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/10/2021)(May be acted upon Jan 2022)

**Location:** 9/10/2021-S. 2 YEAR

**Summary:** Would require the Department of Housing and Community Development to, when considering proposed building standards for future electric vehicle charging infrastructure in existing

Attachment: Legislative Tracking Report Bill Matrix (Legislative Tracking Report)

multifamily dwellings, consider whether electric vehicle charging standards shall only apply to multifamily dwellings or during the time of construction activity requiring a building or electrical permit in order to minimize the cost of installing infrastructure, and whether to require up to 20% of parking spaces in existing multifamily dwellings to support future installation of electric vehicle charging infrastructure. The bill would require the commission, by July 1, 2024, or the publication of the next interim California Building Code, whichever comes first, to research, develop, and propose building standards regarding the installation of future electric vehicle charging infrastructure for parking spaces for existing nonresidential development, as specified.

**Position**

**AB 968 (Frazier D) Wildfire resilience: community certification.**

**Current Text:** Amended: 3/18/2021 [html](#) [pdf](#)

**Introduced:** 2/17/2021

**Last Amend:** 3/18/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/18/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Would require, on or before January 1, 2023, the agency to research, and provide a report to the Legislature with recommendations for, ways in which a community that undertakes science-supported wildfire resilience actions can be recognized with a peer-reviewed, community-level certification in order to acknowledge and motivate wildfire resilience activity, as provided. The bill would provide that the sum of \$2,000,000 shall be appropriated from the Greenhouse Gas Reduction Fund in the annual Budget Act each year through the 2022–23 fiscal year to the agency for purposes of this research and report.

**Position**

**AB 1016 (Rivas, Robert D) Local planning: streamlined housing development: nonprofit corporations.**

**Current Text:** Amended: 3/18/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Last Amend:** 3/18/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/18/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Would authorize a development proponent to submit for approval, and require a local government to approve, a housing development, as specified, pursuant to a streamlined, ministerial process if it meets certain objective planning standards, including that the development be built or developed by a qualified nonprofit corporation and have 25 or fewer units. The bill would require the development proponent to submit a notice of intent to submit an application to the local government, following which the local government is required to conduct a scoping consultation regarding the proposed development with any California Native American tribe that is traditionally and culturally affiliated with the geographic area, as provided.

**Position**

**AB 1401 (Friedman D) Residential and commercial development: remodeling, renovations, and additions: parking requirements.**

**Current Text:** Amended: 7/5/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 7/5/2021

**Status:** 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/16/2021)(May be acted upon Jan 2022)

**Location:** 8/27/2021-S. 2 YEAR

**Summary:** Would prohibit a public agency in a county with a population of 600,000 or more 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 1/2 mile, as specified, of public transit, as defined. The bill would prohibit a public agency in a city with of 75,000 or more located in a county with a population of less than 600,000 from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the project is located within 1/4 mile, as specified, of public transit, as defined. The bill would create authorizations in this regard for a city or a county to which these prohibitions do not apply.

**Position**

**[AB 1447](#) (Cooley D) The Rural California Infrastructure Act.**

**Current Text:** Amended: 5/3/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 5/3/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was APPR. SUSPENSE FILE on 5/12/2021)(May be acted upon Jan 2022)

**Location:** 9/10/2021-A. 2 YEAR

**Summary:** The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the Infrastructure and Economic Development Bank (I-Bank) and authorizes it to, among other things, issue bonds, make loans, and provide other financial assistance to various types of projects that constitute economic development facilities or public development facilities. The act establishes in the State Treasury the California Infrastructure and Economic Development Bank Fund (I-Bank Fund) for the purpose of implementing the objectives and provisions of the act and continuously appropriates moneys in the fund, except as prescribed. This bill, authorize the I-Bank to establish the Rural California Infrastructure Program for the purpose of making competitive grant awards to eligible local agencies for rural infrastructure projects, as prescribed. authorize the I-Bank to establish the Rural California Infrastructure Program for the purpose of making competitive grant awards to eligible local agencies for rural infrastructure projects, as prescribed.

**Position**

**[SB 499](#) (Leyva D) General plan: land use element: uses adversely impacting health outcomes.**

**Current Text:** Introduced: 2/17/2021 [html](#) [pdf](#)

**Introduced:** 2/17/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was GOV. & F. on 2/25/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-S. 2 YEAR

**Summary:** Would prohibit the land use element from designating land uses that have the potential to significantly degrade local air, water, or soil quality or to adversely impact health outcomes in disadvantaged communities to be located, or to materially expand, within or adjacent to a disadvantaged community or a racially and ethnically concentrated area of poverty. By expanding the duties of cities and counties in the administration of their land use planning duties, the bill would impose a state-mandated local program.

**Position**

**[SB 581](#) (Atkins D) General plan.**

**Current Text:** Introduced: 2/18/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 7/1/2021)(May be acted upon Jan 2022)

**Location:** 9/10/2021-A. 2 YEAR

**Summary:** The Planning and Zoning Law, requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the planning agency of a city or county to provide by April 1 of each year an annual report to, among other entities, the Department of Housing and Community Development. The law requires that the annual report include, among other specified information, the number of housing development applications received and the number of units approved and disapproved in the prior year. This bill would additionally require the planning agency include in the annual report whether the city or county is a party to a court action related to a violation of state housing law, and the disposition of that action.

**Position**

**[SB 679](#) (Kamlager D) Los Angeles County: affordable housing.**

**Current Text:** Amended: 8/23/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 8/23/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was H. & C.D. on 8/23/2021)(May be acted upon Jan 2022)

**Location:** 9/10/2021-A. 2 YEAR

**Summary:** Current law provides for the establishment of various special districts that may support and finance housing development, including affordable housing special beneficiary districts that are authorized to promote affordable housing development with certain property tax revenues that a city or county would otherwise be entitled to receive. This bill, the Los Angeles County Regional Housing Finance Act, would establish the Los Angeles County Affordable Housing Solutions Agency and would

state that the agency's purpose is to increase the supply of affordable housing in Los Angeles County by providing for significantly enhanced funding and technical assistance at a regional level for renter protections, affordable housing preservation, and new affordable housing production, as specified.

**Position**

**SB 695 (Ochoa Bogh R) Mitigation Fee Act: housing developments.**

**Current Text:** Amended: 3/7/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 3/7/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was GOV. & F. on 3/18/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-S. 2 YEAR

**Summary:** Would prohibit a local agency from imposing a housing impact requirement adopted by the local agency on a housing development project, as defined, unless specified requirements are satisfied by the local agency, including that the local agency prepare and adopt a nexus study, as specified. The bill, for purposes of these provisions, defines "housing impact requirement" as a fee imposed under the Mitigation Fee Act, dedications of parkland or in-lieu fees imposed under the Quimby Act, or a construction excise tax. This bill would require a local agency to adopt a nexus study that is used to demonstrate compliance with these provisions, subject to specified public participation requirements. This bill would prohibit a housing impact requirement from exceeding the amount necessary to maintain the existing level of service identified in the nexus study for the type of capital facility for which the housing impact requirement is imposed.

**Position**

**SB 778 (Becker D) Buy Clean California Act: Environmental Product Declarations: concrete.**

**Current Text:** Amended: 6/21/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 6/21/2021

**Status:** 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was A. & A.R. on 6/24/2021)(May be acted upon Jan 2022)

**Location:** 7/14/2021-A. 2 YEAR

**Summary:** Would require as part of the Buy Clean California Act, beginning July 1, 2022, an awarding authority to require a successful bidder for a contract for an eligible project, as separately defined for purposes of these requirements, to submit a current Environmental Product Declaration, as defined, for each concrete product before the product is installed in the project, as provided. The bill would require the awarding authority, beginning January 1, 2023, when letting contracts that include concrete for use in an eligible project to require all bids to include the global warming potential, as defined, for each concrete product that will be delivered, the total concrete production CO2e, as defined, for all concrete products included in the bid, and an estimate of delivery emissions, as defined, from transporting the concrete. The bill would require the State Air Resources Board, on or before January 1, 2024, to establish, and the department to publish in the State Contracting Manual, in a department management memorandum, or on the department's internet website, the maximum global warming potential for concrete at the industry average global warming potential for concrete within each project region and performance class, as provided.

**Position**

**Public Safety**

**AB 17 (Cooper D) Peace officers: disqualification from employment.**

**Current Text:** Amended: 1/12/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 1/12/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 1/11/2021 (May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Would disqualify a person from being a peace officer if the person has been discharged from the military for committing an offense that would have been a felony if committed in California or if the person has been certified as a peace officer and has had that certification revoked by the Commission on Peace Officer Standards and Training.

**Position**

Watch

**AB 60**

**(Salas D) Law enforcement.**

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

**Introduced:** 12/7/2020

**Last Amend:** 3/16/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 1/11/2021 (May be acted upon Jan 2022))

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Would disqualify a person from being employed as a peace officer if that person has been convicted of, or has been adjudicated by a military tribunal as having committed an offense that would have been a felony if committed in this state. The bill would also disqualify any person who has been certified as a peace officer by the Commission on Peace Officer Standards and Training and has had that certification revoked by the commission.

**Position**

Watch

**AB 94**

**(Jones-Sawyer D) Correctional officers.**

**Current Text:** Amended: 5/4/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 5/4/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/12/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-A. 2 YEAR

**Summary:** Would require a correctional officer employed by the Department of Corrections and Rehabilitation to undergo a confidential mental health evaluation every calendar year to determine whether the individual has an emotional or mental condition that might adversely affect their exercise of the duties and powers of a correctional officer. The bill would specify the training and experience required for those conducting the evaluations. If a mental health evaluator determines that the individual has a condition that might adversely affect their exercise of the duties and powers of a correctional officer, the bill would require the evaluator to notify the correctional officer of that determination. The bill would prohibit the evaluation from being shared with the Department of Human Resources without the affirmative and informed written consent of the correctional officer.

**Position**

Watch

**SB 17**

**(Pan D) Office of Racial Equity.**

**Current Text:** Amended: 7/1/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 7/1/2021

**Status:** 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. on 6/30/2021 (May be acted upon Jan 2022))

**Location:** 8/27/2021-A. 2 YEAR

**Summary:** Would, until January 1, 2029, would establish in state government an Office of Racial Equity an independent public entity not affiliated with an agency or department, governed by a Racial Equity Advisory and Accountability Council. The bill would authorize the council to hire an executive director to organize, administer, and manage the operations of the office. The bill would task the office with coordinating, analyzing, developing, evaluating, and recommending strategies for advancing racial equity across state agencies, departments, and the office of the Governor. The bill would require the office, in consultation with state agencies, departments, and public stakeholders, as appropriate, to develop a statewide Racial Equity Framework that includes a strategic plan with policy and inclusive practice recommendations, guidelines, goals, and benchmarks to reduce racial inequities, promote racial equity, and address individual, institutional, and structural racism.

**Position**

Watch

Attachment: Legislative Tracking Report Bill Matrix (Legislative Tracking Report)

**Public Works**

**AB 1053**

**(Gabriel D) City selection committees: County of Los Angeles: quorum: teleconferencing.**

**Current Text:** Amended: 4/20/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Last Amend:** 4/20/2021

**Status:** 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. GOV. on 3/18/2021 (May be acted upon Jan 2021))



**Location:** 5/7/2021-A. 2 YEAR

**Summary:** Current law creates a city selection committee in each county that consists of 2 or more incorporated cities for the purpose of appointing city representatives to boards, commissions, and agencies. Under current law, a quorum for a city selection committee requires a majority of the number of the incorporated cities within the county entitled to representation on the city selection committee. Current law requires a city selection committee meeting to be postponed or adjourned to a subsequent time and place whenever a quorum is not present at the meeting. This bill, for the city selection committee in the County of Los Angeles, would reduce the quorum requirement to 1/3 of all member cities within the county for a meeting that was postponed to a subsequent time and place because a quorum was not present, as long as the agenda is limited to items that appeared on the immediately preceding agenda where a quorum was not established.

**Position**

**Recycling**

**AB 842 (Garcia, Cristina D) California Circular Economy and Plastic Pollution Reduction Act.**

**Current Text:** Amended: 3/22/2021 [html](#) [pdf](#)

**Introduced:** 2/17/2021

**Last Amend:** 3/22/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/18/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Would enact the California Circular Economy and Plastic Pollution Reduction Act, which would establish a comprehensive regulatory scheme for producers, retailers, and wholesalers of single-use packaging, as defined, and single-use products, as defined, made partially or entirely of plastic, to be administered by the Department of Resources Recycling and Recovery. The bill would require producers, within 6 months of the department's adoption of regulations to implement the act, to individually, or to collectively form or join a stewardship organization that will, develop, finance, and implement a convenient and cost-effective program to source reduce, recover, and recycle single-use packaging and single-use products discarded in the state, and develop and submit to the department a stewardship plan, annual report, and budget, as prescribed.

**Position**

**SB 54 (Allen D) Plastic Pollution Producer Responsibility Act.**

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

**Introduced:** 12/7/2020

**Last Amend:** 2/25/2021

**Status:** 1/4/2022-Read second time. Ordered to third reading.

**Location:** 1/4/2022-S. THIRD READING

**Calendar:** 1/14/2022 #25 SENATE THIRD READING

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

**Position**

Watch

**SB 289 (Newman D) Recycling: batteries and battery-embedded products.**

**Current Text:** Amended: 4/13/2021 [html](#) [pdf](#)

**Introduced:** 2/1/2021

**Last Amend:** 4/13/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-S. 2 YEAR

**Summary:** Would make the Rechargeable Battery Recycling Act of 2006 and the Cell Phone Recycling Act of 2004 inoperative as of June 30, 2025, and would repeal those acts as of January 1, 2026. The bill would enact the Battery and Battery-Embedded Product Recycling and Fire Risk Reduction Act of 2021, which would require producers, as defined, either individually or through the creation of one or more stewardship organizations, to establish a stewardship program for batteries and battery-embedded products.

**Position**



## Sea-Level Rise

**[AB 50](#) (Boerner Horvath D) Climate change: Climate Adaptation Center and Regional Support Network: sea level rise.**

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

**Introduced:** 12/7/2020

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 1/11/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Existing law requires the Natural Resources Agency, in collaboration with the Ocean Protection Council, to create, and update biannually, a Planning for Sea Level Rise Database describing steps being taken throughout the state to prepare for, and adapt to, sea level rise. This bill would establish the Climate Adaptation Center and Regional Support Network in the Ocean Protection Council to provide local governments facing sea level rise challenges with information and scientific expertise necessary to proceed with sea level rise mitigation.

