



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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Transportation
Sean Ashton, Downey

REMOTE PARTICIPATION ONLY

LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

*Tuesday, August 17, 2021
8:30 a.m. – 10:00 a.m.*

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

To 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 recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N-29-20, the meeting will be held telephonically and electronically.

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

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. **Submit written comments via email to: ePublicComment@scag.ca.gov by 5pm on Monday, August 16, 2021.**

All written comments received after 5pm on Monday, August 16, 2021 will be announced and included as part of the official record of the meeting.

2. **If participating via Zoom or phone, during the Public Comment Period, 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.**

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.

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.

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 – August 2021

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

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LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

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

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

18. Sup. Donald Wagner
Orange County

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LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

Southern California Association of Governments
Remote Participation Only
Tuesday, August 17, 2021
8:30 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Alan D. Wapner, Chair)

PRESENTATION

(The Honorable Sharon Quirk-Silva, Assemblymember (D-Fullerton))

PUBLIC COMMENT PERIOD

Members of the public are encouraged to submit written comments by sending an email to: ePublicComment@scag.ca.gov by 5pm on Monday, August 16, 2021. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Written comments received after 5pm on Monday, August 16, 2021 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 will be allowed up to 3 minutes to speak, 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 reduce the time limit based upon the number of comments received and may limit the total time for all public comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the July 20, 2021 Meeting
2. SCAG Memberships and Sponsorships

Receive and File

3. Legislative Tracking Report

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INFORMATION ITEMS

4. Sacramento Advocacy Update
(Kevin Gilhooley, Legislation Manager)
5. Bipartisan Infrastructure Bill Update
(David Angel, Legislative Analyst)
6. Communications Update
(Margaret de Larios, Public Affairs Specialist III)

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

(Javiera Cartagena, Acting Director of Policy and Public Affairs)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



Southern California Association of Governments
Remote Participation Only
August 17, 2021

LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)
MINUTES OF THE MEETING
TUESDAY, JULY 20, 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 LCMC held its July 20, 2021, meeting telephonically and electronically, given public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's Executive Order N-29-20.

MEMBERS PRESENT

Alan D. Wapner (CHAIR)		SBCTA
Peggy Huang (VICE CHAIR)		TCA
Sean Ashton	<i>Downey</i>	District 25
Margaret Finlay	<i>Duarte</i>	District 35
Curt Hagman		San Bernardino County
Jan Harnik		RCTC
Clint Lorimore	<i>Eastvale</i>	District 4
Ray Marquez	<i>Chino Hills</i>	District 10
Frank J. Navarro	<i>Colton</i>	District 6
David Pollock	<i>Moorpark</i>	District 46
Ali Saleh	<i>Bell</i>	District 27
David J. Shapiro	<i>Calabasas</i>	District 44
Jose Luis Solache	<i>Lynwood</i>	District 26

MEMBERS NOT PRESENT

Letitia Clark	<i>Tustin</i>	District 17
Steve Manos	<i>Lake Elsinore</i>	District 63
Deborah Robertson	<i>Rialto</i>	District 8
Cheryl Viegas-Walker	<i>El Centro</i>	District 1
Donald P. Wagner		Orange County

CALL TO ORDER

Chair Alan D. Wapner called the meeting to order at 8:30 a.m. and lead the Pledge of Allegiance. A quorum was confirmed by the Clerk.

PUBLIC COMMENT PERIOD

Chair Wapner opened the Public Comment Period. SCAG staff confirmed that there were no public comments submitted via email to ePublicComment@scag.ca.gov. Seeing there were no public comment speakers, Chair Wapner closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEM

There was no reprioritization of the agenda.

CONSENT CALENDAR

Approval Items

1. Minutes of the June 15, 2021 Meeting
2. SCAG Memberships and Sponsorships

Receive and File

3. Legislative Tracking Report

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

AYES: Ashton, Finlay, Hagman, Harnik, Huang, Lorimore, Navarro, Pollock, Shapiro, Solache and Wapner (11)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEMS

4. Federal Update
-

Kevin Gilhooley, Legislation Manager, introduced Leslie Pollner and Lauri Hettinger from Holland & Knight, who represent SCAG in Washington, D.C.

Ms. Pollner reported that just a few weeks ago, bipartisan senators came together around a deal for a \$1.3 trillion infrastructure bill package. She indicated that Majority Leader Charles E. Schumer stated he would like to have a cloture vote and filed a motion to do so. She indicated no one really knew what was going to happen with the cloture vote, but if it failed, she speculated that what the Majority Leader may do is bring up separate components of the bill, which have already made it through on a bipartisan basis and try to get that passed. Meanwhile, she reported that Democrats had come to an agreement on the reconciliation bill. She highlighted that there had been an agreement on the \$3.5 trillion bill and that both the House and Senate were saying they would try to pass a budget resolution that would outline the key priorities for this bill before August. She indicated they intended to include a number of the pieces of President Biden's American Families Plan in the bill, so funding for affordable housing and funding for childcare would be in the reconciliation bill. Additionally, she also reported that both the House and Senate were working on their FY22 appropriations bill. She summarized that for FY22, the Transportation Housing and Urban Development Committee approved their bill, which provides a significant increase in funding for both transportation and housing. She further clarified that the House bill included additional funding for zero-emission bus fleet planning grants, a new innovative mobility solutions program, integrated smart mobility grants, and a new program for climate change adaptation grants. Lastly, she reported that the Senate was behind on their FY appropriations bill and would likely do the majority of their markups either at the end of July or into the fall.

5. State Budget Update

Kevin Gilhooley, Legislation Manager, introduced Steve Cruz, Principal at Cruz Strategies, Vanessa Gonzalez, Director of Government Relations, and Mark MacDonald of MGI Advocacy, who represent SCAG in Sacramento.

Steve Cruz provided an update on the ongoing budget process. He reported that the governor signed SB 129, which was the trailer bill implementing the framework for the deal, and highlighted that they went from a \$54 billion deficit to a surplus of \$100 billion that really allowed the legislature and the governor to make historic investments in broadband and homelessness.

Mark MacDonald reported that the governor was expected to sign the broadband bill, which included a historic investment of \$6 billion to expand broadband and two \$1 billion pots for last-mile for both urban and rural counties. Additionally, he stated each county was expected to get a base of \$5 million and then more funding based on the number of low-income Californians without broadband within that county. Lastly, he stated there was also \$3.25 billion for middle-mile access to connect those entities and agencies that need broadband access.

Mr. Gilhooley announced that SCAG would receive a \$3.5 million earmark to implement the next steps associated with the inclusive economic recovery, which was a significant achievement for SCAG.

Vice Chair Peggy Huang, TCA, requested additional information on the broadband investment because she didn't know exactly what the budget will help the cities cover in terms of broadband allocations.

Mr. MacDonald explained that it was a two-pronged approach that addressed the last mile and middle mile. He stated that they were targeting those entities that don't have service at the end of the line in the last mile. He further stated that in the middle mile, there was \$3.25 billion, particularly for state-owned lands to partner with counties and Joint Powers Authorities to take care of the middle mile. He explained that it would connect the middle mile to those last-mile outlets and entities, like hospitals, schools, and those that really need the access.

Regional Councilmember Margaret Finlay, Duarte, District 35, asked what was going to happen to local government with respect to open meeting laws.

Mr. Gilhooley reported that they had been having meetings with some of the staff to the relevant committees that have jurisdiction over updating the Brown Act and issued an invitation to Assemblymember Blanca Rubio to come to speak to the LCMC on her two-year bill regarding Brown Act reform.

Discussion ensued with the members regarding Brown Act reform. Mr. Cruz also provided an update on discussions with the governor's office regarding the current executive order and the current bills being proposed to address public access and remote participation.

First Vice President Harnik, RCTC, thanked Mr. Cruz and Mr. MacDonald for their updates and asked if the GHG issue ever factored in when they had discussions about the Brown Act.

Mr. MacDonald addressed the question and stated that this was not a major issue and that the focus was more on participation and access. He thought it was a bigger issue for SCAG, given its large region.

Chair Wapner directed staff to bring back to a future meeting a discussion on joining local government agencies on sponsoring an initiative to include the state legislature under the Brown Act.

6. Sacramento Update

Kevin Gilhooley, Legislation Manager, provided an update on the housing element extension and reported that SCAG had received word from the Governor's office that it would be impossible to include our requested extension in this round of budget trailer bills, even after SCAG's request was modified to address concerns raised by the relevant stakeholders. He indicated that the budget trailer bills were likely to continue after the Legislature returns from summer recess in mid-August, which would allow for one last opportunity for SCAG to make its case before the region's Housing Element update deadline of October 15.

He also reported that AB 140 was passed and that this was the budget trailer bill on housing and homelessness, which unfortunately did not include SCAG's requested extension. He highlighted that the trailer bill includes \$600 million for the REAP 2.0 program for MPOs to develop programs to incentivize infill development and other programs that lead to vehicle miles traveled and greenhouse gas reduction and includes \$250 million to fund another round of infill Infrastructure grants.

He also reported that AB 43 by Laura Friedman, which would provide local jurisdictions some modest flexibility in setting speed limits in their communities, passed the Senate Transportation Committee. He stated that after having flown through the Assembly, AB 43 encountered some opposition in the Senate and that while the various stakeholders worked to amend the bill, SCAG Regional Council Members who were represented by a Senator on the Senate Transportation Committee were asked to contact their Senators to share their personal support for this bill. He proceeded to thank the following members as follows:

- Immediate Past President Rex Richardson for contacting Transportation Chair Lena Gonzalez of Long Beach;
- First Vice President Jan Harnik and Regional Council Member Member Zak Schwank for contacting Senator Melissa Melendez;
- Regional Council Member Sean Ashton for contacting Senator Bob Archuleta;
- Regional Council Members Joe Kalmik, Kim Nguyen, and Cindy Allen for contacting Senator Tom Umberg;
- Regional Council Members Marty Simonoff and Steve Tye for contacting Senator Josh Newman;
- Regional Council Members Leticia Clark, Mike Carroll, and Wendy Bucknum for contacting Senator David Min. Also, Regional Council Member Bucknum contacted Vice Chair Pat Bates; and
- Regional Council Member Adele Andrade Stadler for contacting Senator Susan Rubio.