**Position**

Watch

**[AB 67](#) (Petrie-Norris D) Sea level rise: working group: economic analysis.**

**Current Text:** Amended: 4/5/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 4/5/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/12/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-A. 2 YEAR

**Summary:** Would require a state agency to take into account the current and future impacts of sea level rise based on projections provided by the Ocean Protection Council when planning, designing, building, operating, maintaining, and investing in infrastructure located in the coastal zone, within the jurisdiction of the San Francisco Bay Conservation and Development Commission, or otherwise vulnerable to flooding from sea level rise or storm surges, or when otherwise approving the allocation of state funds, including, but not limited to, bonds, grants, and loans, for those purposes. The bill would provide that new or expanded infrastructure built pursuant to the above-described provision shall only qualify for state funds if the project is not anticipated to be vulnerable to sea level rise risks during the life of that project.

**Position**

Watch

## Transportation

**[AB 96](#) (O'Donnell D) California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.**

**Current Text:** Amended: 3/22/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 3/22/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/11/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** The California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, upon appropriation from the Greenhouse Gas Reduction Fund, funds zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies and related projects. The program provides that projects eligible for funding include, among others, technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology, and requires, until December 31, 2021, no less than 20% of funding made available for that purpose to support early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology. The program defines "zero- and near-zero-emission" for its purposes. This bill would extend the requirement that 20% of funding be made available to support early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology until December 31, 2026.

**Position**

Watch

**AB 111 (Boerner Horvath D) Transportation: zero-emission vehicles.**

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

**Introduced:** 12/17/2020

**Last Amend:** 1/3/2022

**Status:** 1/4/2022-Re-referred to Com. on TRANS.

**Location:** 4/30/2021-A. TRANS.

**Summary:** Would require the Secretary of Transportation, in consultation with certain state entities, to implement a Safe and Clean Truck Infrastructure Program to support the construction and operation of zero-emission medium- and heavy-duty vehicle parking and electric vehicle charging and hydrogen refueling infrastructure on public and private properties, and to encourage the use of zero-emission vehicles.

**Position**

**AB 117 (Boerner Horvath D) Air Quality Improvement Program: electric bicycles.**

**Current Text:** Amended: 7/16/2021 [html](#) [pdf](#)

**Introduced:** 12/18/2020

**Last Amend:** 7/16/2021

**Status:** 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/16/2021)(May be acted upon Jan 2022)

**Location:** 8/27/2021-S. 2 YEAR

**Summary:** Current law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the production and use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Current law specifies the types of projects eligible to receive funding under the program. This bill would specify projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the program.

**Position**

**AB 371 (Jones-Sawyer D) Shared mobility devices: insurance and tracking.**

**Current Text:** Amended: 7/1/2021 [html](#) [pdf](#)

**Introduced:** 2/1/2021

**Last Amend:** 7/1/2021

**Status:** 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was INS. on 6/30/2021) (May be acted upon Jan 2022)

**Location:** 7/14/2021-S. 2 YEAR

**Summary:** Current law defines shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. Current law requires a city or county that authorizes a shared mobility device provider to operate within its jurisdiction to adopt operation, parking, and maintenance rules, as provided, regarding the use of the shared mobility devices in its jurisdiction before the provider may offer shared mobility devices for rent or use. This bill would require a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille, as specified, to identify the device for the purpose of reporting illegal or negligent activity.

**Position**

**AB 550 (Chiu D) Vehicles: Speed Safety System Pilot Program.**

**Current Text:** Amended: 4/29/2021 [html](#) [pdf](#)

**Introduced:** 2/10/2021

**Last Amend:** 4/29/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/19/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-A. 2 YEAR

**Summary:** Would authorize, until January 1, 2027, the Cities of Los Angeles, Oakland, San Jose, one city in southern California, and the City and County of San Francisco to establish the Speed Safety System Pilot Program for speed limit enforcement in certain areas, if the system meets specified requirements, including that the presence of a fixed or mobile system is clearly identified. The bill would require the participating cities or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and

where the systems would be utilized.

**Position**

**AB 745 (Gipson D) Air pollution: Clean Cars 4 All Program.**

**Current Text:** Amended: 4/21/2021 [html](#) [pdf](#)

**Introduced:** 2/16/2021

**Last Amend:** 4/21/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/12/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-A. 2 YEAR

**Summary:** Would require the State Air Resources Board, as a part of the Clean Cars 4 All Program, to provide vouchers for the purchase of zero-emission vehicles to persons of low income living in disadvantaged communities to replace those persons' vehicles that have failed a smog check inspection, as provided. The bill would require the state board, by January 1, 2024, to take specified actions to meet the goals of the Clean Cars 4 All Program.

**Position**

**AB 786 (Cervantes D) California Transportation Commission: executive director.**

**Current Text:** Introduced: 2/16/2021 [html](#) [pdf](#)

**Introduced:** 2/16/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/25/2021 (May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Existing law establishes within the Transportation Agency the California Transportation Commission. Existing law requires the commission to appoint an executive director for the commission who serves at the pleasure of the commission. This bill would instead require the executive director of the commission to be appointed by the Governor, subject to confirmation by the Senate, and subject to removal at the discretion of the Governor.

**Position**

**AB 840 (Holden D) County transportation commissions: regional transit service: airports.**

**Current Text:** Amended: 3/15/2021 [html](#) [pdf](#)

**Introduced:** 2/17/2021

**Last Amend:** 3/15/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/11/2021 (May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Would 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, as provided. The bill would require the initial regional transit services draft program under these provisions to be completed on or before December 1, 2022. The bill would require the county transportation commissions in the Counties of Los Angeles and San Bernardino to hold a joint public hearing in each county in their jurisdiction on the draft program no earlier than 30 days after the draft has been completed.

**Position**

**AB 859 (Irwin D) Mobility devices: personal information.**

**Current Text:** Introduced: 2/17/2021 [html](#) [pdf](#)

**Introduced:** 2/17/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/21/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-A. 2 YEAR

**Summary:** Would authorize a public agency, defined as a state or local public entity that issues a permit to an operator for mobility services or that otherwise regulates an operator, to require an operator to periodically submit to the public agency anonymized trip data and the operator's mobility devices operating in the geographic area under the public agency's jurisdiction and provide specified notice of that requirement to the operator. The bill would authorize a public agency to share anonymized trip data with a contractor, agent, or other public agency only if specified conditions are met, including that the purpose of the sharing is to assist the public agency in the promotion and protection of transportation planning, integration of mobility options, and road safety.

**Position**

**AB 950** **(Ward D) Department of Transportation: sales of excess real property: affordable housing, emergency shelters, and feeding programs.**  
**Current Text:** Amended: 7/13/2021 [html](#) [pdf](#)  
**Introduced:** 2/17/2021  
**Last Amend:** 7/13/2021  
**Status:** 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. on 7/12/2021 (May be acted upon Jan 2022)  
**Location:** 8/27/2021-S. 2 YEAR  
**Summary:** Would authorize the Department of Transportation to sell its excess real property to the city, county, or city and county where the real property is located if the city, county, or city and county agrees to use the real property for the sole purpose of implementing affordable housing, emergency shelters, or feeding programs, as specified. The bill would exempt these sales from the California Environmental Quality Act, except the department would be required to file a notice of exemption with the Office of Planning and Research and the county clerk of the county in which the real property is located.

**Position**

**AB 1047** **(Daly D) Road Repair and Accountability Act of 2017: reporting internet website.**  
**Current Text:** Amended: 3/26/2021 [html](#) [pdf](#)  
**Introduced:** 2/18/2021  
**Last Amend:** 3/26/2021  
**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/28/2021)(May be acted upon Jan 2022)  
**Location:** 5/25/2021-A. 2 YEAR  
**Summary:** Would require the Transportation Agency to improve the capability of the SB 1 internet website hosted by the agency to provide a comprehensive one-stop reporting interface available to the public. The bill would require the interface to provide timely fiscal information compiled from data provided by each administering agency regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from SB 1.

**Position**

**AB 1110** **(Rivas, Robert D) Zero-emission vehicles: Clean Vehicles Ombudsperson: Climate Catalyst Revolving Loan Fund Program.**  
**Current Text:** Amended: 8/26/2021 [html](#) [pdf](#)  
**Introduced:** 2/18/2021  
**Last Amend:** 8/26/2021  
**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/9/2021)(May be acted upon Jan 2022)  
**Location:** 9/10/2021-A. 2 YEAR  
**Summary:** Would establish the Clean Vehicles Ombudsperson, to be appointed by and report directly to the Director of GO-Biz, and would require the ombudsperson to consult with appropriate entities in identifying available programs and incentives offered by the state that can help to reduce costs and increase participation in a statewide contract or leveraged procurement agreement, as specified. The bill would also require the ombudsperson to convene 2 or more workshops of an advisory committee to aid the ombudsperson in identifying and publishing best practices in adopting zero-emission fleet vehicles for public agencies and identifying appropriate candidate vehicles for bulk purchase, leverage procurement, or other means of widespread adoption by public entities, as specified. The bill would also require the ombudsperson to develop, and recommend that DGS adopt, criteria for evaluating vehicle purchase options or other means of widespread and streamline adoption options, as provided.

**Position**

**AB 1205** **(Frazier D) State Air Resources Board: elections.**  
**Current Text:** Amended: 3/18/2021 [html](#) [pdf](#)  
**Introduced:** 2/19/2021  
**Last Amend:** 3/18/2021  
**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/18/2021)(May be acted upon Jan 2022)  
**Location:** 4/30/2021-A. 2 YEAR  
**Summary:** Would require, as of January 1, 2025, that the State Air Resources Board consist of 14

Attachment: Legislative Tracking Report Bill Matrix (Legislative Tracking Report)

voting members, 11 of whom shall be elected by district voters and 3 of whom shall be appointed by the Governor, the Senate pro Tempore, and the Speaker of the Assembly. The bill would provide that each elected state board member shall serve a 4-year term commencing on January 1 of the calendar year following a statewide election, with the first state board election occurring in 2024, and that no elected state board member shall serve more than a total of 3 terms. The bill would provide that the office of an elected state board member shall be a nonpartisan office, subject to the provisions specified in the Elections Code for nominations and elections.

**Position**

**AB 1218 (McCarty D) Zero-emission new passenger vehicle and light-duty truck goals.**

**Current Text:** Amended: 1/6/2022 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 1/6/2022

**Status:** 1/10/2022-Re-referred to Com. on APPR.

**Location:** 1/6/2022-A. APPR.

**Summary:** Current law requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. On September 23, 2020, the Governor issued Executive Order No. N-79-20 establishing a goal that 100% of in-state sales of new passenger cars and trucks be zero-emission by 2035. This bill would declare that, to help achieve the state's climate and air quality goals and mandates, it is the goal of the state, as established in Executive Order No. N-79-20, that 100% of in-state sales of new passenger vehicles and light-duty trucks be zero-emission by 2035.

**Position**

**AB 1235 (Patterson R) High-speed rail: legislative oversight.**

**Current Text:** Introduced: 2/19/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/11/2021 (May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Would create the Joint Legislative High-Speed Rail Oversight Committee consisting of 3 Members of the Senate and 3 Members of the Assembly to provide ongoing and independent oversight of the high-speed rail project by performing specified duties, and would require the committee to make recommendations to the appropriate standing policy and budget committees of both houses of the Legislature to guide decisions concerning the state's programs, policies, and investments related to high-speed rail. The bill would require the authority to provide the committee with certain documents and information within prescribed timelines, and would require the authority to permit the chairperson of the committee, or the chairperson's designee, to attend meetings of any internal governance committees related to project oversight, as provided.

**Position**

**AB 1260 (Chen R) California Environmental Quality Act: exemptions: transportation-related projects.**

**Current Text:** Amended: 7/6/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 7/6/2021

**Status:** 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/16/2021)(May be acted upon Jan 2022)

**Location:** 8/27/2021-S. 2 YEAR

**Summary:** CEQA includes exemptions from its environmental review requirements for numerous categories of projects, including, among others, projects for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use and projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission transit buses. This bill would further exempt from the requirements of CEQA projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission trains, provided certain requirements are met, including giving prior notice to the public and holding a noticed public meeting, as provided.

**Position**

**AB 1389 (Reyes D) Alternative and Renewable Fuel and Vehicle Technology Program.**

**Current Text:** Amended: 9/3/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 9/3/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/7/2021)(May be acted upon Jan 2022)

**Location:** 9/10/2021-S. 2 YEAR

**Summary:** Current law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. Current law requires the commission to give preference to those projects that maximize the goals of the program based on specified criteria and to fund specified eligible projects, including, among others, alternative and renewable fuel projects to develop and improve alternative and renewable low-carbon fuels. Current law creates the Alternative and Renewable Fuel and Vehicle Technology Fund, to be administered by the commission, and requires the moneys in the fund, upon appropriation by the Legislature, to be expended by the commission to implement the program. This bill would revise and recast the program to expand the purpose of the program to include developing and deploying innovative technologies that transform California's fuel and vehicle types to help reduce criteria air pollutants and air toxics.

**Position**

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

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

**Introduced:** 1/10/2022

**Status:** 1/10/2022-Read first time. To print.

**Location:** 1/10/2022-A. PRINT

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

**Position**

**ACA 1 (Aguilar-Curry D) Local government financing: affordable housing and public infrastructure: vote approval.**

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

**Introduced:** 12/7/2020

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

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

**Summary:** The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.

**Position**

Support

**SB 66 (Allen D) California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.**

**Current Text:** Amended: 4/28/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 4/28/2021

**Status:** 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/19/2021)(May be acted upon Jan 2022)

**Location:** 8/27/2021-A. 2 YEAR

**Summary:** Would require the Secretary of Transportation to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road and transit safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of 23 additional members, selected by the chair or designated, as specified.