As a result, he reported there was only one "no" vote for AB 43, which will now go for a vote to the Senate Appropriations Committee after the Legislature reconvenes from Summer Recess.

He also provided updates on Senate Bill 9 (Atkins) and Senate Bill 10 (Wiener). With respect to SB 9, he stated this was the duplex bill that had earned the opposition of 70 cities in the SCAG region and that the author had not amended this bill to address any of SCAG's concerns. He indicated that staff would be recommending the agency's position be updated from oppose unless amended to oppose. On SB 10, he stated this bill would provide city councils and county boards of supervisors with a CEQA exemption when passing an ordinance to upzone any parcel for up to 10 residential units of density if the parcel were in a transit-rich area or urban infill site. He indicated that previously, this bill would have allowed that same authority for jobs-rich areas and tasked HCD with the responsibility of identifying those jobs-rich locations. He reported that SCAG advocated that MPOs should be consulted for jobs-rich locations as their RTPs and SCSs already contemplate and identify areas where growth should be prioritized and encouraged. He informed the committee that since the time of SCAG's engagement on this bill, SB 10 had been amended to remove the jobs-rich provision entirely, and as it's written now, the bill applies only to up-zoning in transit-rich and urban infill sites.

7. Communications Update

Margaret de Larios, Public Affairs Specialist III, provided an update on current and upcoming communications efforts on the Go Human Traffic Safety Peer Exchange Series, which brings together traffic safety professionals to learn from each other and share knowledge to better serve their communities. She also highlighted the toolbox Tuesday event, which would feature Cal-Adapt, a new local climate change snapshot tool, which provides climate projections that local jurisdictions can use to develop resilience plans. She also reported that they were preparing communications around the hybrid September meeting of the Regional Council and Policy Committees. She conveyed that their priority was to ensure everyone's health and safety while maintaining efficacy and accessibility. Lastly, she announced that the 12th annual Southern California Economic Summit was scheduled for December 2, 2021.

ACTION ITEMS

8. AB 215 (Chiu) – Housing Element Relative Progress Determination

Jonathan Hughes, Regional Affairs Officer, provided a report on Assembly Bill 215 (AB 215), which would establish a process for a mid-cycle housing element consultation between the State Department of Housing and Community Development (HCD) and any jurisdiction it deems to have not made sufficient progress toward its Regional Housing Needs Allocation (RHNA). He indicated that SCAG was committed to working collaboratively with the state and our local jurisdictions to do its part to solve the state's housing crisis. As it stands, he stated that AB 215 was overly burdensome, and there were no provisions relieving local governments from bearing responsibility

for inadequate housing production relative to their RHNA. He indicated that staff recognized that AB 215 arbitrarily punished local jurisdictions for the lack of housing production and imposed unrealistic performance criteria and timelines. Additionally, AB 215 causes many implementation challenges that raise issues with fairness regarding the competitive grant programs and would generate high process workload and costs, both for HCD and jurisdictions, without providing additional incentives or resources for producing needed housing units.

He noted that AB 215 was sponsored by the California Housing Consortium and supported by a variety of housing and business organizations. He also highlighted that the bill was opposed by several local jurisdictions as well as groups such as the League of California Cities, the California State Association of Counties, the Western Center on Law and Poverty, the Venture Council of Governments, among others.

He reported that in the Assembly, AB 215 passed off the floor and passed the Committee on Housing in the Senate. He stated AB 215 currently awaits a hearing on the suspense file in appropriations, which will be heard after the legislature returns from recess in mid-August.

Lastly, he stated that staff recommended an oppose position to formalize the various concerns and to continue to work with the author's office on addressing those concerns.

A MOTION was made (Navarro) to approve an Oppose position on AB 215 (Chiu) – Housing Element Relative Progress Determination. The MOTION was SECONDED (Shapiro) and approved by a majority vote. A roll call vote was taken and recorded as follows:

AYES: Ashton, Finlay, Harnik, Huang, Lorimore, Marquez, Navarro, Pollock, Saleh, Shapiro, Solache and Wapner (12)

NOES: None (0)

ABSTAIN: None (0)

Chair Wapner directed staff to bring this item back to start discussions on how local jurisdictions are going to deal with this. He expressed concern over single-family housing, affordability, and the impact on infrastructure.

9. SB 9 (Atkins) – Duplex Approvals

Chair Wapner stated they had already received a report from Mr. Gilhooley on SB 9 and asked for a motion on Agenda Item 9.

A MOTION was made (Finlay) to approve an Oppose position on SB 9 (Atkins) – Duplex Approvals. The MOTION was SECONDED (Ashton) and approved by a majority vote. A roll call vote was taken and recorded as follows:

AYES: Ashton, Finlay, Harnik, Huang, Lorimore, Marquez, Navarro, Pollock, Saleh, Shapiro, Solache and Wapner (12)

NOES: None (0)

ABSTAIN: None (0)

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

Javiera Cartagena, Acting Director of Policy and Public Affairs, provided an update on the hybrid Regional Council meeting for September and stated they were approaching this return to the office with the utmost consideration and would be implementing an arrangement of protocols to ensure the health and safety of everyone. She reported that space was limited and on a first-come-first-serve basis.

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

President Lorimore stated that he would like this committee to consider sponsoring legislation in the future. He asked the committee to start thinking about areas/topics of focus.

Chair Wapner stated he discussed taking a proactive role with President Lorimore and supported the President's message.

First Vice President Harnik, RCTC, expressed support for President Lorimore's comments and stated that even after taking an oppose unless amended position on SB 9, there was no consideration for amending the bill. She expressed the need for taking stronger positions.

Regional Councilmember Jose Luis Solache, Lynwood, District 26, echoed First Vice President Harnik's comments.

Chair Wapner reported that the next meeting of the LCMC was scheduled for August 17.



ADJOURNMENT

There being no further business, Chair Wapner adjourned the Legislative/Communications Membership Committee meeting at 9:48 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
August 17, 2021

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 \$48,845 in annual memberships for the 1) California Association of Councils of Governments (\$43,845) and 2) Mobility 21 (\$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 \$48,845 in annual memberships for the 1) California Association of Councils of Governments (\$43,845) and 2) Mobility 21 (\$5,000) .

BACKGROUND:

Item 1: California Association of Councils of Governments (CALCOG)

Type: Membership **Amount:** \$43,845

Established in 1977, CALCOG is a statewide association representing 47 regional planning agencies working to assist each member in developing the capacity to serve its own members’ needs for regional coordination and policy development. CALCOG works with and through its members to:

- Review plans and policies on subjects agreed upon by members;
- Coordinate policy development as appropriate to the League of California Cities, the California State Association of Counties, the National Association of Regional Councils, and the Association of Metropolitan Planning Organizations;
- Promote more effective planning at the regional level;

- Conduct statewide workshops and conferences which provide members with an ideal opportunity to discuss key issues and learn from recognized experts in various fields; and
- Provide an informational clearinghouse on issues of concern to the regions and state.

The Fiscal Year (FY) 2021-2022 annual dues are \$43,845. Given the vast quantity of legislation and policies related to regional issues and sustainable communities, CALCOG membership has become increasingly valuable to SCAG. CALCOG provides a strong voice for regional organizations in Sacramento. Two years ago, CALCOG was instrumental in including the first Regional Early Action Planning (REAP) Housing Grant program with a \$125 million allocation in Governor Newsom’s Housing Budget. SCAG received \$47 million to help local communities promote and increase the housing supply. CALCOG sought to expand the program this past year and secured \$510 million to MPO regions for the FY 21-22 REAP program.

Former SCAG President Cheryl Viegas-Walker is the Immediate Past President of CALCOG. Other CALCOG Board of Directors include former SCAG President and current Legislative/Communications & Membership Committee Chair Alan Wapner, SCAG First Vice President Jan Harnik, SCAG Second Vice President Carmen Ramirez, and SCAG Regional Council Member Margaret Finlay.

Item 2:	Mobility 21	
Type:	Membership	Amount: \$5,000

Mobility 21 is a coalition of public, business, and community stakeholders to pursue regional solutions to transportation challenges facing the SCAG region and San Diego County. Created in 2002 as an effort in Los Angeles County, Mobility 21 became a regional effort in 2007 with the primary goals to:

- Support practical solutions to Southern California’s transportation challenges;
- Mobilize regional support for transportation funding and legislative priorities at the federal and state levels;
- Unite political leaders around common priorities for transportation; and
- Bring together residents, civic leaders, business groups, and industry experts to inspire them to act and educate them on how to effectively speak out in support of transportation initiatives.

SCAG is a founding member of Mobility 21 and Kome Ajise, SCAG’s Executive Director, is a member of the coalition’s board of directors.

FISCAL IMPACT:

\$48,845 for membership with the California Association of Councils of Governments and Mobilty 21 is included in the approved FY 2021-2022 General Fund budget.



AGENDA ITEM 3
REPORT

Southern California Association of Governments
Remote Participation Only
August 17, 2021

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 261 different measures that have a nexus to the Regional Council’s adopted 2021 State and Federal Legislative Platform.

The legislature passed the budget bill on June 14, 2021, one day before the constitutional deadline. However, as they had not yet reached an agreement with the Governor, the legislature subsequently passed another budget bill on June 28, 2021, also known as a “Budget Bill Jr.,” which amended the “Budget Bill in Chief.” The initial budget bill served as a framework and placeholder while the legislature conducted additional budget negotiations with Governor Newsom. The Governor signed the Budget Bill in Chief (AB 128) on June 28, 2021. The Governor signed the Budget Bill Jr. (SB 129) on July 12, 2021, which includes, among other things, the \$100 billion “California Comeback Plan” and reflects a majority of the changes to the initial budget bill resulting from agreements reached during those additional negotiations.

The legislature then passed various budget trailer bills to finalize the budget to implement agreements reached during negotiations in more contentious subjects, such as broadband, high-speed rail, and housing. Negotiations on budget trailer bills have continued into the month of August. In total, the budget package reflects \$262.6 billion in spending, the largest budget in the State's history.

Legislators returned from a month-long summer recess yesterday, August 16, 2021. Before the summer recess, policy committees met for the last time this year, as Wednesday, July 14, 2021, was the deadline for policy committees to meet and report on bills. The next legislative deadline is the last day for fiscal committees to meet and report on bills, on Friday, August 27, 2021. The deadline to amend bills on the floor will come one week later, on September 3, 2021. Starting August 30, 2021, the legislature will only have floor sessions until September 10, 2021, the deadline to pass a bill. After that date, the legislature will adjourn to its interim recess for the remainder of the year.

After the legislature adjourns for its interim recess, Governor Newsom will have 30 days to sign or veto bills, which gives him an October 10, 2021 deadline. Any non-urgency legislation that the Governor signed this year will go into effect on January 1, 2022. The legislature will subsequently reconvene for the second half of the 2021-2022 legislative session on January 3, 2022.

FISCAL IMPACT:

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

ATTACHMENT(S):

1. LCMC - 08172021 - Legislative Tracking Report

SCAG Bill Report 8/11/2021

Broadband

[AB 14](#)

(Aguiar-Curry D) Communications: broadband services: California Advanced Services Fund.

Current Text: Amended: 7/12/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 7/12/2021

Status: 7/13/2021-Withdrawn from committee. Re-referred to Com. on APPR.

Location: 7/13/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law establishes the State Department of Education in state government, and vests the department with specified powers and duties relating to the state's public school system. This bill would authorize local educational agencies to report to the department their pupils' estimated needs for computing devices and internet connectivity adequate for at-home learning. The bill would require the department, in consultation with the Public Utilities Commission, to compile that information and to annually post that compiled information on the department's internet website.

Position

Support

[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: 5/20/2021-In committee: Held under submission.

Location: 5/5/2021-A. APPR. SUSPENSE FILE

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 41](#)

(Wood D) Broadband infrastructure deployment.

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

Introduced: 12/7/2020

Last Amend: 7/14/2021

Status: 7/14/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/13/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law vests the Department of Transportation with full possession and control of state highways and associated property. Current law requires the department to notify companies and organizations working on broadband deployment on its internet website of specified department-led highway construction projects and authorizes those companies and organizations to collaborate with the department to install broadband conduits as part of those projects. This bill would require the department, as part of those projects that are located in priority areas, or areas that connect broadband infrastructure to priority areas, to install broadband conduits capable of supporting technology-neutral telecommunications cables.

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: 5/20/2021-In committee: Held under submission.

Location: 5/12/2021-A. APPR. SUSPENSE FILE

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: 6/18/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 6/18/2021

Status: 7/15/2021-From committee: Be ordered to second reading file pursuant to Senate Rule 28.8 and ordered to Consent Calendar.

Location: 7/15/2021-S. CONSENT CALENDAR

Calendar: 8/16/2021 #75 SENATE SECOND READING

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: 7/15/2021-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 11. Noes 2.) (July 12). Read second time and amended. Re-referred to Com. on APPR.

Location: 7/12/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

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: 6/22/2021-Read second time. Ordered to third reading.

Location: 6/22/2021-S. THIRD READING

Calendar: 8/16/2021 #141 SENATE THIRD READING

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 4

(Gonzalez D) Communications: California Advanced Services Fund: deaf and disabled telecommunications program: surcharges.

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

Introduced: 12/7/2020

Last Amend: 5/20/2021

Status: 7/8/2021-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 3.) (July 7). Re-referred to Com. on APPR.

Location: 7/7/2021-A. APPR.

Summary: Would require the Governor's Office of Business and Economic Development to coordinate with other relevant state and local agencies and national organizations to explore ways to facilitate streamlining of local land use approvals and construction permit processes for projects related to broadband infrastructure deployment and connectivity.

Position

Support

SB 28

(Caballero D) Rural Broadband and Digital Infrastructure Video Competition Reform Act of 2021.

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

Introduced: 12/7/2020

Last Amend: 7/5/2021

Status: 7/5/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/1/2021-A. APPR.

Summary: Current law establishes in state government the Department of Technology and makes it responsible for approval and oversight of information technology projects. Current law requires the Director of General Services to compile and maintain an inventory of state-owned real property that may be available for lease to providers of wireless telecommunications services for location of wireless telecommunications facilities. This bill, the Rural Broadband and Digital Infrastructure Video Competition Reform Act of 2021, would similarly require the Department of Technology, in collaboration with other state agencies, to compile an inventory of state-owned resources, as defined, that may be available for use in the deployment of broadband networks in rural, unserved, and underserved communities, except as specified. The bill would require the department to collaborate on the development of standardized agreement provisions to enable those state-owned resources to be leased or licensed

for that purpose.

Position
Watch

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

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

Introduced: 1/29/2021

Status: 2/22/2021-Art. IV. Sec. 8(a) of the Constitution dispensed with. (Ayes 32. Noes 4.) Joint Rule 55 suspended. (Ayes 32. Noes 4.)

Location: 1/29/2021-S. RLS.

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 378 (Gonzalez D) Local government: broadband infrastructure development project permit processing: microtrenching permit processing ordinance.

Current Text: Amended: 6/29/2021 [html](#) [pdf](#)

Introduced: 2/10/2021

Last Amend: 6/29/2021

Status: 7/8/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (July 7). Re-referred to Com. on APPR.

Location: 7/7/2021-A. APPR.

Summary: Would require a local agency to allow, except as provided, microtrenching for the installation of underground fiber if the installation in the microtrench is limited to fiber. The bill would also require, to the extent necessary, a local agency with jurisdiction to approve excavations to adopt or amend existing policies, ordinances, codes, or construction rules to allow for microtrenching. The bill would provide that these provisions do not supersede, nullify, or otherwise alter the requirements to comply with specified safety standards. The bill would authorize a local agency to impose a fee for its reasonable costs on an application for a permit to install fiber, as provided. By imposing new duties on local agencies with regard to the installation of fiber, the bill would impose a state-mandated local program.

Position

SB 556 (Dodd D) Street light poles, traffic signal poles: small wireless facilities attachments.

Current Text: Amended: 6/28/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

Last Amend: 6/28/2021

Status: 7/8/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 1.) (July 7). Re-referred to Com. on APPR.

Location: 7/7/2021-A. APPR.

Summary: Would prohibit a local government or local publicly owned electric utility from unreasonably denying the leasing or licensing of its street light poles or traffic signal poles to communications service providers for the purpose of placing small wireless facilities on those poles. The bill would require that street light poles and traffic signal poles be made available for the placement of small wireless facilities under fair, reasonable, and nondiscriminatory fees, as provided. The bill would authorize a local government or local publicly owned electric utility to condition access to its street light poles or traffic signal poles on reasonable terms and conditions, including reasonable aesthetic and safety standards

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: 4/26/2021-April 26 set for first hearing canceled at the request of author.

Location: 3/3/2021-S. E. U., & C.

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: 7/13/2021-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 8. Noes 0.) (July 12). Re-referred to Com. on APPR.

Location: 7/12/2021-A. APPR.

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 an 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

[SB 7](#) (Atkins D) Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.

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

Introduced: 12/7/2020

Last Amend: 2/18/2021

Status: 5/20/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 19, Statutes of 2021.

Location: 5/20/2021-S. CHAPTERED

Summary: Would enact the Jobs and Economic Improvement Through Environmental Leadership Act of 2021, which would reenact the former leadership act, with certain changes, and would authorize the Governor, until January 1, 2024, to certify projects that meet specified requirements for streamlining benefits related to CEQA. The bill would additionally include housing development projects, as defined.

meeting certain conditions as projects eligible for certification. The bill would, except for those housing development projects, require the quantification and mitigation of the impacts of a project from the emissions of greenhouse gases, as provided. The bill would revise and recast the labor-related requirements for projects undertaken by both public agencies and private entities. The bill would provide that the Governor is authorized to certify a project before the lead agency certifies the final EIR for the project.

Position
Support

[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: 6/17/2021-Re-referred to Com. on RLS. pursuant to Assembly Rule 96.

Location: 6/17/2021-A. RLS.

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

[SB 44](#)

(Allen D) California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.

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

Introduced: 12/7/2020

Last Amend: 7/14/2021

Status: 7/14/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/13/2021-A. APPR.

Summary: Would, until January 1, 2025, establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for an environmental leadership transit project, as defined, proposed by a public or private entity or its affiliates that is located wholly within the County of Los Angeles or connects to an existing project wholly located in that county and that is approved by the lead agency on or before January 1, 2024. The bill would require the project applicant of the environmental leadership transit project to take certain actions in order for those specified procedures to apply to the project. The bill would require the Judicial Council, on or before January 1, 2023, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible and to the extent prioritizing those actions or proceedings will not exacerbate any civil case backlogs, within 365 calendar days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project.

Position
Support

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

Location: 5/25/2021-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 339](#)

(Lee D) Local government: open and public meetings.

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

Introduced: 1/28/2021

Last Amend: 7/5/2021

Status: 7/14/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (July 13) Re-referred to Com. on APPR.

Location: 7/14/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. Under existing law, a member of the legislative body who attends a meeting where action is taken in violation of this provision, with the intent to deprive the public of information that the member knows the public is entitled to, is guilty of a crime. This bill would require local agencies to conduct meetings subject to the act consistent with applicable state and federal civil rights laws, as specified.

Position

[AB 361](#)

(Rivas, Robert D) Open meetings: local agencies: teleconferences.

Current Text: Amended: 7/6/2021 [html](#) [pdf](#)

Introduced: 2/1/2021

Last Amend: 7/6/2021

Status: 7/15/2021-Read second time. Ordered to third reading.