**Position**  
Watch

**SB 111** **(Newman D) Schoolbuses: stop requirements.**

**Current Text:** Introduced: 1/7/2021 [html](#) [pdf](#)

**Introduced:** 1/7/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/28/2021 (May be acted upon Jan 2022)

**Location:** 4/30/2021-S. 2 YEAR

**Summary:** Current law requires the driver of any vehicle, upon meeting or overtaking any schoolbus equipped with required signs that is stopped for the purpose of loading or unloading any schoolchildren and displaying a flashing red light signal and stop signal arm, if equipped with a stop signal arm, to bring the vehicle to a stop immediately before passing the schoolbus and to not proceed past the schoolbus until the flashing red light signal and stop signal arm cease operation. This bill would authorize a school district to install and operate an automated video traffic enforcement system as defined, for the purpose of enforcing the prohibition described above. The bill would allow school districts to contract with private vendors for the equipment, operation, and maintenance of an automated video traffic enforcement system, under certain circumstances, and create working agreements with local jurisdictions and local law enforcement.

**Position**

**SB 210** **(Wiener D) Automated license plate recognition systems: use of data.**

**Current Text:** Amended: 3/15/2021 [html](#) [pdf](#)

**Introduced:** 1/12/2021

**Last Amend:** 3/15/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/5/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-S. 2 YEAR

**Summary:** Current law authorizes the Department of the California Highway Patrol to retain license plate data captured by license plate reader technology, also referred to as an automated license plate recognition (ALPR) system, for not more than 60 days unless the data is being used as evidence or for the investigation of felonies. Current law authorizes the department to share that data with law enforcement agencies for specified purposes and requires both an ALPR operator and an ALPR end-user, as those terms are defined, to implement a usage and privacy policy regarding that ALPR information, as specified. Current law requires that the usage and privacy policy implemented by an ALPR operator or an ALPR end-user include the length of time ALPR information will be retained and the process the ALPR operator and ALPR end-user will utilize to determine if and when to destroy retained ALPR information. This bill would include in those usage and privacy policies a requirement that, if the ALPR operator or ALPR end-user is a public agency and not an airport authority, ALPR data that does not match a hot list be destroyed within 24 hours.

**Position**

**SB 261** **(Allen D) Regional transportation plans: sustainable communities strategies.**

**Current Text:** Introduced: 1/27/2021 [html](#) [pdf](#)

**Introduced:** 1/27/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/15/2021 (May be acted upon Jan 2022)

**Location:** 4/30/2021-S. 2 YEAR

**Summary:** current law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires that each regional transportation plan include a sustainable communities strategy developed to achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035 established by the State Air Resources Board. This bill would require that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the board. The bill would make various conforming changes to integrate those additional targets into regional transportation plans.

**Position**

Oppose Unless  
Amended

**SB 475** **(Cortese D) Transportation planning: sustainable communities strategies.**



**Current Text:** Amended: 3/10/2021 [html](#) [pdf](#)

**Introduced:** 2/17/2021

**Last Amend:** 3/10/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/26/2021) (May be acted upon Jan 2022)

**Location:** 4/30/2021-S. 2 YEAR

**Summary:** Would require the State Air Resources Board, on or before June 30, 2023, and in coordination with the California Transportation Commission and the Department of Housing and Community Development, to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at least every 4 years. The bill would delete the provisions related to the Regional Targets Advisory Committee and instead require the State Air Resources Board to appoint, on or before January 31, 2022, the State-Regional Collaborative for Climate, Equity, and Resilience, consisting of representatives of various entities. The bill would require the State-Regional Collaborative for Climate, Equity, and Resilience to develop a quantitative tool for metropolitan planning organizations to use to evaluate a transportation plan's consistency with long-range greenhouse gas emission reduction targets and recommend guidelines for metropolitan planning organizations to use when crafting long-range strategies that integrate state goals related to climate resilience and social equity.

**Position**

**[SB 623](#)**

**(Newman D) Electronic toll and transit fare collection systems.**

**Current Text:** Introduced: 2/18/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was JUD. on 4/13/2021) (May be acted upon Jan 2022)

**Location:** 4/30/2021-S. 2 YEAR

**Summary:** Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would authorize those operators to provide instead only the information specified in functional specifications and standards adopted by the department and operators of toll facilities in this state on federal-aid highways for purposes of interstate interoperability.

**Position**

Support

**[SB 653](#)**

**(Wieckowski D) Vehicles: local agency charges: use of streets or highways.**

**Current Text:** Introduced: 2/19/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was RLS. on 2/19/2021) (May be acted upon Jan 2022)

**Location:** 9/10/2021-S. 2 YEAR

**Summary:** Existing law prohibits a local agency from imposing a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for extra legal loads, after December 31, 1990, unless the local agency had imposed the fee prior to June 1, 1989. This bill would delete obsolete references and make other technical, nonsubstantive changes to these provisions.

**Position**

**[SB 662](#)**

**(Archuleta D) Energy: transportation sector: hydrogen.**

**Current Text:** Amended: 5/3/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 5/3/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-S. 2 YEAR

**Summary:** Would require the Public Utilities (PUC) to additionally evaluate and implement policies to promote the development of equipment and infrastructure needed to facilitate the use of hydrogen to fuel low-emission vehicles, as provided. The bill would require the PUC, in consultation with the State Air Resources Board and the Energy Commission, to authorize gas corporations to file applications for investments in programs to accelerate zero-emission vehicle transportation, defined to include both transportation electrification and the use of hydrogen when it is used as a transportation fuel in fuel

cell electric vehicles, to advance specified environmental objectives.

**Position**

**[SB 735](#) (Rubio D) Vehicles: speed photoimaging enforcement devices.**

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

**Introduced:** 2/19/2021

**Last Amend:** 1/3/2022

**Status:** 1/3/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

**Location:** 1/3/2022-S. TRANS.

**Summary:** Would authorize a local authority to use a speed photoimaging enforcement device, as defined, to enforce speed limits in a school zone. The bill would prescribe requirements for the operation of a speed photoimaging enforcement device, including, among other things, notice to the public, issuance of citations, and confidentiality of data.

**Position**

**[SB 771](#) (Becker D) Sales and Use Tax Law: zero emissions vehicle exemption.**

**Current Text:** Amended: 5/11/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Last Amend:** 5/11/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was DESK on 5/26/2021) (May be acted upon Jan 2022)

**Location:** 9/10/2021-A. 2 YEAR

**Summary:** Current state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, on or after January 1, 2022, would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle, as defined, sold to a qualified buyer, as defined. The bill would provide that this 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.

**Position**

**Wildfire**

**[AB 267](#) (Valladares R) California Environmental Quality Act: exemption: prescribed fire, thinning, and fuel reduction projects.**

**Current Text:** Amended: 6/2/2021 [html](#) [pdf](#)

**Introduced:** 1/15/2021

**Last Amend:** 6/2/2021

**Status:** 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was N.R. & W. on 5/12/2021)(May be acted upon Jan 2022)

**Location:** 7/14/2021-S. 2 YEAR

**Summary:** Current law, until January 1, 2023, exempts from the requirements of CEQA prescribed fire, thinning, or fuel reduction projects undertaken on federal lands to reduce the risk of high-severity wildfire that have been reviewed under the federal National Environmental Policy Act of 1969, as provided. Current law requires the Department of Forestry and Fire Protection, beginning December 31, 2019, and annually thereafter until January 1, 2023, to report to the relevant policy committees of the Legislature the number of times the exemption was used. This bill would extend the exemption from CEQA and the requirement on the department to report to the relevant policy committees of the Legislature to January 1, 2026.

**Position**

**[AB 297](#) (Gallagher R) Fire prevention.**

**Current Text:** Amended: 4/21/2021 [html](#) [pdf](#)

**Introduced:** 1/25/2021

**Last Amend:** 4/21/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was NAT. RES. on

2/12/2021)(May be acted upon Jan 2022)

**Location:** 9/10/2021-A. 2 YEAR

**Summary:** Would continuously appropriate \$480,000,000 and \$20,000,000 to the Department of Forestry and Fire Prevention and the California Conservation Corps, respectively, for fire prevention activities, as provided.

**Position**

**AB 380**

**(Seyarto R) Forestry: priority fuel reduction projects.**

**Current Text:** Introduced: 2/2/2021 [html](#) [pdf](#)

**Introduced:** 2/2/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 2/12/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Under the authority provided pursuant to the California Emergency Services Act, the Governor, on March 22, 2019, issued a proclamation of a state of emergency directing the Department of Forestry and Fire Protection to implement, without delay, fuel reduction projects identified using a methodology developed by the department to determine which communities are at greatest risk of wildfire based on best available science and socioeconomic factors and to identify projects that would reduce the risk of catastrophic wildfire, if completed. The proclamation of a state of emergency exempts those identified fuel reduction projects from various legal requirements, including, among others, requirements regarding public contracting for those projects, requirements for environmental review under the California Environmental Quality Act for those projects, and licensure requirements for individual conducting certain activities for those projects, as provided. This bill would require the department, before December 31, 2022, and before December 31 of each year thereafter, to identify priority fuel reduction projects, as provided.

**Position**

**AB 448**

**(Mayes I) Fire safety: electrical transmission or distribution lines: clearances: notice and opportunity to be heard.**

**Current Text:** Amended: 4/26/2021 [html](#) [pdf](#)

**Introduced:** 2/8/2021

**Last Amend:** 4/26/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 4/21/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Under current law, the Public Utilities Commission, which has regulatory authority over public utilities, including electrical corporations, has established additional vegetation management requirements. Current law provides that a violation of a rule or order of the commission is a crime and provides that the willful or negligent commission of any acts prohibited or the omission of any acts required by specified laws relating to fire safety is a misdemeanor. This bill would revise and recast those provisions related to electrical lines and abatement activities for a person who owns, controls, operates, or maintains an electrical transmission or distribution line, specifying that abatement activities covered by this law include felling, cutting, or trimming trees. The bill would explicitly require a these line clearance and tree pruning and abatement activities to comply with the commission's vegetation management rules.

**Position**

**AB 800**

**(Gabriel D) Wildfires: local general plans: safety elements: fire hazard severity zones.**

**Current Text:** Amended: 3/18/2021 [html](#) [pdf](#)

**Introduced:** 2/16/2021

**Last Amend:** 3/18/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/18/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Current law requires the Director of Forestry and Fire Protection to identify areas of the state as very high fire hazard severity zones, as provided. Current law requires each planning agency to prepare, and the legislative body of each county and city to adopt, a comprehensive, long-term general plan, including a safety element, for the physical development of the county or city, as provided. Current law requires the draft element of, or draft amendment to, the safety element of a county or city's general plan to be submitted to the State Board of Forestry and Fire Protection and to every local agency that provides fire protection to territory in the city or county at least 90 days before the adoption or amendment to the safety element of its general plan for each city or county that contains a very high fire hazard severity zone. This bill would require the director to also identify areas

of the state as moderate and high fire hazard severity zones, as provided.

**Position**

**SB 12**

**(McGuire D) Local government: planning and zoning: wildfires.**

**Current Text:** Amended: 7/1/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 7/1/2021

**Status:** 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was H. & C.D. on 6/24/2021)(May be acted upon Jan 2022)

**Location:** 7/14/2021-A. 2 YEAR

**Summary:** Current law requires that the Office of Planning and Research, among other things, coordinate with appropriate entities, including state, regional, or local agencies, to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities, as provided. This bill would require the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after July 1, 2024, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit strategy to reduce the risk of property loss and damage during wildfires, as specified, and would require the planning agency to submit the adopted strategy to the Office of Planning and Research for inclusion into the above-described clearinghouse.

**Position**

Watch

**SB 55**

**(Stern D) Very high fire hazard severity zone: state responsibility area: development prohibition supplemental height and density bonuses.**

**Current Text:** Amended: 4/5/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Last Amend:** 4/5/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was GOV. & F. on 3/3/2021 (May be acted upon Jan 2022)

**Location:** 4/30/2021-S. 2 YEAR

**Summary:** Would, in furtherance of specified state housing production, sustainability communities strategies, greenhouse gas reduction, and wildfire mitigation goals, prohibit the creation or approval of a new development, as defined, in a very high fire hazard severity zone or a state responsibility area unless there is substantial evidence that the local agency has adopted a comprehensive, necessary, and appropriate wildfire prevention and community hardening strategy to mitigate significant risks of loss, injury, or death, as specified. By imposing new duties on local governments with respect to the approval of new developments in very high fire hazard severity zones and state responsibility areas, this bill would impose a state-mandated local program.

**Position**

Watch

**Total Measures: 182**  
**Total Tracking Forms: 182**

Attachment: Legislative Tracking Report Bill Matrix (Legislative Tracking Report)



**AGENDA ITEM 5**  
**REPORT**

Southern California Association of Governments  
Remote Participation Only  
**January 18, 2022**

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** Legislative Platform Mid-Cycle Update

**RECOMMENDED ACTION:**

Approve

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*As we are in the middle of two-year State and Congressional legislative sessions, staff recommends a mid-cycle update to SCAG’s adopted legislative platform. The staff recommended changes are mostly minor, with an emphasis on removing redundancies. Staff recommends other changes, however, that make the platform consistent with the agency’s recently adopted goals for sponsored legislation, reflect the recent enactment of the Infrastructure Investment and Jobs Act, and acknowledge SCAG’s inclusive economic development work. The suggested updates are a result of collaboration between SCAG’s government and public affairs and planning divisions.*

*Staff invites discussion and feedback from the LCMC on the mid-cycle update. Any changes directed by the LCMC will be incorporated in the update and, if approved, forwarded to the next meeting of the Regional Council.*

**BACKGROUND:**

As we are in the middle of a two-year California and Congressional legislative session, staff recommends a mid-cycle update to the adopted State and Federal Legislative Platform. As part of this update, staff from the Legislation Department led a multi-month outreach effort to all SCAG planning departments to identify opportunities to improve the platform for 2022. Proposed changes include minor updates from staff that update language or remove unnecessary and outdated priorities. Staff also recommends the addition of new priorities to incorporate the agency’s recently adopted goals for sponsored legislation, reflect the recent enactment of the

Infrastructure Investment and Jobs Act, and acknowledge SCAG’s inclusive economic development work.

Staff recommends a more comprehensive update to the Legislative Platform at the conclusion of the current State and Congressional legislation sessions after the 2022 General Election.