Location: 7/15/2021-S. THIRD READING

Calendar: 8/16/2021 #197 SENATE THIRD READING

Summary: Existing law, the Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. This bill, until January 1, 2024, would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting during a declared state of emergency, as that term is defined, when state or local health officials have imposed or recommended measures to promote social distancing during a proclaimed state of emergency held for the purpose of determining, by majority vote, whether meeting in person would present imminent risk to the health or safety of attendees, and during a proclaimed state of emergency when the legislative body has determined that meeting in person would present imminent risks to the health or safety of attendees, as provided.

Position

[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: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.S. & T.M. on 3/25/2021)(May be acted upon Jan 2022)

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

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: 7/5/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

Last Amend: 7/5/2021

Status: 7/8/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (July 8). Re-referred to Com. on APPR.

Location: 7/8/2021-S. APPR.

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 specific 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 29 (Umberg D) Elections: vote by mail ballots.

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

Introduced: 12/7/2020

Last Amend: 1/15/2021

Status: 2/19/2021-Chaptered by Secretary of State- Chapter 3, Statutes of 2021

Location: 2/19/2021-S. CHAPTERED

Summary: Current law required county elections officials to mail a ballot to every registered voter for the November 3, 2020, statewide general election. Current law, for the November 3, 2020, statewide general election, also required county elections officials to use a specified Secretary of State vote by mail tracking system or a system that meets the same specifications. This bill would extend these requirements to all elections proclaimed or conducted prior to January 1, 2022

Position

Watch

[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: 5/26/2021-Ordered to inactive file on request of Senator Umberg.

Location: 5/26/2021-S. INACTIVE FILE

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

[SB 274](#)

(Wieckowski D) Local government meetings: agenda and documents.

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

Introduced: 1/29/2021

Last Amend: 4/5/2021

Status: 7/8/2021-Read second time. Ordered to third reading.

Location: 7/8/2021-A. THIRD READING

Summary: The Ralph M. Brown Act requires meetings of the legislative body of a local agency to be open and public and also requires regular and special meetings of the legislative body to be held within the boundaries of the territory over which the local agency exercises jurisdiction, with specified exceptions. Current law authorizes a person to request that a copy of an agenda, or a copy of all the documents constituting the agenda packet, of any meeting of a legislative body be mailed to that person. This bill would require a local agency with an internet website, or its designee, to email a copy of, or website link to, the agenda or a copy of all the documents constituting the agenda packet if the person requests that the items be delivered by email. If a local agency determines it to be technologically infeasible to send a copy of the documents or a link to a website that contains the documents by email or by other electronic means, the bill would require the legislative body or its designee to send by mail a copy of the agenda or a website link to the agenda and to mail a copy of a other documents constituting the agenda packet, as specified.

Position

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: 4/15/2021-From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 10. Noes 0.) (April 15). Re-referred to Com. on NAT. RES.

Location: 4/15/2021-A. NAT. RES.

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

Attachment: LCMC - 08172021 - Legislative Tracking Report (Legislative Tracking Report)

Last Amend: 7/14/2021

Status: 7/14/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/13/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state's climate adaptation strategy, known as the Safeguarding California Plan. 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.

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: 5/20/2021-Joint Rule 62(a), file notice suspended. From committee: Do pass and re-refer to Com. on RLS. (Ayes 12. Noes 3.) (May 20). Re-referred to Com. on RLS.

Location: 5/20/2021-A. RLS.

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) Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022.

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

Introduced: 12/7/2020

Last Amend: 4/8/2021

Status: 6/1/2021-Ordered to inactive file on request of Senator Portantino.

Location: 6/1/2021-S. INACTIVE FILE

Summary: Would enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$5,595,000,000 pursuant to the State General Obligation Bond Law to finance projects for a wildfire prevention, safe drinking water, drought preparation, and flood protection program.

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 39](#) (Chau D) California-China Climate Institute.

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

Introduced: 12/7/2020

Last Amend: 3/25/2021

Status: 6/21/2021-In committee: Referred to APPR suspense file.

Location: 6/21/2021-S. APPR. SUSPENSE FILE

Summary: Would establish the California-China Climate Institute, housed at the University of California, Berkeley, as specified, and in partnership with the Institute of Climate Change and Sustainable Development at Tsinghua University and other entities and institutions in China and California. The bill would require the institute to foster collaboration to inform and shape climate policy and advance the goals of the Paris Agreement, advance joint policy research on major climate issues, support high-level dialogue on specific climate issues, and provide training to specified entities to advance climate and environmental policies. The bill would require the institute to work closely with other University of California campuses, departments, and leaders, and would authorize the institute to receive guidance and support from experts and state entities.

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)

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

Summary: 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: 7/14/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 7/14/2021

Status: 7/14/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/12/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law requires the Natural Resources Agency to update every 3 years the state's climate adaptation strategy, known as the Safeguarding California Plan, 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. Current law requires, to address the vulnerabilities identified in the

plan, state agencies to maximize specified objectives. This bill would require the agency to also coordinate with the Office of Planning and Research and identify, among other things, vulnerabilities to climate change for vulnerable communities, an operational definition of "climate resilience" for each sector and for vulnerable communities, special protections of vulnerable communities and industries that are disproportionately impacted by climate change, and timetables and specific metrics to measure the state's progress in implementing the plan.

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 imposed 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 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.

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

Introduced: 12/7/2020

Last Amend: 5/11/2021

Status: 5/28/2021-Ordered to inactive file on request of Senator Umberg.

Location: 5/28/2021-S. INACTIVE FILE

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: 3/25/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 3/25/2021

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

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

Summary: Would require the Legislative Analyst's Office to conduct a comprehensive review and analysis of issues related to the state's response to the COVID-19 pandemic, including, among others, whether local public health departments were sufficiently staffed and funded to handle specified pandemic-related responsibilities, and what specific measures of accountability the state applied to monitor and confirm that local public health departments were following state directives related to any dedicated COVID-19 funds allocated to counties. The bill would require the office to report to the Joint Legislative Audit Committee and the health committees of the Legislature by June 30, 2022. This bill contains other related provisions.

Position

Watch

[SB 109](#) ([Dodd D](#)) Office of Emergency Services: Office of Emergency Technology Research and Development.

Current Text: Amended: 7/9/2021 [html](#) [pdf](#)

Introduced: 1/6/2021

Last Amend: 7/9/2021

Status: 7/9/2021-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.

Location: 7/5/2021-A. APPR.

Summary: Would, until January 1, 2029, establish the Office of Emergency Technology Research and Development within the Office of Emergency Services under the direct control of the Director of the Office of Emergency Services. The bill would make the office responsible for receiving, researching, developing, testing, evaluating, and making recommendations to state and local agencies on proposals and tools to improve the state's ability to prepare and plan for emergencies, incident response, and command and control regarding potential emergencies and threats facing the state, through specified activities, as provided. The bill would require the Office of Emergency Technology Research and Development to consult and coordinate with the Department of Forestry and Fire Protection to forward the goals of the office, as provided.

Position

[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 336](#) (Ochoa Bogh R) Public health: COVID-19.

Current Text: Amended: 7/8/2021 [html](#) [pdf](#)

Introduced: 2/8/2021

Last Amend: 7/8/2021

Status: 7/8/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/6/2021-A. APPR.

Summary: Would require that before the State Department of Public Health or a local health official takes measures to prevent the spread of COVID-19, as defined, or takes measures to reopen the state, they publish the measures and the date that a change or closure would take effect on their internet website, unless there is an immediate danger or an imminent threat to the public requiring immediate action. The bill would also require the department or local health officials to create an opportunity for organizations, communities, nonprofits, and individuals to sign up for an email distribution list relative to changes in related public health orders. By imposing these duties on local officials, the bill would create a state-mandated local program.

Position

[SB 440](#) (Dodd D) Earthquake and wildfire loss mitigation.

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

Introduced: 2/16/2021

Status: 3/22/2021-March 25 set for first hearing canceled at the request of author.

Location: 2/25/2021-S. INS.

Summary: Would require the Wildfire Fund Administrator, the Office of Emergency Services, and the Office of Energy Infrastructure Safety to create the California Wildfire Residential Loss Mitigation Program as a joint powers authority. The bill would require that program to provide mitigation against wildfire risk, including a grant program to assist qualifying owners to retrofit their structures to protect against wildfire or to create a defensible space around their structures. The bill would establish the Wildfire Loss Mitigation Fund as a continuously appropriated subaccount in the Wildfire Fund to fund the program.

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: 6/30/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 6/30/2021

Status: 7/7/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 1.) (July 7). Re-referred to Com. on APPR.

Location: 7/7/2021-A. APPR.

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 agencies to provide their respective lists to the Secretary for Environmental Protection and instead require these agencies to post the lists on their respective internet websites.

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: Current law promotes and develops the welfare of workers in California to improve working

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conditions and advance opportunities for profitable employment. Current 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 654 (Reyes D) COVID-19: exposure: notification.

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

Introduced: 2/12/2021

Last Amend: 7/15/2021

Status: 7/15/2021-Reconsideration granted. Ordered to third reading. Read third time and amended. Ordered to third reading.

Location: 7/15/2021-A. THIRD READING

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

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 1074 (Gonzalez, Lorena D) Employment: displaced workers.

Current Text: Amended: 7/12/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

Last Amend: 7/12/2021

Status: 7/12/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/5/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law establishes the Displaced Janitor Opportunity Act, which requires contractors and subcontractors, as defined, that are awarded contracts or subcontracts to provide janitorial or building maintenance services at a particular jobsite or sites, to retain, for a period of 60 days, certain employees who were employed at that site by the previous contractor or subcontractor, and offered continued employment if their performance during that 60-day period is satisfactory. Existing law authorizes an employee who was not retained, or the employee's agent, to bring an enforcement action in a court of competent jurisdiction, as specified. Current law charges the Labor Commissioner, as Chief of the Division of Labor Standards Enforcement, with enforcing these provisions. This bill would rename the act the Displaced Janitor and Hotel Worker Opportunity Act and would extend the provisions of the act to hotel workers. The bill would redefine "awarding authority" under the act to include any person that awards or otherwise enters into contracts for hotel services, which include guest service, as defined, food and beverage service, or cleaning service, performed within the state, 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

[AB 33](#)

(Ting D) Energy Conservation Assistance Act of 1979: energy storage systems and electric vehicle charging infrastructure: Native American tribes.

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

Introduced: 12/7/2020

Last Amend: 7/15/2021

Status: 7/15/2021-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (July 12). Read second time and amended. Re-referred to Com. on APPR.

Location: 7/12/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: The Energy Conservation Assistance Act of 1979 authorizes a school, hospital, public care institution, or unit of local government to submit an application to the Energy Commission for an allocation for the purpose of financing all or a portion of the costs incurred in implementing a project, which includes an energy audit, energy conservation and operating procedure, or energy conservation measure in an existing or planned building or facility, an energy conservation project, or a technical assistance program. Current law requires the Energy Commission to approve only those applications for projects that will recover costs through savings in the cost of energy to the eligible institution during the repayment period of the allocation. Current law creates the State Energy Conservation Assistance Account, which is continuously appropriated to the Energy Commission for purposes of the act. This bill would require the Energy Commission, in administering the account, to provide grants and loans to local governments and public institutions to maximize energy use savings, expand installation of energy storage systems, and expand the availability of electric vehicle charging infrastructure, including technical assistance, demonstrations, and identification and implementation of cost-effective energy efficiency, energy storage, and electric vehicle charging infrastructure measures and programs in existing and planned buildings or facilities.

Position
Watch

[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: 7/7/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (July 7). Re-referred to Com. on APPR.

Location: 7/7/2021-A. APPR.

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 27](#)

(Skinner D) Carbon sequestration: state goals: natural and working lands: registry of projects.

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

Introduced: 12/7/2020

Attachment: LCMC - 08172021 - Legislative Tracking Report (Legislative Tracking Report)

Last Amend: 7/15/2021

Status: 7/15/2021-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.

Location: 6/23/2021-A. APPR.

Summary: Would require, no later than July 1, 2023, the Natural Resources Agency, in coordination with the California Environmental Protection Agency, the state board, the Department of Food and Agriculture, and other relevant state agencies, to establish the Natural and Working Lands Climate Smart Strategy that serves as a framework to increase adoption of natural and working lands-based carbon sequestration and that advances the state's climate goals. The bill would require the state board, as part of its scoping plan, to establish specified carbon dioxide removal targets for 2030 and beyond.

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: 1/28/2021-Referred to Com. on RLS.

Location: 12/7/2020-S. RLS.

Summary: Current 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 68

(Becker D) Building electrification and electric vehicle charging.

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

Introduced: 12/7/2020

Last Amend: 5/20/2021

Status: 7/14/2021-July 14 set for first hearing. Placed on suspense file.

Location: 7/14/2021-A. APPR. SUSPENSE FILE

Summary: Would require the Energy Commission to gather or develop, and publish on its internet website, guidance and best practices to help building owners, the construction industry, and local governments overcome barriers to electrification of buildings and installation of electric vehicle charging equipment.

Position

Watch

SB 99

(Dodd D) Community Energy Resilience Act of 2021.

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

Introduced: 12/28/2020

Last Amend: 7/5/2021

Status: 7/5/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/30/2021-A. APPR.

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

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, 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: 3/25/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 3/25/2021

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

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

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. Existing 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) Department of Transportation: cleanup and maintenance projects: California Conservation Corps.

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

Introduced: 2/19/2021

Last Amend: 4/12/2021

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/25/2021)

(May be acted upon Jan 2022)

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

Summary: Would authorize the Department of Transportation to enter into an agreement directly with one or more certified community conservation corps to perform cleanup and maintenance projects authorized by the department. The bill would require the department to establish pursuant to this authority a pilot program to enter into agreements by April 1, 2022, with certified community conservation corps to perform cleanup and maintenance projects, as specified, on department property. The bill would require the program to include a plan to conduct cleanup and maintenance projects in the City of Long Beach and the County of Santa Clara, and would authorize plans to conduct similar projects in other areas of the state.

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 708 (Melendez R) Water shortage emergencies: declarations: deenergization events.

Current Text: Chaptered: 7/9/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 4/19/2021

Status: 7/9/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 68, Statutes of 2021.

Location: 7/9/2021-S. CHAPTERED

Summary: Would authorize the governing body of a public water supplier to declare a water shortage emergency condition without holding a public hearing in the event of a deenergization event, as defined..

Position

SB 751 (Gonzalez D) Environmental justice.

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

Attachment: LCMC - 08172021 - Legislative Tracking Report (Legislative Tracking Report)

Introduced: 2/19/2021

Status: 3/3/2021-Referred to Com. on RLS.

Location: 2/19/2021-S. RLS.

Summary: Current law requires the Secretary for Environmental Protection to convene a Working Group on Environmental Justice composed of various representatives, as specified, to assist the California Environmental Protection Agency in developing an agencywide environmental justice strategy. 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

SB 219 (McGuire D) Property taxation: delinquent penalties and costs: cancellation: public health orders

Current Text: Chaptered: 7/23/2021 [html](#) [pdf](#)

Introduced: 1/13/2021

Status: 7/23/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 131, Statutes of 2021.

Location: 7/23/2021-S. CHAPTERED

Summary: Current property tax law requires the county tax collector to collect all property taxes and provides for the payment of taxes on the secured roll in 2 installments, which are due and payable on November 1 and February 1, respectively. This bill would authorize the auditor or the tax collector to cancel any penalty, costs, or other charges resulting from tax delinquency upon a finding that failure to make a timely payment is due to a documented hardship, as determined by the tax collector, arising from a shelter-in-place order, as defined, if the principal payment for the proper amount of tax due is paid no later than June 30 of the fiscal year in which the payment first became delinquent. By increasing the duties of local agencies, this bill would impose a state-mandated local program.

Position

SB 303 (Borgeas R) Property taxation: transfer of base year value: disaster relief.

Current Text: Amended: 7/8/2021 [html](#) [pdf](#)

Introduced: 2/3/2021

Last Amend: 7/8/2021

Status: 7/14/2021-July 14 set for first hearing. Placed on suspense file.

Location: 7/14/2021-A. APPR. SUSPENSE FILE

Summary: Current property tax law provides, pursuant to a requirement of the California Constitution that the property tax base year value of real property that is substantially damaged or destroyed by a disaster, as declared by the Governor, may be transferred to a comparable property located within the same county that is acquired or newly constructed within 5 years after the disaster as a replacement property. This bill would extend the 5-year time period described above by 2 years if the last day to transfer the base year value of the substantially damaged or destroyed property was on or after

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: 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: 1/11/2021-Referred to Com. on H. & C.D.

Location: 1/11/2021-A. H. & C.D.

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 68

(Quirk-Silva D) Department of Housing and Community Development: California Statewide Housing Plan: annual reports.

Current Text: Amended: 7/12/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 7/12/2021

Status: 7/12/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/8/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law establishes the California Statewide Housing Plan, which serves as a state housing plan for all relevant purposes, that incorporates a statement of housing goals, policies, and objectives, as well as specified segments. Current law requires the Department of Housing and Community Development to update and provide a revision of the plan to the Legislature every 4 years as provided. This bill would revise and recast those provisions related to the California Statewide Housing Plan. The bill would, starting with any update or revision to the plan on or after January 1, 2023, require the plan to include specified information, including, among other things, an inventory number of affordable units needed to meet the state's affordable housing needs and an identification of strategies to help individuals experiencing homelessness.

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: 6/3/2021-Ordered to inactive file at the request of Assembly Member Luz Rivas.

Location: 6/3/2021-A. INACTIVE FILE

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
Watch

AB 115

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

Attachment: LCMC - 08172021 - Legislative Tracking Report (Legislative Tracking Report)

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 215](#)

(Chiu D) Housing element: regional housing need: relative progress determination.

Current Text: Amended: 7/16/2021 [html](#) [pdf](#)

Introduced: 1/11/2021

Last Amend: 7/16/2021

Status: 7/16/2021-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on APPR.

Location: 7/1/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: the Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the Department of Housing and Community Development to determine whether the housing element is in substantial compliance with specified provisions of that law. This bill, starting with the 6th housing element revision, would require the department to determine the relative progress toward meeting regional housing needs of each jurisdiction and council of governments, as specified. The bill would require the department to make this determination based on the information contained in the annual reports submitted by each jurisdiction, as specified. The bill would require the department to make this determination for all housing and for lower income housing by dividing the applicable entity's progress toward meeting its share of the regional housing need by its prorated share of the regional housing need, as specified.

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

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: Current 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: 5/20/2021-In committee: Hearing postponed by committee.

Location: 5/5/2021-A. APPR. SUSPENSE FILE

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.

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

Introduced: 2/8/2021

Last Amend: 3/17/2021

Status: 7/12/2021-Withdrawn from Engrossing and Enrolling. Held at Desk.

Location: 7/12/2021-A. DESK

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: 7/15/2021 [html](#) [pdf](#)

Introduced: 2/11/2021

Last Amend: 7/15/2021

Status: 7/15/2021-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on APPR.

Location: 7/8/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

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 develop 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. This bill would, with regard to the development of the program, require the Treasurer to consult with the California Housing Financing Agency, the Department of Housing and Community Development, and various other entities, including federal mortgage agencies, private lenders, community development financial institutions, community-based organizations, and local housing trust funds.

Position

[AB 571](#) (Mayes I) Planning and zoning: density bonuses: affordable housing.

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

Introduced: 2/11/2021

Last Amend: 5/3/2021

Status: 7/15/2021-From committee: Be ordered to second reading pursuant to Senate Rule 28.8.

Location: 7/15/2021-S. SECOND READING

Calendar: 8/16/2021 #19 SENATE SECOND READING

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

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 634](#)

(Carrillo D) Density Bonus Law.