The recommended updates to the current sections of the legislative platform are highlighted in the following tables:

<b>State</b>	
Active Transportation	Affordable Housing & Housing Production
Broadband Access	Building Resilience
Cap & Trade	Congestion Reduction
Economic Development *NEW*	Expanding Opportunity
Freight & Goods Movement	Government Efficiency
Project Streamlining	Public Health
Racial Justice	Technology & Data
Transportation Development Act	Transportation Funding
Transportation Safety	

<b>Federal</b>	
Affordable Housing, Homelessness & Local Government	Aviation
Broadband Access	Environment & Air Quality
Freight & Goods Movement	Project Streamlining
Public Health	Public-Private Partnerships
Public Transit & Mobility	Racial Justice
Surface Transportation Policy Reauthorization & Funding *EXPANDED*	Transportation Funding *COLLAPSED*

**STATE**

Staff recommends that the Active Transportation section be updated to remove redundant language while maintaining our commitment for more active transportation funding. This section was also updated to include support for initiatives to address extreme heat impacts.



Next, staff recommends updating the Affordable Housing & Housing Production section to include the Regional Council's recently adopted goals for sponsored legislation, specifically an expansion of the Infill Infrastructure Grant program and support for new incentives for local communities to approve new housing. In addition, staff recommends adding new points to express support for policies that expand access to homeownership and preserve existing affordable housing in this section.

Staff also recommends updates to the Broadband Access section to express support for additional funding and resources for tribal lands and anchor institutions. Staff also recommends the addition of two points that express support for further collaboration among all levels of government for expanding broadband infrastructure. The State and Federal sections were updated to maintain their consistency.

Staff recommends the Building Resilience section to be updated to express support for net-GHG reducing agriculture and integrated planning for land use with water supply and quality. The addition of these two points would make the Platform more consistent with Connect SoCal.

Due to the increased recognition of the supply-chain crisis and congestions at Southern California's ports, staff recommends the addition of a point in the Freight and Goods Movement section to express support for funding strategies that recognize the disproportionate goods movement impacts that the Southern California region faces.

Staff recommends updates to the Project Streamlining section to express support for reforming the implementation of SB 743's Vehicle Miles Traveled provisions to ensure that Southern California's unique and diverse landscapes are considered.

Staff recommends the inclusion of a point in the Technology and Data section to express support for a life-cycle approach for new technologies, and specifically for batteries that power electric vehicles. This point was made consistent in the federal Environment and Air Quality section.

## **FEDERAL**

In addition to technical clean-ups and consistency changes mentioned above, staff recommends merging the former Surface Transportation Policy and Transportation Funding sections. Staff makes this recommendation because the recently enacted Infrastructure Investment and Jobs Act contained many of the surface transportation policy priorities previously included in those two separate sections.



**FISCAL IMPACT:**

Work associated with the Legislative Platform Mid-Cycle Update staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.

**ATTACHMENT(S):**

1. 2021 SCAG Legislative Platform Proposed Changes - Clean
2. 2022 SCAG Legislative Platform Proposed Changes - Redline\_final



## ABOUT SCAG

Founded in 1965, the Southern California Association of Governments (SCAG) is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments.

The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. The agency develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality management plans. In 1992, SCAG expanded its governing body, the Executive Committee, to a 70-member Regional Council to help accommodate new responsibilities mandated by the federal and state governments, as well as to provide more broad-based representation of Southern California's cities and counties. With its expanded membership structure, SCAG created regional districts to provide for more diverse representation. The districts were formed with the intent to serve equal populations and communities of interest. Currently, the Regional Council consists of 86 members.

In addition to the six counties and 191 cities that make up SCAG's region, there are six County Transportation Commissions that hold the primary responsibility for programming and implementing transportation projects, programs and services in their respective counties. Additionally, SCAG Bylaws provide for representation of Native American tribes, Air Quality Districts, and the Transportation Corridor Agencies on the Regional Council and Policy Committees.

## SCAG'S LEGISLATIVE PROGRAM

SCAG maintains a State and Federal Legislative Program, which consists of the Regional Council's positions on policies and legislative initiatives related to SCAG's core planning and policy areas—transportation, air quality, freight/goods movement, housing, environmental impact, sustainability, and economic recovery and job creation—that need the leadership and support of the California State Legislature and Congress to resolve challenges facing the SCAG region.

SCAG's legislative efforts are the product of a committee process whereby the agency's Legislative/Communications & Membership Committee, comprised of elected officials from throughout the region, identifies and recommends specific legislative action for consideration by the Regional Council with respect to state and federal legislation affecting the SCAG region.

The following state and federal legislative principles for 2021 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

## STATE

### Active Transportation

1. Support increased funding to the state's Active Transportation Program (ATP) to provide the resources necessary for First/Last Mile Improvements; separated, on-street bike facilities to increase safety; multi-use trails; Safe Routes to School Programs; cool streets and urban forestry initiatives to reduce extreme heat impacts; and other strategies to increase safe walking and biking.
2. Support legislation that protects the safety of active transportation users and ensure any legislation related to new mobility devices (scooters, etc.) and automated vehicles adequately addresses the needs of these modes.

### Affordable Housing & Housing Production

3. Advocate for a major expansion and investment in the Infill Infrastructure Grant Program, which provides funding for infrastructure improvements that support infill housing development and prioritizes projects near access to transit, in proximity to the essentials of life, and implements sustainable land-use strategies that achieve our greenhouse gas reduction goals.
4. Support the establishment of new incentives that serve as a motivating force for local communities to approve new housing development in the face of opposition.
5. Support the restoration and expansion of tax increment tools to build affordable housing stock, improve public transit, adapt to a changing climate, and reduce climate-warming carbon emissions. Incentivize collaboration among potentially impacted jurisdictions by sharing the net proceeds from future tax increment financing districts and emphasize tax increment as a public financing tool that does not increase taxes to residents.
6. While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery for residential projects, especially those located in a transit-rich area, jobs-rich area, or urban infill site.
7. Advocate for the consistency within state law the sometimes-competing demands contained within SB 375 and the Regional Housing Needs Assessment (RHNA).
8. Advocate for stronger coordination with HCD to support the efforts of jurisdictions to realize shared housing production goals by providing greater flexibility for local jurisdictions conducting housing element updates and for jurisdictions that have completed their housing elements and oppose punitive measures that detract from meeting state and regional housing goals, such as restricting grant funding.
9. In the spirit of collaboration and equity, advocate for the reinstatement of the practice that allows cities and counties to share or trade RHNA allocations as a tool that equips local jurisdictions to facilitate not only effective planning for housing, but its actual development.
10. Advocate for funding programs and guidelines that support regional equity to accommodate the SCAG region's 6th Cycle RHNA allocation of 1.3 million units, as provided by HCD, a number that is nearly three times larger than the determination provided under the 5th cycle and support regional equity goals for the programming of competitive housing programs.
11. As the population of unhoused individuals and families continues to grow in our region, and eviction and homelessness may be exacerbated by the ongoing COVID-19 pandemic, support pandemic rental assistance programs to assist renters and landlords by providing financial assistance for rent and utilities to prevent housing instability, potential eviction, and financial hardship due to the public health emergency.
12. While providing local jurisdictions with additional tools and funding, preserve local authority to address housing production, affordability, and homelessness challenges.
13. Support efforts to expand access to homeownership, particularly for first-time homebuyers and communities of color.

14. Support programs and legislation that expand the capacity to preserve both naturally occurring affordable housing as well as affordable housing with expiring covenants.

#### Broadband Access

15. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions such as schools, health clinics, public housing, and other community support organizations, to bridge the digital divide exacerbated by the COVID-19 pandemic.
16. Support collaboration between the federal, state, regional, and local levels of government, including MPOs and regional broadband consortia, to expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.
17. Support funding for technical studies that would establish baseline conditions in unserved and underserved communities and develop strategies to accelerate broadband deployment in said communities.

#### Building Resilience

18. Advocate that communities affected by natural disasters receive the resources they need to rebuild.
19. Support programs that provide the resources, including staff capacity, necessary for communities to prepare for the consequences of a changing climate and resulting natural disasters.
20. In collaboration with other metropolitan planning organizations and stakeholders, explore potential updates to SB 375 (Steinberg, 2008) with the goal of focusing on ambitious yet achievable actions that will reduce greenhouse gas emissions in partnership with the State.
21. Support the expansion of General Fund and Greenhouse Gas Reduction Fund-funded forest health and fire prevention activities, which are primarily focused on conifer tree forests, to include chaparral landscapes. Advocate for ongoing land management and the stewardship of lands that contain essential chaparral and associated habitats to be context-sensitive, focus on biodiversity maintenance, and restore native vegetation.
22. Support preservation of net-GHG reducing agriculture with a focus on economic development, local food production, and supply.
23. Promote the integrated planning for land use with water supply and quality.

#### Cap & Trade

24. Support transparency, sufficient allocation, and equitable distribution to the SCAG region of Greenhouse Gas Reduction Fund (GGRF) resources commensurate with the region's responsibility and opportunity in meeting the state's overall GHG reduction goals.
25. Support program guidelines and scoring criteria that recognize and are sensitive to California's urban and suburban built environment.
26. Support expanded investment in the state's Commercial Organics Recycling Program that diverts organic material from landfills and support increased funding for local governments implementing the program.
27. Support the increased percentage of the continuous appropriations for the GGRF-funded Transit & Intercity Rail Capital Program and Low Carbon Transit Operations Program to promote transit expansion, ridership, and carbon reduction.

#### Congestion Reduction

28. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.
29. Support legislation that would develop new strategies for reducing congestion caused by school trips, such as expanding access to free or reduced student transit passes, supporting school bussing programs, and funding ongoing Safe Routes to Schools programs.

30. Support local pilot programs and funding mechanisms that employ innovative transportation strategies that reduce congestion and improve mobility, such as congestion or cordon pricing systems, while promoting equity measures.

#### Economic Development

31. Support the State in the rollout of the Community Economic Resiliency Fund (CERF) program such that the SCAG region's population is reflected equitably in the allocation of grant funds.
32. Support identification of ongoing funding sources for economic and workforce development centered on inclusive growth, support for small businesses, family-supporting jobs, access to capital, and entrepreneurship.

#### Expanding Opportunity

33. Support the establishment of a new California State University (CSU) campus in the City of Palm Desert (Coachella Valley) to increase educational and economic opportunities in the SCAG region.
34. Support the consistency within state law of the federal Opportunity Zones program in which private investments in economically distressed communities may, under certain conditions, be eligible for capital gains tax incentives.

#### Freight & Goods Movement

35. Support increased funding to the Trade Corridors Enhancement Program (TCEP), building upon the success of the Trade Corridors Improvement Fund (TCIF), to provide the resources necessary for critical infrastructure enhancements along the State's high-volume freight corridors.
36. Support funding to preserve and maintain transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.
37. Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).
38. Support funding strategies that strengthen the federal commitment to the nation's goods movement system, recognizing both the pivotal role that the SCAG region plays in domestic and international trade and consequently the disproportionate impacts carried by Southern California.

#### Government Efficiency

39. Update the Ralph M. Brown Act to give public agencies the flexibility to omit a lengthy and time-consuming "Roll Call" process during a public vote while maintaining the existing practice of recording and publishing the individual members' votes and making those votes available for public review.
40. Support legislative efforts to modernize the Ralph M. Brown Act to increase public participation, keep up with emerging technology, and allow local government agencies flexibility in conducting official meetings via teleconference and other electronic means.

#### Project Streamlining

41. While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery, especially for transportation, transit-oriented, infill, and/or housing projects.
42. Support measures that require transparency in CEQA litigation and eliminate duplicative CEQA lawsuits.
43. Provide judicial streamlining and an accelerated schedule for judicial review for projects challenged under CEQA when those projects have a clear public benefit, such as transportation, transit-oriented, infill, and/or housing projects.
44. Support efforts to reform the implementation of SB 743's Vehicle Miles Traveled (VMT) provisions, such as more comprehensive CEQA guidance concerning "additionality," unintended consequences for



housing development, and regional solutions, and project-specific design considerations for the State's unique and diverse landscapes.

#### Public Health

45. Support legislative efforts that further a "Health in All Policies" approach to facilitate equitable health outcomes related to SCAG's core public health focus areas: accessibility (to healthy food, parks and open space, and other services), affordable housing, air quality, climate resiliency, economic well-being, health equity, physical activity, and safety.
46. Support statewide and county efforts to collect public health-related data that is stratified by race and ethnicity to allow for improved health equity analyses.
47. Recognizing that climate change, public health, and racial justice are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.
48. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies to reduce extreme heat and emissions exposure, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized transportation options.

#### Racial Justice

49. Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, and practices and affirmatively advance equity and social justice as it relates to planning decisions in the region.

#### Technology & Data

50. Support the incorporation of new technologies and innovations into national and state transportation systems, such as advancements in alternatively powered zero/near-zero emission vehicles, autonomous vehicles, aviation, maritime, commerce, and small electric mobility devices that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.
51. Secure funding to support the coordination among state agencies, MPOs, and other government entities to collect and share data, which reflects emerging technologies, mobility choices, land use collaboration, and regional conservation opportunities.
52. Encourage the California Public Utilities Commission and support legislation related to Transportation Network Companies (TNCs), motorized scooters, and bike-share systems that ensure new regulations adequately protect users of all modes and supports the ability of local jurisdictions to secure access to public interest data, including ridership data, for local and regional planning purposes.
53. As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-cycle approach. For electric vehicles, in particular, support policies that ensure that proper battery reuse, recycling, and disposal are in place.

#### Transportation Development Act

54. Support the development of greater efficiencies within the Transportation Development Act while streamlining and updating performance metrics relating to farebox recovery.
55. Support existing statutory authorization allowing SCAG to receive up to three-quarters of one percent of TDA revenues from SCAG-region county transportation commissions for transportation planning and programming responsibilities.

#### Transportation Funding

56. Protect all existing and new transportation funding sources from borrowing, use for any purpose other than transportation, or new conditions on the distributions of funds that reprioritize transportation projects.
57. Support a transition to a mileage-based user fee funding mechanism as a replacement to state gas taxes to provide sustainable funding to meet our state's transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source.
58. Support regional equity considerations for any funding source to ensure Southern California receives its fair share of funding based upon population, burden, and other quantifiable measures corresponding with the funding source.
59. Support increased funding for transportation projects based on applied regional performance metrics.
60. Support new funding for transportation agencies to offset the cost of implementing climate change initiatives, such as the Innovative Clean Transit regulation and the purchase of zero-emission vehicles and infrastructure.
61. Support legislation that would decrease the voter approval threshold—from the current requirement of 67% to 55%—for the creation, extension, or increase of local transportation tax measures like the authority given to school districts.

#### Transportation Safety

62. Support legislation and updated statewide policies that implement the recommendations of the state's Zero Traffic Fatalities Task Force, which would provide jurisdictions with greater local control to combat rising traffic-related fatalities and serious injuries, especially for the most vulnerable roadway users.
63. Work with the state and local partners to identify new tools and funding mechanisms to strengthen safety outcomes and achieve the region's safety targets, especially for those communities most impacted by high concentrations of serious and fatal crashes.
64. Work with state and local partners to develop resources that would support local jurisdictions' efforts to implement a "Safe System" approach on their local streets and roadways.

### FEDERAL

#### Affordable Housing, Homelessness, & Local Government

1. Support direct and flexible emergency funding for local governments of all sizes to respond to the Coronavirus Disease 2019 (COVID-19) or backfill tax revenue lost due to the global pandemic.
2. As the population of unhoused individuals and families continues to grow in our region, support new federal grant programs to assist cities, counties, and regional collaborations address homelessness challenges through supportive housing models and planning grants.
3. Support increased funding for critical federal programs that local governments depend on, including the Community Development Block Grants (CDBG), Affordable Housing Tax Credit (AFTC), and the HOME Investment Partnerships Program (HOME), as well as the creation of new tools to confront the housing affordability crisis and expand economic opportunity for residents in Southern California.

#### Aviation

4. Advocate for and seek out funding opportunities from the Federal Aviation Administration, which can help SCAG conduct airport passenger studies, planning activities, and forecasting models.
5. Support legislation that raises and indexes the cap on the passenger facility charge (PFC), giving local airports the option to adjust their user fees to make needed infrastructure improvements to airport facilities and for projects that promote access to the airport.
6. Oppose efforts to divert September 11 Security Fees for uses unrelated to the nation's aviation transportation system.

Broadband Access

7. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions such as schools, health clinics, public housing, and other community support organizations, to bridge the digital divide exacerbated by the COVID-19 pandemic.
8. Support collaboration between the federal, state, regional, and local levels of government, including MPOs and regional broadband consortia, to expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.
9. Support funding for technical studies that would establish baseline conditions in unserved and underserved communities and develop strategies to accelerate broadband deployment in said communities.

Environment & Air Quality

10. Support grant and formula programs for climate resiliency, EV charging and fueling infrastructure, and greenhouse gas emissions reduction.
11. As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-cycle approach. For electric vehicles, in particular, support policies that ensure that proper battery reuse, recycling, and disposal are in place.

Freight & Goods Movement

12. Support increased funding that maintains and expands transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.
13. Support increased transparency measures for competitive grant awards.
14. Support increased federal freight funding through the establishment of a dedicated freight trust fund so that revenues can be distributed to states and regions that are most impacted by goods movement.
15. Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).
16. Support funding strategies that strengthen the federal commitment to the nation's goods movement system, recognizing both the pivotal role that the SCAG region plays in domestic and international trade and consequently the disproportionate impacts carried by Southern California.

Project Streamlining

17. Support measures that expedite and streamline both project development and delivery.

Public Health

18. Support legislative efforts that further a "Health in All Policies" approach to facilitate equitable health outcomes related to SCAG's core public health focus areas: accessibility (to healthy food, parks and open space, and other services), affordable housing, air quality, climate resiliency, economic well-being, health equity, physical activity, and safety.
19. Recognizing that climate change, public health, and racial justice are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.
20. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies to reduce extreme heat and emissions exposure, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized transportation options.

Public-Private Partnerships

21. Support further development and implementation of Public-Private Partnerships (P3s) that are transparent, accountable, and marry the policy goals of the public sector with the financial expertise of the private sector to improve project development and delivery throughout the region, including support of improved P3 design-bid-build and design-build procurement processes.
22. Support private activity bonds, debt instruments that raise capital for revenue-generating highway and freight transfer projects, and restore tax exemption for advance refunding bonds, debt instruments that allow an issuer to pay off another outstanding bond in order to enable savings to be reinvested in additional infrastructure upgrades at airports, seaports, qualified highway or surface freight transfer facilities, affordable housing, and other projects with a clear public benefit.
23. Support efforts to protect the tax exemption of municipal bonds.

Public Transit & Mobility

24. Support efforts that expand public transit projects and services, both bus and rail, in the region to reduce congestion and enhance sustainability.
25. Support federal grant or pilot programs for comprehensive planning that encourages Transit-Oriented Development (TOD) opportunities to connect housing, jobs, and mixed-use development with transportation options and broaden eligibility guidelines to include MPOs.
26. Oppose efforts that undermine the authority of states and local governments to enact their own regulations related to autonomous vehicles (AVs).

Racial Justice

27. Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, and practices as it relates to planning decisions in the region.

Surface Transportation Policy & Funding

28. Support increased federal funding to provide stable investments into the national infrastructure and transportation system.
29. Expand eligibility for any planning grant programs to include MPOs as eligible recipients.
30. Support incentive funding to reward self-help jurisdictions. This model recognizes that self-help jurisdictions take risks and make significant local investments while leveraging federal dollars to deliver transportation improvements.
31. Support efforts to increase planning funds that help state and regional governments address impacts associated with climate change, with the goal of making our infrastructure more resilient.
32. Support a transition to a mileage-based user fee funding mechanism as a replacement to federal gas taxes to provide sustainable funding to meet our nation's transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source. Before a transition period, support adjustments to the federal gasoline taxes to maintain purchasing power.
33. Support sustainable solutions that restore the long-term solvency of the Highway Trust Fund, including expanding tolling options on the interstate highway system and providing support for states willing to research and/or pilot innovative revenue programs.
34. Support innovative financing tools and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.
35. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.
36. Support increased investment in the Transportation Alternatives Program (TAP), which is a key funding source for the state's Active Transportation Program (ATP) program.



## ABOUT SCAG

Founded in 1965, the Southern California Association of Governments (SCAG) is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments.

The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. The agency develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality management plans. In 1992, SCAG expanded its governing body, the Executive Committee, to a 70-member Regional Council to help accommodate new responsibilities mandated by the federal and state governments, as well as to provide more broad-based representation of Southern California's cities and counties. With its expanded membership structure, SCAG created regional districts to provide for more diverse representation. The districts were formed with the intent to serve equal populations and communities of interest. Currently, the Regional Council consists of 86 members.

In addition to the six counties and 191 cities that make up SCAG's region, there are six County Transportation Commissions that hold the primary responsibility for programming and implementing transportation projects, programs and services in their respective counties. Additionally, SCAG Bylaws provide for representation of Native American tribes, Air Quality Districts, and the Transportation Corridor Agencies on the Regional Council and Policy Committees.

## SCAG'S LEGISLATIVE PROGRAM

SCAG maintains a State and Federal Legislative Program, which consists of the Regional Council's positions on policies and legislative initiatives related to SCAG's core planning and policy areas—transportation, air quality, freight/goods movement, housing, environmental impact, sustainability, and economic recovery and job creation—that need the leadership and support of the California State Legislature and Congress to resolve challenges facing the SCAG region.

SCAG's legislative efforts are the product of a committee process whereby the agency's Legislative/Communications & Membership Committee, comprised of elected officials from throughout the region, identifies and recommends specific legislative action for consideration by the Regional Council with respect to state and federal legislation affecting the SCAG region.

The following state and federal legislative principles for 2021 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

## STATE

### Active Transportation

1. Support increased funding to the state's Active Transportation Program (ATP) to provide the resources necessary for First/Last Mile Improvements; separated, on-street bike facilities to increase safety; multi-use trails; Safe Routes to School Programs; cool streets and urban forestry initiatives to reduce extreme heat impacts; and other strategies to increase safe walking and biking.
- ~~2. Support and encourage investing in active transportation infrastructure as a component of other state-funded transportation improvement projects recognizing the critical role walking, biking, and complete streets serve in connecting the multi-modal transportation system.~~
- ~~3.2.~~ Support legislation that protects the safety of active transportation users and ensure any legislation related to new mobility devices (scooters, etc.) and automated vehicles adequately addresses the needs of these modes.

### Affordable Housing & Housing Production

- ~~3. Advocate for a major expansion and investment in the Infill Infrastructure Grant Program, which provides funding for infrastructure improvements that support infill housing development and prioritizes projects near access to transit, in proximity to the essentials of life, and implements sustainable land-use strategies that achieve our greenhouse gas reduction goals.~~
- ~~4. Support the establishment of new incentives that serve as a motivating force for local communities to approve new housing development in the face of opposition.~~
- ~~4.5.~~ Support the restoration and expansion of tax increment tools to build affordable housing stock, improve public transit, adapt to a changing climate, and reduce climate-warming carbon emissions. Incentivize collaboration among potentially impacted jurisdictions by sharing the net proceeds from future tax increment financing districts and emphasize tax increment as a public financing tool that does not increase taxes to residents.
- ~~5.6.~~ While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery for residential projects, especially those located in a transit-rich area, jobs-rich area, or urban infill site.
- ~~6.7.~~ Advocate for the consistency within state law the sometimes-competing demands contained within SB 375 and the Regional Housing Needs Assessment (RHNA).
- ~~7.8. As Advocate for stronger coordination with HCD to support the efforts of jurisdictions in the SCAG region work to accommodate a 6<sup>th</sup>-Cycle RHNA allocation of 1.3 million units, as provided to realize shared housing production goals by California Department of Housing & Community Development, a number that is nearly three times larger than the determination provided under the 5<sup>th</sup> cycle, advocate for providing greater flexibility to for local jurisdictions for their conducting housing element updates and for jurisdictions that have completed their housing elements and oppose punitive measures that detract from meeting state and regional housing goals, such as restricting grant funding.~~
- ~~8.9.~~ In the spirit of collaboration and equity, advocate for the reinstatement of the practice that allows cities and counties to share or trade RHNA allocations as a tool that equips local jurisdictions to facilitate not only effective planning for housing, but its actual development.
- ~~9.10. Continue to refine Advocate for funding programs and update cap-and-trade's Affordable Housing Sustainable Communities Program (AHSC) guidelines to better reflect that support regional equity to accommodate the reality SCAG region's 6th Cycle RHNA allocation of Southern California's growth patterns, such 1.3 million units, as Integrated Connectivity Projects. Support provided by HCD, a regional equity goal number that is nearly three times larger than the determination provided under the 5th cycle and support regional equity goals for the programming of AHSC revenues competitive housing programs.~~
11. As the homeless population of unhoused individuals and families continues to grow in our region, and eviction and homelessness may be exacerbated by the ongoing COVID-19 pandemic, support new state



~~funding pandemic rental assistance~~ programs to assist ~~cities, counties, and regional collaborations to address renters and landlords by providing financial assistance for rent and utilities to prevent housing instability, potential eviction prevention, and financial hardship due to the challenges associated with public health emergency.~~

~~10.12.~~ While providing local jurisdictions with additional tools and funding, preserve local authority to address housing production, affordability, and homelessness challenges.

~~13.~~ Support efforts to expand access to homeownership, particularly for first-time homebuyers and communities of color.

~~14.~~ Support programs and legislation that expand the capacity to preserve both naturally occurring affordable housing as well as affordable housing with expiring covenants.

#### Broadband Access

~~11.15.~~ Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions such as schools, health clinics, public housing, and other community support organizations, to bridge the digital divide exacerbated by the COVID-19 pandemic.

~~16.~~ Support collaboration between the federal, state, regional, and local levels of government, including MPOs and regional broadband consortia, to expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.

~~17.~~ Support funding for technical studies that would establish baseline conditions in unserved and underserved communities and develop strategies to accelerate broadband deployment in said communities.

#### Building Resilience

~~12.~~ Support direct and flexible emergency funding for local governments of all sizes to respond to the Coronavirus Disease 2019 (COVID-19) or to backfill tax revenue lost due to the global pandemic.

~~13.18.~~ Advocate that communities affected by natural disasters receive the resources they need to rebuild.

~~14.19.~~ Support programs that provide the resources, including staff capacity, necessary for communities to prepare for the consequences of a changing climate and resulting natural disasters.

~~15.20.~~ In collaboration with other metropolitan planning organizations and stakeholders, explore potential updates to SB 375 (Steinberg, 2008) with the goal of focusing on ambitious yet achievable actions that will reduce greenhouse gas emissions in partnership with the State.

~~16.21.~~ Support the expansion of General Fund and Greenhouse Gas Reduction Fund-funded forest health and fire prevention activities, which are primarily focused on conifer tree forests, to include chaparral landscapes. Advocate for ongoing land management and the stewardship of lands that contain essential chaparral and associated habitats to be context-sensitive, focus on biodiversity maintenance, and restore native vegetation.

~~22.~~ Support preservation of net-GHG reducing agriculture with a focus on economic development, local food production, and supply.

~~23.~~ Promote the integrated planning for land use with water supply and quality.

#### Cap & Trade

~~17.24.~~ Support transparency, sufficient allocation, and equitable distribution to the SCAG region of Greenhouse Gas Reduction Fund (GGRF) resources commensurate with the region's responsibility and opportunity in meeting the state's overall GHG reduction goals.

~~18.25.~~ Support program guidelines and scoring criteria that recognize and are sensitive to California's urban and suburban built environment.

~~19-26.~~ Support expanded investment in the state's Commercial Organics Recycling Program that diverts organic material from landfills and support increased funding for local governments implementing the program.

~~20-27.~~ Support the increased percentage of the continuous appropriations for the GGRF-funded Transit & Intercity Rail Capital Program and Low Carbon Transit Operations Program to promote transit expansion, ridership, and carbon reduction.

#### Congestion Reduction

~~21-28.~~ Support ~~legislation that expands access to commuter benefit~~dedicated funding for Transportation Demand Management (TDM) programs for employees and strategies.

~~22-29.~~ Support legislation that would develop new strategies for reducing congestion caused by school trips, such as expanding access to free or reduced student transit passes, supporting school bussing programs, and funding ongoing Safe Routes to Schools programs.

~~23-30.~~ Support local pilot programs and funding mechanisms that employ innovative transportation strategies that reduce congestion and improve mobility, such as congestion or cordon pricing systems, while promoting equity measures.