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

Introduced: 2/12/2021

Last Amend: 4/20/2021

Status: 6/21/2021-Read second time. Ordered to third reading.

Location: 6/21/2021-S. THIRD READING

Calendar: 8/16/2021 #137 SENATE THIRD READING

Summary: The Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Current law prescribes an application process for a city or county to follow in this regard. Current law specifies that, if permitted by local ordinance, that law is not to be construed to prohibit a city, county, or city and county from granting a density bonus greater than what is described in these provisions for a development that meets specified requirements or from granting a proportionately lower density bonus than what is required for developments that do not meet these requirements. This bill would also provide that, if permitted by local ordinance, the Density Bonus Law is not to be construed to prohibit a city, county, or city and county from requiring an affordability period that is longer than 55 years for any units that qualified the applicant for the award for the density bonus developed in compliance with a local ordinance that requires, as a condition of development of residential units, that a development include a certain percentage of units that are affordable to, and occupied by low-income, lower income, very low income, or extremely low income households and that will be financed without low-income housing tax credits.

Position

[AB 672](#)

(Garcia, Cristina D) Planning and zoning law: rezoning authorization: golf courses.

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

Introduced: 2/12/2021

Last Amend: 4/6/2021

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 city, county, or city and county to rezone, by the date the 6th regional housing needs assessment cycle applicable to the city, county, or city and county ends, certain sites used as a golf course to also allow for residential and open-space use in accordance with specified requirements. The bill would exempt any ordinance, resolution, general or specific plan amendment, or other action necessary of the city, county, or city and county to rezone a site pursuant to the bill's provisions from CEQA. The bill would require a development on a site that is rezoned for residential and open-space use pursuant to the bill's provisions to comply with specified requirements, including that 25 percent of all units developed on the site be available for persons and families of low income for a period of at least 45 years for owner-occupied units and at least 55 years for rental units, and that a certain unit per acre density be met.

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: cohousing buildings.

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

Introduced: 2/12/2021

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

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

Summary: Would require a city or county with a population of more than 400,000 people to permit the building of cohousing buildings, as defined, in any zone where multifamily residential buildings are permitted. The bill would require that cohousing buildings be permitted on the same basis as multifamily dwelling units. The bill would set minimum standards for the construction of cohousing buildings, including floor-space ratios and setback requirements. The bill would require that specified percentages of cohousing buildings be set aside for affordable housing, as specified.

Position

AB 687 (Seyarto R) Joint powers authorities: Riverside County Housing Finance Trust.

Current Text: Chaptered: 7/23/2021 [html](#) [pdf](#)

Introduced: 2/16/2021

Status: 7/23/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 120, Statutes of 2021.

Location: 7/23/2021-A. CHAPTERED

Summary: Would authorize the creation of the Western Riverside County Housing Finance Trust, a joint powers authority, for the purposes of funding housing specifically assisting the homeless population and persons and families of extremely low, very low, and low income within the County of Riverside as specified.

Position

Support

AB 721 (Bloom D) Covenants and restrictions: affordable housing.

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

Introduced: 2/16/2021

Last Amend: 7/5/2021

Status: 7/14/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 2.) (July 13) Re-referred to Com. on APPR.

Location: 7/14/2021-S. APPR.

Summary: Would make any recorded covenants, conditions, restrictions, or limits on the use of private or publicly owned land contained in any deed, contract, security instrument, or other instrument affecting the transfer or sale that restricts the number, size, or location of the residences that may be built on the property, or that restricts the number of persons or families who may reside on the property, unenforceable against the owner of an affordable housing development, as defined, if an approved restrictive covenant affordable housing modification document has been recorded in the public record, as provided, unless a specified exception applies.

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 787 (Gabriel D) Planning and zoning: housing element: converted affordable housing units.

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

Introduced: 2/16/2021

Last Amend: 5/3/2021

Status: 7/8/2021-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 9. Noes 0.) (July 8). Re-referred to Com. on APPR.

Location: 7/8/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law requires the planning agency of a city or county to provide an annual report that includes specified 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 authorize a planning agency to include in its annual report the number of units in an existing multifamily building that were converted to deed-restricted rental housing for very low, low-, or moderate-income households by the imposition of affordability covenant and restrictions for the unit.

Position

AB 795

(Patterson R) Department of Housing and Community Development: housing bond programs.

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 H. & C.D. on 2/25/2021)(May be acted upon Jan 2022)

Location: 4/30/2021-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 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 grant-based programs administered by the department, 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 816

(Chiu D) Homelessness: Housing Trust Fund: housing projects.

Current Text: Amended: 7/16/2021 [html](#) [pdf](#)

Introduced: 2/16/2021

Last Amend: 7/16/2021

Status: 7/16/2021-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on APPR.

Location: 7/7/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current federal law requires the Secretary of the United States Department of Housing and Urban Development to establish a Housing Trust Fund to provide grants to states to increase the supply of rental housing for extremely low and very low income families, including homeless families, and home ownership for extremely low and very low income families. Current law requires the department to collaborate with the California Housing Finance Agency to develop an allocation plan to demonstrate how the funds will be distributed, based on the priority housing needs identified in the state's consolidated plan, and to convene a stakeholder process to inform the development of the plan. Current law requires the allocation plan and program guidelines to prioritize projects based on enumerated factors such as the extent to which project rents are affordable. The department is required to submit this plan to the Assembly Committee on Housing and Community Development and the Senate Transportation and Housing Committees 30 days after receipt of the federal funds. This bill would require the department to prioritize funding for projects that serve people experiencing homelessness, to the extent that a sufficient number of projects exist.

Position

AB 916

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

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

Introduced: 2/17/2021

Last Amend: 4/6/2021

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on

2/25/2021)(May be acted upon Jan 2022)

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

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 1029 (Mullin D) Housing elements: prohousing local policies.

Current Text: Amended: 7/9/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

Last Amend: 7/9/2021

Status: 7/15/2021-From committee: Be ordered to second reading pursuant to Senate Rule 28.8.

Location: 7/15/2021-S. SECOND READING

Calendar: 8/16/2021 #30 SENATE SECOND READING

Summary: Would add the preservation of affordable housing units through the extension of existing project-based rental assistance covenants to avoid the displacement of affected tenants and a reduction in available affordable housing units to the list of specified prohousing local policies.

Position

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

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 H. & C.D. on 3/4/2021)(May be acted upon Jan 2022)

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

Summary: Would require the Department of Housing and Community Development to create a model plan for the use of alternative forms, as defined, of developing affordable housing for the purpose of substantially reducing the cost of a unit of affordable housing. The bill would require the model plan to be used in state agency decisions in all state-subsidized housing loan and grant programs. The bill would also require a local agency, nonprofit affordable housing sponsor, private entity, or individual that receives surplus state real property from the state to use the model plan to guide any housing development on that property. The bill would make findings and declarations in this regard.

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 1174 (Grayson D) Planning and zoning: housing: development application modifications, approvals, and subsequent permits.

Current Text: Amended: 7/13/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

Last Amend: 7/13/2021

Status: 7/13/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/8/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: The Planning and Zoning Law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards, including, among other things, that the development and the site on which it is located satisfy specified location, urbanization, and zoning requirements. Current law provides that a development approved pursuant to the streamlined, ministerial approval process is valid indefinitely if specified requirements are met, and otherwise is valid, except as provided, for 3 years from the date of the final action establishing that approval and

remains valid thereafter for a project so long as vertical construction of the development has begun and is in progress. Current law authorizes a development proponent to request a modification to a development that has been approved under the streamlined, ministerial approval process if the request is submitted before the issuance of the final building permit required for construction of the development. This bill would clarify the requirements that must be met for an approved development to be valid indefinitely.

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 1207 (Weber, Akilah D) Pathways Through Pandemics Task Force.

Current Text: Amended: 7/6/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 7/6/2021

Status: 7/6/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/30/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would establish, in the California Health and Human Services Agency, the Pathways Through Pandemics Task Force to study lessons learned from the COVID-19 pandemic and to develop strategies to navigate future pandemics. The bill would require the task force to convene various entities to engage in discussions on the lessons learned from the COVID-19 pandemic, develop and recommend best practices for an equitable response to future pandemics, and determine the impact of state laws on coordinating the response to the COVID-19 pandemic, as specified. The bill would require the task force to report its findings to the Legislature on or before December 1, 2024, and would repeal these provisions as of January 1, 2025.

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

Attachment: LCMC - 08172021 - Legislative Tracking Report (Legislative Tracking Report)

[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 1304](#) (Santiago D) Affirmatively further fair housing: housing element: inventory of land.

Current Text: Amended: 6/21/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 6/21/2021

Status: 7/7/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 2.) (July 6). Re-referred to Com. on APPR.

Location: 7/7/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law requires a public agency, as defined, to administer its programs and activities relating to housing and community development in a manner to affirmatively further fair housing, and to not take any action that is materially inconsistent with this obligation. This bill would clarify that a local agency has a mandatory duty to comply with the obligation described above. The bill would specify that this provision is a clarification of current law and not to be deemed a change in previous law.

Position

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

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 E.Q. on 6/24/2021) (May be acted upon Jan 2022)

Location: 7/14/2021-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 board to undertake certain actions, including 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 1398 (Bloom D) Planning and zoning: housing element: rezoning of sites: prohousing local policies.

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

Introduced: 2/19/2021

Last Amend: 7/5/2021

Status: 7/15/2021-From committee: Be ordered to second reading pursuant to Senate Rule 28.8.

Location: 7/15/2021-S. SECOND READING

Calendar: 8/16/2021 #36 SENATE SECOND READING

Summary: The Planning and Zoning Law, requires a county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other things, a housing element. Current law requires that the housing element include, among other things, an inventory of land suitable and available for residential development. If the inventory of sites does not identify adequate sites to accommodate the need for groups of all household income levels, as provided, current law requires that the local government rezone sites within specified time periods. If the local government fails to adopt a housing element within 120 days of the applicable statutory deadline, existing law requires that the local government (A) complete this rezoning no later than 3 years and 120 days from the statutory deadline for the adoption of the housing element and (B) revise its housing element every 4 years until the local government has adopted at least 2 consecutive revisions by the statutory deadline. This bill would require that a local government that fails to adopt a housing element that the Department of Housing and Community Development has found to be in substantial compliance with state law within 120 days of the statutory deadline to complete this rezoning no later than one year from the statutory deadline for the adoption of the housing element.