#### Economic Development

~~31.~~ Support the State in the rollout of the Community Economic Resiliency Fund (CERF) program such that the SCAG region's population is reflected equitably in the allocation of grant funds.

~~32.~~ Support identification of ongoing funding sources for economic and workforce development centered on inclusive growth, support for small businesses, family-supporting jobs, access to capital, and entrepreneurship.

#### Expanding Opportunity

~~24-33.~~ Support the establishment of a new California State University (CSU) campus in the City of Palm Desert (Coachella Valley) to increase educational and economic opportunities in the SCAG region.

~~25-34.~~ Support the consistency within state law of the federal Opportunity Zones program in which private investments in economically distressed communities may, under certain conditions, be eligible for capital gains tax incentives.

#### Freight & Goods Movement

~~26-35.~~ Support increased funding to the Trade Corridors Enhancement Program (TCEP), building upon the success of the Trade Corridors Improvement Fund (TCIF), to provide the resources necessary for critical infrastructure enhancements along the State's high-volume freight corridors.

~~27-36.~~ Support funding to preserve and maintain transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.

~~28-37.~~ Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).

~~38.~~ Support funding strategies that strengthen the federal commitment to the nation's goods movement system, recognizing both the pivotal role that the SCAG region plays in domestic and international trade and consequently the disproportionate impacts carried by Southern California.

#### Government Efficiency

~~29-39.~~ Update the Ralph M. Brown Act to give public agencies the flexibility to omit a lengthy and time-consuming "Roll Call" process during a public vote, while maintaining the existing practice of recording and publishing the individual members' votes and making those votes available for public review.

~~30.40.~~ Support legislative efforts to ~~make permanent aspects of Governor Newsom's Executive Order N 29-20 which modernize the Ralph M. Brown Act to increase public participation, keep up with emerging technology, and~~ allow local government agencies ~~to conduct flexibility in conducting~~ official meetings via teleconference and other electronic means ~~without violating state open meeting laws found in the Bagley-Keene Act or the Brown Act.~~

Project Streamlining

~~31.41.~~ While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery, especially for transportation, transit-oriented, infill, and/or housing projects.

~~32.42.~~ Support measures that require transparency in CEQA litigation and eliminate duplicative CEQA lawsuits.

~~33.~~ Support innovative approaches to reform and streamline CEQA where reasonable, including, but not limited to, proposals to establish a CEQA-specific court or judicial procedure that is specialized in CEQA case law and related statutes to expedite legal review of CEQA challenges.

~~34.43.~~ Provide judicial streamlining and an accelerated schedule for judicial review for projects challenged under CEQA when those projects have a clear public benefit, such as transportation, transit-oriented, infill, and/or housing projects.

~~44.~~ Support efforts to reform the implementation of SB 743's Vehicle Miles Traveled (VMT) provisions, such as more comprehensive CEQA guidance concerning "additionality," unintended consequences for housing development, and regional solutions, and project-specific design considerations for the State's unique and diverse landscapes.

Public Health

~~35.45.~~ Support legislative efforts that further a "Health in All Policies" approach to facilitate equitable health outcomes related to SCAG's core public health focus areas: accessibility (to healthy food, parks and open space, and other services), affordable housing, air quality, climate resiliency, economic well-being, health equity, physical activity, and safety.

~~36.46.~~ Support statewide and county efforts to collect public health-related data that is stratified by race and ethnicity to allow for improved health equity analyses.

~~37.47.~~ Recognizing that climate change, public health, and racial justice, are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.

~~38.48.~~ Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies to reduce extreme heat and emissions exposure, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized transportation options.

Racial Justice

~~39.49.~~ Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, and practices, and affirmatively advance equity and social justice as it relates to planning decisions in the region.

Technology & Data

~~40.50.~~ Support the incorporation of new technologies and innovations into national and state transportation systems, such as advancements in alternatively powered zero/near-zero emission vehicles, autonomous vehicles, aviation, maritime, commerce, and small electric mobility devices that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.

~~41.51.~~ Secure funding to support the coordination among state agencies, MPOs, and other government entities to collect and share data, which reflects emerging technologies ~~and~~, mobility choices, land use collaboration, and regional conservation opportunities.

~~52.~~ Encourage the California Public Utilities Commission and support legislation related to Transportation Network Companies (TNCs), motorized scooters, and bike-share systems that ~~ensures~~ensure new regulations adequately protect users of all modes and supports the ability of local jurisdictions to secure access to public interest data, including ridership data, for local and regional planning purposes.

~~42.53.~~ As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-cycle approach. For electric vehicles, in particular, support policies that ensure that proper battery reuse, recycling, and disposal are in place.

#### Transportation Development Act

~~43.54.~~ Support the development of greater efficiencies within the Transportation Development Act while streamlining and updating performance metrics relating to farebox recovery.

~~44.55.~~ Support existing statutory authorization allowing SCAG to receive up to three-quarters of one percent of TDA revenues from SCAG-region county transportation commissions for transportation planning and programming responsibilities.

#### Transportation Funding

~~45.~~ ~~Support additional emergency funding for the SCAG region's local transportation agencies that have been severely impacted by the COVID-19 global pandemic and are expected to lose up to \$7 billion in transportation revenue from local, state, and federal sources over fiscal years 2019-20 and 2020-21.~~

~~46.56.~~ Protect all existing and new ~~sources of~~ transportation funding sources from borrowing, use for any purpose other than transportation, or new conditions on the distributions of funds that reprioritize transportation projects.

~~47.57.~~ Support a transition to a mileage-based user fee funding mechanism as a replacement to state gas taxes to provide sustainable funding to meet our state's transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source.

~~48.58.~~ Support regional equity considerations for any funding source to ensure Southern California receives its fair share of funding based upon population, burden, and other quantifiable measures corresponding with the funding source.

~~49.59.~~ Support increased funding for transportation projects based on applied regional performance metrics.

~~50.60.~~ Support new funding for transportation agencies to offset the cost of implementing climate change initiatives, such as the Innovative Clean Transit regulation and the purchase of zero-emission vehicles and infrastructure.

~~51.61.~~ Support legislation that would decrease the voter approval threshold—from the current requirement of 67% to 55%—for the creation, extension, or increase of local transportation tax measures like the authority given to school districts.

#### Transportation Safety

~~52.62.~~ Support legislation and updated, statewide policies that implement the recommendations of the state's Zero Traffic Fatalities Task Force, which would provide jurisdictions with greater local control to combat rising traffic-related fatalities and serious injuries, especially for the most vulnerable roadway users.

~~53.63.~~ Work with the state and local partners to identify new tools and funding mechanisms to strengthen safety outcomes and achieve the region's safety targets, especially for those communities most impacted by high concentrations of serious and fatal crashes.

~~54.64.~~ Work with state and local partners to develop resources that would support local jurisdictions' efforts to implement a "Safe System" approach on their local streets and roadways.

## FEDERAL

### Affordable Housing, Homelessness, & Local Government

1. Support direct and flexible emergency funding for local governments of all sizes to respond to the Coronavirus Disease 2019 (COVID-19) or ~~to~~ backfill tax revenue lost due to the global pandemic.
2. As the ~~homeless~~ population of unhoused individuals and families continues to grow in our region, support new federal grant programs to assist cities, counties, and regional collaborations address homelessness challenges through supportive housing models and planning grants.
3. Support increased funding for critical federal programs that local governments depend on, including the Community Development Block Grants (CDBG), Affordable Housing Tax Credit (AFTC), and the HOME Investment Partnerships Program (HOME), as well as the creation of new tools to confront the housing affordability crisis and expand economic opportunity for residents in Southern California.

### Aviation

4. Advocate for and seek out funding opportunities from the Federal Aviation Administration, which can help SCAG conduct airport passenger studies, planning activities, and forecasting models.
5. Support legislation that raises and indexes the cap on the passenger facility charge (PFC), giving local airports the option to adjust their user fees to make needed infrastructure improvements to airport facilities and for projects that promote access to the airport.
6. Oppose efforts to divert September 11 Security Fees for uses ~~not related~~ unrelated to the nation's aviation transportation system.

### Broadband Access

7. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions such as schools, health clinics, public housing, and other community support organizations, to bridge the digital divide exacerbated by the COVID-19 pandemic.
- ~~8.~~ Support collaboration between the federal, state, regional, and local levels of government, including MPOs and regional broadband consortia, to expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.
- ~~9.~~ Support funding for technical studies that would establish baseline conditions in unserved and underserved communities and develop strategies to accelerate broadband deployment in said communities.

### Environment & Air Quality

- ~~8.~~ Recognizing California's unique air quality challenges, support the authority of the State of California to establish its own tailpipe greenhouse gas emissions standards and zero emission vehicle (ZEV) requirements.
- ~~9.10.~~ Support grant and formula programs for climate resiliency, EV charging and fueling infrastructure, and greenhouse gas emissions reduction.
- ~~10.11.~~ As zero-emission and alternative fuel vehicles and supporting infrastructure are deployed, including but not limited to electric, hydrogen, and natural gas, advocate for policies that take a life-

cycle approach. For electric vehicles, in particular, support policies that ensure that proper battery reuse, recycling, and disposal are in place.

### Freight & Goods Movement

- ~~11.12.~~ Support increased funding ~~and policy proposals in the surface transportation authorization and annual appropriations bills~~ that maintains and expands transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.
- ~~12.~~ ~~Support the continuation of, and increased investment in, federal discretionary grant opportunities such as the Infrastructure for Rebuilding America (INFRA) and Better Utilizing Investments to Leverage Development (BUILD) program.~~
13. ~~Expand the INFRA program to include both competitive and formula-based awards and~~ support increased transparency measures for competitive grant awards. ~~Reestablish the Projects of National and Regional Significance (PNRS) program for large freight/goods movement projects.~~
14. Support increased federal freight funding through the establishment of a dedicated freight trust fund so that revenues can be distributed to states and regions that are most impacted by goods movement.
- ~~15.~~ Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).
- ~~15.16.~~ Support funding strategies that strengthen the federal commitment to the nation's goods movement system, recognizing both the pivotal role that the SCAG region plays in domestic and international trade and consequently the disproportionate impacts carried by Southern California.

### Project Streamlining

- ~~16.17.~~ Support measures that expedite and streamline both project development and delivery.

### Public Health

- ~~17.18.~~ Support legislative efforts that further a "Health in All Policies" approach to facilitate equitable health outcomes related to SCAG's core public health focus areas: accessibility (to healthy food, parks and open space, and other services), affordable housing, air quality, climate resiliency, economic well-being, health equity, physical activity, and safety.
- ~~18.19.~~ Recognizing that climate change, public health, and racial justice, are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.
- ~~19.20.~~ Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies to reduce extreme heat and emissions exposure, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized transportation options.

### Public-Private Partnerships

- ~~20.21.~~ Support further development and implementation of Public-Private Partnerships (P3s) that are transparent, accountable, and marry the policy goals of the public sector with the financial expertise of the private sector to improve project development and delivery throughout the region, including support of improved P3 design-bid-build and design-build procurement processes.
- ~~21.~~ ~~Oppose efforts that would seek to supplant existing transportation funding sources with P3 financing opportunities.~~
- ~~22.~~ ~~Support improved performance standards to measure success, curtail project delays, reduce expenditures, and increase expenditure accountability.~~
- ~~23.22.~~ Support private activity bonds, debt instruments that raise capital for revenue-generating highway and freight transfer projects, and restore tax exemption for advance refunding bonds, debt instruments that allow an issuer to pay off another outstanding bond in order to allow enable savings to be reinvested



in additional infrastructure upgrades at airports, ~~sea ports~~seaports, qualified highway or surface freight transfer facilities, affordable housing, and other projects with a clear public benefit.

~~24.23.~~ Support efforts to protect the tax exemption of municipal bonds.

#### Public Transit & Mobility

~~25.24.~~ Support efforts that expand public transit projects and services, both bus and rail, in the region to reduce congestion and enhance sustainability.

~~26.25.~~ Support federal grant or pilot programs for comprehensive planning that encourages Transit-Oriented Development (TOD) opportunities to connect housing, jobs, and mixed-use development with transportation options and broaden eligibility guidelines to include MPOs.

~~27.26.~~ Oppose efforts that undermine the authority of states and local governments to enact their own regulations related to autonomous vehicles (AVs).

#### Racial Justice

~~28.27.~~ Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, and practices as it relates to planning decisions in the region.

#### Surface Transportation Policy ~~Reauthorization~~ & Funding

~~29.28.~~ ~~Support a long-term surface transportation reauthorization with~~Support increased federal funding to provide stable investments into the national infrastructure and transportation system.

~~30.~~ ~~Continue the Infrastructure for Rebuilding America (INFRA) grant program, which provides dedicated, discretionary funding for projects that address critical issues facing our nation's major freight corridors.~~

~~31.29.~~ Expand eligibility for any planning grant programs ~~in a surface transportation policy bill~~ to include MPOs as eligible recipients.

~~32.30.~~ ~~Support a surface transportation reauthorization bill that includes~~Support incentive funding to reward self-help jurisdictions. This model recognizes that self-help jurisdictions take risks and make significant local ~~investment~~investments while leveraging federal dollars to deliver transportation improvements.

~~33.31.~~ Support efforts to increase planning funds that help state and regional governments address impacts associated with climate change, with the goal of making our infrastructure more resilient.

#### Transportation Funding

~~34.32.~~ Support a transition to a mileage-based user fee funding mechanism as a replacement to -federal gas taxes to provide sustainable funding to meet our nation's transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source. ~~Support modest increases~~Before a transition period, ~~support adjustments~~ to the federal gasoline taxes to maintain purchasing power.

~~35.33.~~ Support sustainable solutions that restore the long-term solvency of the Highway Trust Fund, including expanding tolling options on the interstate highway system and providing support for states willing to research and/or pilot innovative revenue programs.

~~36.34.~~ Support innovative financing tools and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.

~~37.35.~~ Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.

~~38.36.~~ Support increased investment in the Transportation Alternatives Program (TAP), which is a key funding source for the state's Active Transportation Program (ATP) program.



**AGENDA ITEM 7  
REPORT**

Southern California Association of Governments  
Remote Participation Only  
January 18, 2022

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Kevin Gilhooley, Legislation Manager  
(213) 236-1878, Gilhooley@scag.ca.gov

**Subject:** Legislative Advocacy Update

**RECOMMENDED ACTION:**

Information Only - No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*This report provides the Legislative/Communications and Membership Committee (LCMC) with an update on SCAG’s most recent legislative advocacy including, (1) the Regional Council’s recent action to support a major expansion and investment in the existing Infill Infrastructure Grant Program to provide state funding for infrastructure improvements that support infill housing development, (2) advocacy meetings that build off the roundtable meetings hosted by the State Assembly’s “Housing Working Group,” and (3) a joint SANDAG-SCAG advocacy letter offering recommendations for the National Telecommunications and Information Administration in advance of the development federal broadband programs.*

**BACKGROUND:**

Infill Infrastructure Grant Program

At the “Strategic Plan Planning Session” last year, President Clint Lorimore and members of the Executive-Administration Committee tasked the LCMC with brainstorming ideas for a potential legislative bill sponsored by SCAG. After several months of discussions and deliberations, the LCMC made a recommendation for a SCAG-sponsored legislative bill that would expand and augment the existing Infill Infrastructure Grant (IIG) Program. A second-choice legislative proposal to create incentives to produce Regional Housing Needs Assessment (RHNA) housing units, and a long-term legislative goal of serving as a leader and convener of an effort to modernize the California

Environmental Quality Act (CEQA), was also recommended. The Regional Council (RC) approved this recommendation at its January 6, 2022 meeting.

Subsequent to the RC's action, the agency submitted a formal letter to Governor Gavin Newsom requesting a major augmentation of the IIG in the amount of \$5 billion. At the time, the Legislative Analyst's Office estimated the state budget surplus to be \$31 billion, so the letter reminds the Governor of the State's unique opportunity to make one-time investments to promote housing production, specifically by providing cities and counties with the funding they need to accommodate their RHNA goals. A copy of the agency's advocacy letter is attached to this staff report.

On Monday, January 10, 2022, Governor Newsom presented his "January Budget" to the Legislature. While presenting his budget proposal, the Governor revised the anticipated budget surplus upwards, with a new estimated budget surplus in the amount of \$45.7 billion. Of this, the Governor labeled \$20.6 billion "discretionary," not otherwise required to be allocated to schools, pay off debt, or boost reserve accounts.

The Governor proposed \$500 million in one-time General Fund dollars for the IIG program spread across two years (\$225 million in Fiscal Year (FY) 2022-23, and \$275 million in FY 2023-24). The IIG exemplifies the comprehensive and integrated climate and housing policy framework that Governor Newsom's budget proposal aims to foster. His budget proposal for this program, however, is a missed opportunity for local governments to play an integral role in this important space.

SCAG will continue to urge the Governor to increase his funding proposal for the IIG. The agency will also pursue a dual track advocacy route and ask the Legislature to prioritize the IIG as the Assembly Committee on Budget and Senate Committee on Budget and Fiscal Review consider and adopt its budgetary priorities.

Separately, but related, SCAG staff is in early discussions on possible improves to the IIG program itself. Stakeholder outreach on this subject will begin soon.

#### Assembly Housing Working Group

In October, members of the State Assembly's "Housing Working Group" hosted a series of regional roundtables to examine barriers and explore solutions to the state's housing production and affordability crisis. The Working Group's roundtables took place in the Bay Area, Central Coast, Central Valley, and Southern California and included local elected officials, housing advocates, representatives of labor, non-profit housing developers, and municipal staff. It is expected that discussions from the roundtables will inform policy ideas pursued by Assemblymembers in the 2022 legislative year.

There were three roundtables conducted in the SCAG region and each was attended by at least one SCAG board officer and staff person. President Clint Lorimore and Second Vice President Carmen Ramirez attended the Roundtable organized by Assemblymember Laura Freidman (D-Glendale) on October 11, 2021, in Glendale. First Vice President Jan Harnik attended the Roundtable organized by Majority Leader Eloise Gomez Reyes (D-San Bernardino) on October 12, 2021, in San Bernardino. President Lorimore also attended the Roundtable organized by Assemblymember Sharon Quirk-Silva (D-Fullerton) on October 13, 2021, in Fullerton.

As a follow up to these roundtables, SCAG leadership met with Assemblymember Buffy Wicks (D-Oakland), the newly appointed Chair of the Assembly Housing and Community Development Committee, and Assemblymembers Robert Rivas (D-Salinas) and Timothy Grayson (D-Concord). These meetings were an opportunity to showcase SCAG's experience utilizing the Regional Early Action Planning (REAP) to support pro-housing activities, advocate for pro-housing policies adopted by the RC, and hear from the legislators concerning their legislative priorities for the 2022 year. A copy of the slide deck used during these advocacy meetings is attached to this staff report.

As reported at the December 21, 2021 LCMC meeting, SCAG President Clint Lorimore, LCMC Chair Alan Wapner, and LCMC Vice Chair Peggy Huang met with Assemblymember Rivas (D-Salinas) on December 16, 2021. Assemblymember Rivas expressed his support for more local tools to address the housing affordability, including tax increment financing and revisiting redevelopment. He also suggested that the Assembly would focus its attention on housing production and the projected budget surplus in 2022.

Since the last Legislative Advocacy Update was published, SCAG leadership has conducted two additional meetings as part of this advocacy effort. On December 20, 2021, President Lorimore, First Vice President Jan Harnik, Second Vice President Carmen Ramirez, LCMC Chair Wapner, and LCMC Vice Chair Huang met with Assemblymember Grayson. Assemblymember Grayson expressed his support for regional solutions to the housing crisis instead of one-size-fits-all policies. As the former Chair of the City of Concord's Redevelopment Agency, Assemblymember Grayson appreciated SCAG's continued support for tax increment financing to fund housing development and the infrastructure to support it.

In the meeting with Chair Wicks, the board officers and LCMC leadership were able to lend their Southern California experience and expertise. Chair Wicks recognized that the state's diverse regions face different challenges to address the housing crisis and that the Housing Roundtables helped to convey that. She expressed the need for ongoing funding to incentivize the creation of affordable housing and expressed support for housing for the "missing middle." While the Chair's goal is to focus on housing production, she also stated that there will be ongoing conversations surrounding balancing local control and meeting the state's housing production goals.

SCAG leadership will continue to meet with other Assemblymembers who attended the Housing Roundtables and continue to share the Regional Council's housing legislative priorities to them.

#### Joint SANDAG-SCAG Broadband Advocacy Letter

On February 2, 2021, the RC adopted Resolution No. 21-629-2, which pledges SCAG to assist in bridging the digital divide in underserved communities. On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law. This legislation provides \$1.2 trillion in total spending over five years to invest in the nation's infrastructure, including \$65 billion in funding for broadband infrastructure and deployment. The IIJA divides this \$65 billion for broadband among three programs, the largest of which is \$42.45 billion for the Broadband Equity, Access, and Deployment Program. The National Telecommunications and Information Administration (NTIA) will administer this program.

To support SCAG's commitment to bridging the digital divide, SCAG has partnered with the San Diego Association of Governments (SANDAG), California Emergency Technology Fund, and others to assist with securing broadband funding for the Southern California region. The partnership has initiated strategic and technical studies that showcase the benefits of broadband and how full adoption can provide economic and environmental benefits in an equitable manner. SANDAG and SCAG have also recently released a joint "Request for Partnerships" as a potential vehicle to engage with internet providers as funding opportunities arise.

As part of these efforts, and consistent with the RC's adopted legislative platform that expresses support for coordinated efforts that prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, SCAG and SANDAG submitted an advocacy letter to the NTIA expressing three shared principles. Specifically, the letter encourages NTIA to require states to demonstrate consultation with the federally designated Metropolitan Planning Organizations (MPOs) as part of their applications to receive broadband funds, that the NTIA encourage effective public-private partnerships, and that Broadband Equity, Access, and Deployment Program prioritize funding for last-mile purposes, specifically to connect areas of greatest need, including low-income households, rural areas, tribal lands, and community anchor institutions such as schools, health clinics, public housing, and other community support organizations.

The joint letter offers input and recommendations for the NTIA's consideration in advance of the development of the Broadband programs established by the IIJA. A copy of the joint SANDAG-SCAG broadband advocacy letter is attached to this staff report.

#### **FISCAL IMPACT:**

Work associated with the Legislative Advocacy Update is contained in the Indirect Cost budget, Legislation 810-0120.10.



**ATTACHMENT(S):**

1. IIG Budget Augmentation Letter
2. Assembly Housing Roundtable Slide Deck
3. Joint SANDAG-SCAG Broadband Letter





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

January 7, 2022

The Honorable Gavin Newsom  
Governor of California  
1021 "O" Street, Suite 9000  
Sacramento, CA 95814

**RE: Budget Surplus Request - \$5 Billion Augmentation for Infill Infrastructure Grant Program**

Dear Governor Newsom:

On behalf of the Southern California Association of Governments (SCAG), I would like to thank you for your continued leadership in finding solutions to our state's intractable housing crisis. SCAG shares your commitment to solving this crisis, which is why **at our January 6, 2022, Regional Council meeting, our board took formal action to support a major expansion of the Infill Infrastructure Grant (IIG) Program in the amount of \$5 billion.**

With an anticipated budget surplus estimated at \$31 billion, SCAG recognizes that the State has a unique opportunity to make strategic, one-time investments to promote housing production. The IIG provides cities and counties with funding for the infrastructure needed to implement and produce their Regional Housing Needs Assessment goals. This grant program prioritizes infill housing projects while focusing growth near transit, in proximity to the essentials of life, and implementing the sustainable land-use strategies that help the regions to achieve our greenhouse gas reduction goals.

Given the magnitude of California's housing crisis and projected budget surplus, we believe it is the perfect time to make bold investments to promote housing production.

Your consideration of this request is sincerely appreciated in advance of your initial budget proposal. If we can provide any additional information on this request, please do not hesitate to contact Kevin Gilhooley, State and Federal Legislative Affairs Manager, at (213) 236-1878.

Sincerely,

Kome Ajise  
Executive Director

Attachment: IIG Budget Augmentation Letter (Legislative Advocacy Update)

# Assembly Housing Roundtable Follow-Up

Assembly Housing Working Group Members  
Date of Meeting

[www.scag.ca.gov](http://www.scag.ca.gov)



1

## SCAG Facts



- 191 Cities
- 6 Counties
- 19.1 Million People
- 48.1% State Population
- 15th Largest Economy in the World
- \$1.2T Regional GDP
- 38,618 Square Miles

Map labels: VENTURA, LOS ANGELES, ORANGE, SAN BERNARDINO, RIVERSIDE, IMPERIAL

2

Attachment: Assembly Housing Roundtable Slide Deck (Legislative Advocacy Update)

## SCAG Executive Board





**Clint Lorimore**  
SCAG President  
City of Eastvale



**Jan Harnik**  
SCAG 1<sup>st</sup>  
Vice President  
City of Palm  
Desert



**Carmen  
Ramirez**  
SCAG 2<sup>nd</sup>  
Vice President  
County of  
Ventura



**Rex Richardson**  
SCAG Imm. Past  
President  
City of Long  
Beach



**Alan Wapner**  
SCAG Legislative  
Committee Chair  
City of Ontario

3

## Primary Roles & Responsibilities



Regional Transportation  
Plan (RTP)

Sustainable Communities  
Strategy (SCS)

Federal Transportation  
Improvement Program  
(FTIP)



Regional Housing Needs  
Assessment (RHNA)

Regional Data &  
Information Center

Forum for Issues of  
Regional Significance

4

Attachment: Assembly Housing Roundtable Slide Deck (Legislative Advocacy Update)

**Pro-Housing Activities: REAP Example 1**



- AB 101 (2019) provided \$47.5M to SCAG through the Regional Early Action Planning (REAP) Program.
- **Call for Collaboration Program**
  - In partnership with the California Community Foundation, SCAG is using \$1M in AB 101 funds to provide capacity building grants to local community-based organizations to increase community involvement in planning and housing initiatives.
  - Grants range between \$50k to \$100k.

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**Pro-Housing Activities: REAP Example 2**



- **Development Streamlining**
  - Streamlining the development and entitlement process can immediately lower the cost and timing to produce housing.
  - SCAG is developing materials, workshops, and website content offering guidance to streamline the housing development and entitlement process.

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Attachment: Assembly Housing Roundtable Slide Deck (Legislative Advocacy Update)

**Pro-Housing Activities: \*New\* REAP 2021 Example 3**



- AB 140 (2021) will provide \$246M to SCAG for REAP 2021. Focuses on implementation of the Sustainable Communities Strategy programs that expand housing and reduce vehicle miles travelled.
- SCAG’s preliminary framework is under development and may include:
  - Utility infrastructure to support housing production aligned with Housing Element site inventories.
  - Partnering with CTCs to implement programs and capital projects that reduce GHG/VMT.
  - Continued SCS implementation strategies such as Regional Data Platform.

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**Ask 1: Support for SB 15**



- SB 15 by Senator Portantino (D–La Cañada Flintridge) would establish a grant program for local governments that rezone commercial shopping centers to affordable housing.
- Creates a financial incentive for locals to forgo the sales tax revenue from retail sites that they would have otherwise received.

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Attachment: Assembly Housing Roundtable Slide Deck (Legislative Advocacy Update)



## Ask 2: Support for Tax Increment Financing



- Tax Increment Financing, such as Enhanced Infrastructure Financing Districts (EIFDs) and the former Redevelopment Agencies (RDAs), are economic development tools that can fund affordable housing, transportation infrastructure, and/or climate adaptation projects.
- A possible reform may be to incentivize collaboration for district formation amongst multiple jurisdictions through resource support and grants from the State.

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## Ask 3: Conduct a hearing on local Housing Element updates



- Local housing element updates were due to HCD by October 15, 2021.
  - 169 (86%) jurisdictions have submitted at least a 1st draft of their housing element.
  - 28 (14%) jurisdictions have yet to submit anything.
  - 1 jurisdiction—Ventura County—is the sole jurisdiction technically in compliance.
- Jurisdictions that do not have an HCD-certified housing element may be ineligible for state grant and loan programs, including:

Permanent Local Housing Allocation (PLHA)	SB 1 Planning Grants
Affordable Housing and Sustainable Communities (AHSC)	CalHOME Program
Infill Infrastructure Grants (IIG)	Pro-housing Designation Program

- SCAG urges the Assembly Housing Committee to convene a special hearing to understand the status of local housing element updates and any potential funding impacts from non-compliance.

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# Thank You!