Position

[AB 1442](#) (Ting D) Accessory dwelling units.

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

Introduced: 2/19/2021

Status: 2/22/2021-Read first time.

Location: 2/19/2021-A. PRINT

Summary: Current law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions. Current law, 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: 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: The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other mandatory elements, a housing element. For the 4th and subsequent revisions of the housing element, current law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region. Current law requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Current law requires that the final regional housing plan adopted by a council of governments, or a delegate subregion, as applicable, be based on a methodology that includes specified factors, and similarly requires that the department take into consideration specified factors in distributing regional housing need, as provided. This bill would require that a council of governments, a delegate subregion, or the department, as applicable, additionally consider among these factors emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change.

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)

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: 3/25/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

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: 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 pursuant to Section 65584 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

Attachment: LCMC - 08172021 - Legislative Tracking Report (Legislative Tracking Report)

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 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: housing: adaptive reuse of commercial space.

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

Introduced: 2/19/2021

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: Would prohibit a city that has not met its share of the regional housing need, as provided, from restricting the adaptive reuse of commercial space, as defined, for residential use if that commercial space was constructed no more than 5 years before the date on which the applicant submits an application for a conditional use permit or other discretionary approval for the adaptive reuse of that commercial space. The bill would state the intent of the Legislature to amend its provisions to include certain labor-related requirements with respect to the adaptive reuse of commercial space.

Position

AB 1584 (Committee on Housing and Community Development) Housing omnibus.

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

Introduced: 3/10/2021

Last Amend: 6/30/2021

Status: 7/14/2021-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 11. Noes 0.) (July 13). Re-referred to Com. on APPR.

Location: 7/14/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would make void and unenforceable any covenant, restriction, or condition contained in an deed, contract, security instrument, or other instrument affecting the transfer or sale of any interest in real property that either effectively prohibits or unreasonably restricts the construction or use of an accessory dwelling unit or junior accessory dwelling unit on a lot zoned for single-family residential use that meets the above-described minimum standards established for those units, but would permit reasonable restrictions that do not unreasonably increase the cost to construct, effectively prohibit the construction of, or extinguish the ability to otherwise construct, an accessory dwelling unit or junior accessory dwelling unit consistent with those aforementioned minimum standards provisions.

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: 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 ED. on 5/5/2021)(May be acted upon Jan 2022)

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

Summary: Would require the State Department of Education to develop, on or before January 1, 2022 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. Commencing July 1, 2022, the bill would require each local educational agency, as a condition of receiving supplemental and concentration grant funds, to annually report to the department the types of services on which it spends its supplemental and concentration grant funds using the portal developed by the department.

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: 3/18/2021-Re-referred to Coms. on HOUSING and GOV. & F.

Location: 3/18/2021-S. HOUSING

Summary: 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: 4/12/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 4/12/2021

Status: 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was DESK on 5/24/2021) (May be acted upon Jan 2022)

Location: 7/14/2021-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 7

(Atkins D) Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.

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

Introduced: 12/7/2020

Last Amend: 2/18/2021

Status: 5/20/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 19, Statutes of 2021.

Location: 5/20/2021-S. CHAPTERED

Summary: Would enact the Jobs and Economic Improvement Through Environmental Leadership Act of 2021, which would reenact the former leadership act, with certain changes, and would authorize the Governor, until January 1, 2024, to certify projects that meet specified requirements for streamlining benefits related to CEQA. The bill would additionally include housing development projects, as defined, meeting certain conditions as projects eligible for certification. The bill would, except for those housing development projects, require the quantification and mitigation of the impacts of a project from the emissions of greenhouse gases, as provided. The bill would revise and recast the labor-related requirements for projects undertaken by both public agencies and private entities. The bill would provide that the Governor is authorized to certify a project before the lead agency certifies the final EIR for the project.

Position

Support

SB 8

(Skinner D) Housing Crisis Act of 2019.

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

Introduced: 12/7/2020

Last Amend: 7/5/2021

Status: 7/5/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/1/2021-A. APPR.

Summary: Would clarify, for various purposes of the Housing Crisis Act of 2019, that "housing development project" includes projects that involve no discretionary approvals, projects that involve both discretionary and nondiscretionary approvals, and projects that include a proposal to construct a single dwelling unit. The bill would specify that this clarification is declaratory of existing law.

Position

Watch

SB 9

(Atkins D) Housing development: approvals.

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

Introduced: 12/7/2020

Last Amend: 4/27/2021

Status: 6/23/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 1.) (June 22). Re-referred to Com. on APPR.

Location: 6/22/2021-A. APPR.

Summary: The Planning and Zoning Law 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. This bill, among other things, would require a proposed housing development containing no more than 2 residential units within a single-family residential zone to be considered ministerially, without discretionary review or hearing, if the proposed housing development meets certain requirements, including, but not limited to, that the proposed housing development would not require demolition or alteration of housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income, that the proposed housing development does not allow for the demolition of more than 25% of the existing exterior structural walls, except as provided, and that the development is not located within a historic district, is not included on the State Historic Resources Inventory, or is not within a site that is legally designated or listed as a city or county landmark or historic property or district.

Position

Watch

SB 10

(Wiener D) Planning and zoning: housing development: density.

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

Introduced: 12/7/2020

Last Amend: 7/5/2021

Status: 7/6/2021-Read second time. Ordered to third reading.

Location: 7/6/2021-A. THIRD READING

Summary: Would, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to adopt an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area or an urban infill site, as those terms are defined. The bill would prohibit a local government from adopting an ordinance pursuant to these provisions on or after January 1, 2029. The bill would specify that an ordinance adopted under these provisions, and any resolution to amend the jurisdiction's General

Plan, ordinance, or other local regulation adopted to be consistent with that ordinance, is not a project for purposes of the California Environmental Quality Act. The bill would prohibit an ordinance adopted under these provisions from superceding a local restriction enacted or approved by a local initiative that designates publicly owned land as open-space land or for park or recreational purposes.

Position

Support If
Amended

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

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 51

(Durazo D) Surplus residential property.

Current Text: Chaptered: 7/23/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 7/8/2021

Status: 7/23/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 130, Statutes of 2021.

Location: 7/23/2021-S. CHAPTERED

Summary: Current law prescribes requirements for the disposal of surplus land by a local agency, as defined. This bill, except in the case of specified property, would additionally provide that the surplus land disposal procedures as they existed on December 31, 2019, apply if a local agency, as of September 30, 2019, has issued a competitive request for proposals that seeks development proposals seeking development proposals for the property that includes a residential component of at least 100 residential units and 25% of the total units developed comply with specified affordability criteria, provided that a disposition and development agreement, as defined, is entered into not later than December 31, 2024. If the property is not disposed of pursuant to a qualifying disposition and development agreement before March 31, 2026, or if no disposition and development agreement is entered into before December 31, 2024, the bill would require that future negotiations for and disposition of the property comply with the surplus land disposal procedures then in effect.

Position

Watch

SB 60

(Glazer D) Residential short-term rental ordinances: health or safety infractions: maximum fines

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

Introduced: 12/7/2020

Last Amend: 3/4/2021

Status: 6/14/2021-Read second time. Ordered to third reading.

Location: 6/14/2021-A. THIRD READING

Summary: Current law sets specific monetary limits on the fines that may be imposed by city or county authorities for any violation of local building and safety codes that is an infraction, as prescribed. Current law requires a city or county levying fines pursuant to these provisions to establish a process for granting a hardship waiver in certain cases. This bill would, notwithstanding those provisions and with certain exceptions, raise the maximum fines for violation of an ordinance relating to a residential short-term rental, as defined, that is an infraction and poses a threat to health or safety, to \$1,500 for a first violation, \$3,000 for a 2nd violation of the same ordinance within one year, and \$5,000 for each additional violation of the same ordinance within one year of the first violation. The bill would make these violations subject to the process for granting a hardship waiver.

Position

Watch

SB 91

(Committee on Budget and Fiscal Review) COVID-19 relief: tenancy: federal rental assistance.

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

Introduced: 12/16/2020

Last Amend: 1/25/2021

Status: 1/29/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 2, Statutes of 2021.

Location: 1/29/2021-S. CHAPTERED

Summary: Current law prohibits a landlord from interrupting or terminating utility service furnished to a tenant with the intent to terminate the occupancy of the tenant, and imposes specified penalties on a landlord who violates that prohibition. Current law, until February 1, 2021, imposes additional damages in an amount of at least \$1,000, but not more than \$2,500, on a landlord that violates that prohibition, if the tenant has provided a declaration of COVID-19 financial distress, as specified. This bill would extend the imposition of those additional damages from February 1, 2021, to July 1, 2021.

Position

[SB 478](#) (Wiener D) Planning and Zoning Law: housing development projects.

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

Introduced: 2/17/2021

Last Amend: 7/5/2021

Status: 7/5/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/1/2021-A. APPR.

Summary: The Planning and Zoning Law requires the Department of Housing and Community Development to notify the city, county, or city and county, and authorizes the department to notify the Attorney General, that the city, county, or city and county is in violation of state law if the department finds that the housing element or an amendment to that element, or any specified action or failure to act, does not substantially comply with the law as it pertains to housing elements or that any local government has taken an action in violation of certain housing laws. This bill would prohibit a local agency, as defined, from imposing a floor-to-area ratio standard that is less than 1.0 on a housing development project that consists of 3 to 7 units, or less than 1.25 on a housing development project that consists of 8 to 10 units. The bill would prohibit a local agency from imposing a lot coverage requirement that would physically preclude a housing development project from achieving the floor-to-area ratios described above.