To learn more about what we do, please visit:  
[www.scag.ca.gov](http://www.scag.ca.gov)



11

Attachment: Assembly Housing Roundtable Slide Deck (Legislative Advocacy Update)





January 5, 2022

Ms. Evelyn Remaley  
Acting Administrator, National Telecommunications and Information Administration  
1401 Constitution Ave., NW  
Washington, DC 20230

**RE: Addressing the Digital Divide in Southern California**

Dear Acting Director Remaley:

With the \$65 billion investment in broadband included in the Infrastructure Investment and Jobs Act (IIJA), the National Telecommunications and Information Administration has a once-in-a-lifetime opportunity to close the digital divide. As the Metropolitan Planning Organizations (MPOs) for the seven-county Southern California region, we wish to share some of our experiences and priorities to help ensure that these funds are invested to expand broadband access effectively and equitably.

**About SANDAG and SCAG**

The San Diego Association of Governments (SANDAG) and the Southern California Association of Governments (SCAG) are the federally designated MPOs for our respective regions. SANDAG is governed by a Board of Directors made up of 21 local elected leaders from 19 jurisdictions, including 18 cities and the County of San Diego. SCAG includes the six-county region of Southern California consisting of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties and the 191 cities contained therein. Together, the SCAG and SANDAG regions account for about 55 percent of California's population.

**Our priorities**

SANDAG and SCAG have assumed a regional leadership role in analyzing barriers to entry in broadband services to communities within our respective regions, and we are assembling data resources for members of the public, local jurisdictions with land use and regulatory authority, stakeholders, and our member agencies with respect to broadband-related topics. Given our experiences working across sectors to achieve consensus and our agencies' tremendous capacity to convene multiple stakeholders, SANDAG and SCAG have identified the following priorities as the National Telecommunications and Information Administration works to distribute broadband funding.

Attachment: Joint SANDAG-SCAG Broadband Letter (Legislative Advocacy Update)

- **Require Consultation with MPOs.** To secure its portion of the Broadband Equity, Access, and Deployment Program, the IJJA requires states to submit a five-year action plan, which "shall be informed by collaboration with local and regional entities." In addition, the IJJA treats political subdivisions of the states or consortium as eligible entities to receive grants from the states for purposes consistent with the Program.

We agree that federal investment in the states should be aligned with collaboration among local governments through regional agencies, including MPOs and regional broadband consortia, to streamline and expedite permitting and achieve economies of scale. **We encourage NTIA specifically to require that states demonstrate consultation with federally designated MPOs as part of the five-year plan development. In addition, we encourage the National Telecommunications and Information Administration to clarify that MPOs are subdivisions of the states and, as such, eligible to allocate and expend these funds.**

- **Incorporate effective public-private partnerships.** Public-private partnerships with a proven record of investment and work product should be encouraged and rewarded as part of the Broadband Equity, Access, and Deployment Program. **We suggest the NOFA encourage the inclusion of public-private partnerships as part of the five-year plan development.**
- **Connect middle-mile construction with last-mile deployment.** It is essential to immediately focus on providing internet access to the hardest-to-reach residents—unserved rural communities, Tribal Lands, and poor urban underserved neighborhoods. The construction of a middle-mile-only network will not assure last-mile connectivity in a reasonable timeframe. However, the construction of publicly subsidized open-access middle-mile infrastructure that includes last-mile deployment achieves the best of both objectives: It assures immediate internet access for unserved and underserved households while also allowing other last-mile providers to access the middle mile. This increases competition and expands consumer choices.

SANDAG has successfully partnered with various public and private stakeholders and secured funding for the State's first "Dig-Once" demonstration project in the eastern suburban and rural part of the region, enhancing middle-mile infrastructure in broadband deficient areas. **Because the IJJA creates a separate "Enabling Middle Mile Broadband Infrastructure" program exclusively for middle mile, we encourage the Broadband Equity, Access, and Deployment Program to prioritize funding for last-mile purposes, specifically to connect areas of greatest need, including low-income households, rural areas, tribal lands, and community anchor institutions such as schools, health clinics, public housing, and other community support organizations.**

## Our Experience with Broadband

On February 4, 2021, SCAG's Regional Council passed a resolution pledging to do our part to close the digital divide. Since then, SCAG has worked towards bolstering GIS analysis to determine broadband opportunity zones, assisting with securing broadband funding and initiating strategic and technical studies that showcase the benefits of broadband and how full adoption can provide economic and environmental benefits in an equitable manner. In January 2021, the SANDAG Board of Directors committing to develop a Digital Equity Strategy and Action Plan that leads to rapid broadband deployment and adoption in the San Diego region. To help shape the development of the Digital Equity Strategy and Action Plan, SANDAG formed a [Regional Digital Divide Taskforce](#) to provide technical input. SANDAG staff recently completed the [Regional Digital Equity Strategy](#) and launched a [Digital Divide in the San Diego Region Story Map](#) summarizing findings of the regional broadband gap analysis and the state of the digital divide in the San Diego region.

To fund infrastructure, SANDAG and SCAG propose partnerships with other public agencies, the private sector, and non-profit organizations to assist with various grant application processes. Additionally, our agencies are conducting studies to evaluate different distribution models and business practices.

To achieve these goals, SANDAG and SCAG are currently working on a joint "Request for Partnerships" as a potential vehicle to engage with internet providers as funding opportunities arise. This process could assist in securing funds from current programs and serves as a template for additional funding provided by the state and federal levels of government.

## Conclusion

SANDAG and SCAG appreciate the opportunity to provide these comments and request further partnership with the National Telecommunications and Information Administration. We would welcome an opportunity to meet to discuss these priorities in greater detail. Our agencies are committed to expanding broadband service to Southern California's underserved areas and look forward to being a resource to you for on-the-ground information in Southern California.

Sincerely,



Kome Ajise  
Executive Director  
Southern California Association of Governments



Hasan Ikhata  
Chief Executive Officer  
San Diego Association of Governments



**AGENDA ITEM 8  
REPORT**

Southern California Association of Governments  
Remote Participation Only  
January 18, 2022

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

**Subject:** State Budget Overview

**RECOMMENDED ACTION:**

Information Only - No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*Pursuant to Article IV, Section 12(a) of the California Constitution, Governor Gavin Newsom released his proposed state budget for Fiscal Year (FY) 2022-2023 on January 10, 2022. The proposed budget is the first phase of a months-long process that will culminate with the Legislature passing a budget bill by midnight of June 15, 2022. The Governor’s proposed budget for FY 2022-2023 totals \$286.4 billion, an increase of 9.1 percent from last year’s budget. A general overview of the budget is provided below, as well as detailed information on the Governor’s budget as it pertains to housing, transportation, climate, and broadband.*

**BACKGROUND:**

Governor Newsom’s proposed budget for FY 2022-2023 was released on January 10, 2022. Article IV, Section 12(a) of the California Constitution requires that the Governor submit to the Legislature a budget for the ensuing fiscal year within the first 10 days of each calendar year. Governor Newsom’s press conference, lasting just shy of three hours, highlighted some of the major policy provisions in the state budget. The proposed budget for FY 2022-2023 totals \$286.4 billion in state funds, a 9.1 percent increase over last year’s record state sending plan. The top five areas of focus in this year’s budget are the COVID-19 pandemic, climate change, homelessness, cost of living, and public safety in response to smash-and-grab retail theft.

California, once again, is projected to have a sizable surplus of \$45.7 billion. Of this, \$16.1 billion is earmarked for K-14 education per Proposition 98 and \$9 billion is for reserve deposits and

supplemental pension payments. This leaves \$20.6 billion for discretionary purposes, and the proposed budget allocates 86 percent of this to one-time investments.

Below is detailed information on the Governor's budget as it relates to SCAG's core planning and policy areas.

### Housing

During the budget press conference, Governor Newsom expressed several times that California's housing and climate goals must be intertwined. The state is committing to developing housing in areas closer to neighborhood-serving amenities because they have a direct impact on health and educational outcomes. Building housing in these locations also supports the reduction of greenhouse gas (GHG) emissions and reduces the exposure of low-income residents to the impacts of climate change.

The 2021 Budget Act included a \$10.3 billion housing package, and this year's budget builds upon that with an additional \$1.5 billion over two years. The focus of the majority of these investments is on development in and near downtowns. In particular, Governor Newsom proposes:

- Infill Infrastructure Grant Program—\$500 million
- Affordable Housing and Sustainable Communities Program—\$300 million
- State Excess Sites Development—\$100 million
- Adaptive Reuse—\$100 million
- Low-Income Housing Tax Credits—\$500 million
- Mixed-Income Housing—\$200 million
- Portfolio Reinvestment Program—\$200 million
- Mobilehome Park Rehabilitation and Resident Ownership Program—\$100 million

### Transportation

The Governor proposes investing an additional \$9.1 billion in a transportation infrastructure package focused on increasing mobility options through rail, transit and active transportation projects, equity-related investments to reconnect communities, and enhanced safety projects. Furthermore, the state will be leveraging federal funding that is being made available through the bipartisan Infrastructure Investment and Jobs Act (IIJA). The Newsom administration estimates that California will receive an extra \$14 billion in new formula funding over five years, with potentially billions more in additional formula funding allocations and competitive grant opportunities still to be determined. This funding is comprised of the following:

- High-Speed Rail—\$4.2 billion
- Statewide Transit and Rail Projects—\$2 billion

- Southern California Transit and Rail Projects—\$1.25 billion (local and regional projects focusing on mobility and greenhouse gas reduction)
- Active Transportation and Projects to Connect Communities—\$750 million
  - \$500 million for Active Transportation Program projects
  - \$150 million to establish the Reconnecting Communities / Highways to Boulevards Pilot Program
  - \$100 million for bicycle and pedestrian safety projects
- High Priority Grade Separation Projects—\$500 million
- Climate Adaptation Projects—\$400 million
- Heavy-Duty Zero-Emission Vehicles and Supporting Infrastructure
  - \$935 million to add 1,000 zero-emission short-haul trucks and 1,700 zero-emission transit buses
  - \$1.5 billion Proposition 98 to support school transportation programs
  - \$1.1 billion for zero-emission trucks, buses, and off-road equipment and fueling infrastructure
  - \$400 million to enable port electrification

The budget proposes \$2.3 billion for supply chain investments, including \$1.2 billion for port, freight, and goods movement infrastructure. Other investments include:

- Zero-Emission Equipment and Infrastructure—\$875 million
- Workforce Training—\$110 million (Goods Movement Training Center in Southern California)
- Commercial Driver’s Licenses—\$40 million
- Operational and Process Improvements—\$30 million

### Climate

Governor Newsom is focused on climate investments and integrates it across the state’s budget—including housing, health, transportation, and education—to mobilize a coordinated response to the climate crisis. California experienced four of the 20 largest wildfires in its history in 2021. This year, despite recent rain and snow, dry conditions may extend to a third consecutive year, requiring the state to prioritize water allocations for health and safety needs. The Governor believes that these climate emergencies demand action. Building upon last year’s \$15 billion climate resilience investment, the proposed budget includes an additional \$22.5 billion to advance the state’s Climate and Opportunity Budget. Funding highlights from the budget include:

### Zero-Emission Vehicles

- Low-Income Zero-Emission Vehicles and Infrastructure—\$256 million
- Zero-Emission Mobility—\$419 million
- Emerging Opportunities—\$200 million



### Clean Energy

- Long Duration Storage—\$380 million
- Green Hydrogen—\$100 million
- Industrial Decarbonization—\$210 million
- Food Production Investment—\$85 million
- Offshore Wind Infrastructure—\$45 million
- Oroville Pump Storage—\$240 million
- Energy Modeling to Support California’s Energy Transition—\$7 million
- Equitable Building Decarbonization
  - \$622 million building retrofit program focused on low-income households
  - \$300 million for consumer rebates for building upgrades

### Workforce

- Oil and Gas Well Capping—\$200 million
- Well-Capping Workforce Pilot for Displaced Oil and Gas Workers—\$15 million
- Displaced Oil and Gas Worker Pilot Fund—\$50 million
- Low Carbon Economy Workforce—\$60 million
- Wildfire and Forest Resilience Workforce Development—\$30 million

### Economy

- New credit for companies investing in activities and technologies that mitigate climate change and are headquartered in California.
- New tax credit for those that opt in to develop green energy technologies—totaling \$100 million per year for three years.

### Wildfire

- Resilient Forests and Landscapes—\$482 million
- Reforestation—\$100 million
- Wildfire Fuel Breaks—\$382 million
- Community Hardening—\$44 million
- Regional Investments—\$110 million

### Drought

- Water Conservation Programs—\$180 million
- Urban and Small Community Drought Relief—\$145 million
- Multibenefit Land Repurposing—\$40 million
- Groundwater Recharge—\$30 million

#### Extreme Heat

- Urban and Community Forestry and Urban Greening—\$100 million
- Community Resilience and Heat Program—\$25 million
- Community Resilience Centers Program—\$25 million
- Low-Income Weatherization Program—\$25 million

#### Coastal Resilience

- Coastal Protection and Adaptation—\$350 million
- Ocean Protection—\$50 million

#### Community Resilience

- Transformative Climate Communities Program—\$165 million
- Regional Climate Collaboratives and Resilience—\$135 million
- California Climate Action Corps—\$4.7 million

#### Broadband

Last year's budget provided \$6 billion over three years as part of a statewide plan to expand broadband infrastructure. The state was able to include \$3.25 billion in State Fiscal Recovery Funds (SFRF) from the federal American Rescue Plan Act for the purpose of building an open-access middle-mile network. Estimates produced by California Department of Technology (CDT), the California Department of Transportation (Caltrans) and the California Public Utilities Commission (CPUC) indicate a need for approximately 8,100 miles of middle-mile broadband infrastructure for unserved and underserved communities. In the future, the state will be able to access \$100 million in federal funds from the IJA to expand broadband coverage.

In November 2021, CDT announced the selection of 18 initial projects identified by the CPUC to begin building the open-access middle-mile network. The CPUC anticipates making new last-mile project grants available in 2022 utilizing both state funding from the California Advanced Services Fund and federal funds. CPUC also anticipates releasing a staff proposal related to the Loan Loss Reserve Fund in the first quarter of 2022.

#### **FISCAL IMPACT:**

Work associated with the State Budget Overview staff report is contained in the Indirect Cost budget, Legislation 810-0120.10.