Position

[SB 696](#) (Allen D) Enhanced infrastructure financing districts: public financing authority: membership and powers.

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 GOV. & F. on 3/18/2021)(May be acted upon Jan 2022)

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

Summary: Current law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district, with a governing body referred to as the public financing authority by adopting a resolution of intention to establish the proposed district. Current law requires the public financing authority to prepare and adopt an infrastructure financing plan and a resolution to form the district, as provided. Current law provides for the participation of an affected taxing entity, as defined, in the district, other than a county office of education, school district, or community college district. This bill would require that if any participating affected taxing entity is a city that has an elective mayor, that one of the members representing the legislative body of that participating entity on the public financing authority be the mayor. The bill would also authorize a public financing authority to invite any state agency to participate in the district that, in the judgment of the public financing authority, is able to provide expertise or resources to assist in the development of public facilities and development described in the infrastructure financing plan.

Position

[SB 728](#) (Hertzberg D) Density Bonus Law: purchase of density bonus units by nonprofit housing organizations.

Current Text: Amended: 4/15/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 4/15/2021

Status: 7/15/2021-Read second time. Ordered to consent calendar.

Location: 7/14/2021-A. CONSENT CALENDAR

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 or, lower, or very low income households and meets other requirements. Current law requires the developer and the city or county to ensure that the initial occupant of a for-sale unit that qualified the developer for the award of the density bonus is a person or family of very low, low, or moderate income. This bill, as an alternative to ensuring that the initial occupant of a for-sale unit is a person or family of the required income, would authorize the developer and the city or county to ensure that a qualified nonprofit housing organization that is receiving the above-described welfare exemption purchases the unit pursuant to a specified recorded contract that includes an affordability restriction, an equity sharing agreement, and a repurchase option that requires a subsequent purchaser that desires to sell or convey the property to first offer the nonprofit corporation the opportunity to repurchase the property.

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: 7/15/2021-July 15 hearing: Placed on APPR suspense file.

Location: 7/15/2021-S. APPR. SUSPENSE FILE

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.

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

AB 61

(Gabriel D) Business pandemic relief.

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

Introduced: 12/7/2020

Last Amend: 7/15/2021

Status: 7/15/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/14/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would authorize the Department of Alcoholic Beverage Control, for a period of 365 days following the end of the state of emergency proclaimed by the Governor on March 4, 2020, in response to the COVID-19 pandemic, to permit licensees to exercise license privileges in an expanded license area authorized pursuant to a COVID-19 Temporary Catering Permit approved in accordance with the Fourth Notice of Regulatory Relief issued by the department, as specified. The bill would also authorize the department to extend the period of time during which the COVID-19 permit is valid beyond 365 days if the licensee has filed a pending application with the department for the permanent expansion of their premises before the 365-day time period expires. The bill would make these provisions effective only until July 1, 2024, and repeal them as of that date.

Position

Watch

AB 336

(Villapudua D) Enhanced infrastructure financing districts: public financing authority: members: joint powers authorities.

Current Text: Chaptered: 6/29/2021 [html](#) [pdf](#)

Introduced: 1/27/2021

Status: 6/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 22, Statutes of 2021.

Location: 6/28/2021-A. CHAPTERED

Summary: The Joint Exercise of Powers Act generally authorizes 2 or more public agencies, by agreement, to jointly exercise any power common to the contracting parties, as specified. Current law authorizes the agreement to set forth the manner by which the joint powers authority will be governed. This bill would specify that any member of the legislative body of a participating affected taxing entity who serves as a member of the public financing authority of an enhanced infrastructure financing district, as described above, may also serve as a member of the governing body of an agency or entity formed pursuant to an agreement for the joint exercise of power that the participating affected taxing entity has entered into in accordance with the Joint Exercise of Powers Act.

Position

AB 464

(Mullin D) Enhanced Infrastructure Financing Districts: allowable facilities and projects.

Current Text: Chaptered: 6/29/2021 [html](#) [pdf](#)

Introduced: 2/8/2021

Last Amend: 3/25/2021

Status: 6/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 25, Statutes of 2021.

Location: 6/28/2021-A. CHAPTERED

Summary: Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community, including, but not limited to, the acquisition, construction, or repair of industrial structures for private use. This bill would include, in the list of facilities and projects the district may fund, the acquisition, construction, or repair of commercial structures by the small business, as defined, occupan of such structures, if certain conditions are met, and facilities in which nonprofit community organizations provide health, youth, homeless, and social services.

Position

SB 8

(Skinner D) Housing Crisis Act of 2019.

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

Introduced: 12/7/2020

Last Amend: 7/5/2021

Status: 7/5/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/1/2021-A. APPR.

Summary: Would clarify, for various purposes of the Housing Crisis Act of 2019, that "housing development project" includes projects that involve no discretionary approvals, projects that involve both discretionary and nondiscretionary approvals, and projects that include a proposal to construct a single dwelling unit. The bill would specify that this clarification is declaratory of existing law.

Position

Watch

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: 6/29/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (June 29). Re-referred to Com. on APPR.

Location: 6/29/2021-S. APPR.

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 266](#) (Newman D) State park system: Chino Hills State Park: expansion.

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

Introduced: 1/28/2021

Last Amend: 4/22/2021

Status: 7/14/2021-July 14 set for first hearing. Placed on suspense file.

Location: 7/14/2021-A. APPR. SUSPENSE FILE

Summary: Would require the Department of Parks and Recreation to provide assistance acquiring and accepting land immediately adjacent to, and that expands, Chino Hills State Park, by transferring 3 specified properties into the state park system. The bill would require the department to manage the acquired properties and parcels with specified funds as part of the Chino Hills State Park, as provided.

Position
Support

[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: 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: Current 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

Position

Planning, Building, & Code Enforcement

AB 428 (Mayes I) Local government: board of supervisors.

Current Text: Amended: 7/13/2021 [html](#) [pdf](#)

Introduced: 2/4/2021

Last Amend: 7/13/2021

Status: 7/13/2021-Read second time and amended. Ordered to third reading.

Location: 7/13/2021-S. THIRD READING

Calendar: 8/16/2021 #182 SENATE THIRD READING

Summary: Current law requires each county to have a board of supervisors and provides for the organization and powers of the board of supervisors. Current law allows the board of supervisors of any general law or charter county to adopt or the residents of the county to propose, by initiative, limit or repeal a limit on the number of terms a member of the board of supervisors may serve on the board of supervisors. Current law also requires the board of supervisors to prescribe the compensation for a county officers. This bill would require that, when term limits are imposed, the limit must be no fewer than 2 terms. This bill would specify that the board of supervisors is included in the definition of county officers for whom the board of supervisors is required to prescribe compensation. The bill would specify that it would not affect any term limits that were legally in effect prior to January 1, 2022, in any county.

Position

AB 500 (Ward D) Local planning: coastal development: affordable housing.

Current Text: Amended: 7/13/2021 [html](#) [pdf](#)

Introduced: 2/9/2021

Last Amend: 7/13/2021

Status: 7/13/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/8/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would require the California Coastal Commission to conduct and complete a study on or before January 1, 2023, that identifies recommendations for policy changes that advance affordable housing in the coastal zone. The bill would provide that the study may include recommendations regarding the commission's authority related to the development of lower income housing and recommendations regarding streamlining of local government and commission review of affordable housing projects.

Position

AB 803 (Boerner Horvath D) Starter Home Revitalization Act of 2021.

Current Text: Amended: 7/9/2021 [html](#) [pdf](#)

Introduced: 2/16/2021

Last Amend: 7/9/2021

Status: 7/14/2021-In committee: Hearing postponed by committee.

Location: 7/1/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Current law provides for various incentives intended to facilitate and expedite the construction of affordable housing. This bill would authorize a development proponent to submit an application for the construction of a small home lot development, as defined, that meets specified criteria. The bill would require a small home lot development to be located on a parcel that is no larger than 5 acres, is substantially surrounded by qualified urban uses, as defined, and is zoned for multifamily residential use.

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: 7/8/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (July 8). Re-referred to Com. on APPR.

Location: 7/8/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would require the Department of Housing and Community Development to, when considering proposed building standards for future electric vehicle charging infrastructure in existing 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: 7/8/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 2.) (July 8). Re-referred to Com. on APPR.

Location: 7/8/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)

SENATE APPROPRIATIONS, PORTANTINO, Chair

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 o 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: 5/20/2021-In committee: Held under submission.

Location: 5/12/2021-A. APPR. SUSPENSE FILE

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 477 (Wiener D) General plan: annual report.

Current Text: Amended: 6/24/2021 [html](#) [pdf](#)

Introduced: 2/17/2021

Last Amend: 6/24/2021

Status: 7/1/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (June 30). Re-referred to Com. on APPR.

Location: 7/1/2021-A. APPR.

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 that includes, among other specified information, the number of applications submitted, the location and total number of developments approved, the number of building permits issued, and the number of units constructed pursuant to a specific streamlined, ministerial approval process. This bill would, commencing January 1, 2024, require a planning agency to include in that annual report specified information on costs, standards, and applications for proposed housing development projects and specified information on housing development projects within the jurisdiction.

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

Attachment: LCMC - 08172021 - Legislative Tracking Report (Legislative Tracking Report)

SB 581

(Atkins D) General plan.

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

Introduced: 2/18/2021

Status: 7/1/2021-Read second time. Ordered to consent calendar. Ordered to inactive file on request of Assembly Member Chau.

Location: 7/1/2021-A. INACTIVE FILE

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: 5/20/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 5/20/2021

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 provides for the establishment of various special districts that may support affordable 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 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. housing preservation, and new affordable housing production, as specified. The bill would require a board composed of 19 voting members and one nonvoting member from Los Angeles County, as specified, to govern the agency.

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

SB 791

(Cortese D) California Surplus Land Unit.

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

Introduced: 2/19/2021

Last Amend: 7/14/2021

Status: 7/14/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/12/2021-A. APPR.

Summary: Would, upon appropriation by the Legislature, establish the California Surplus Land Unit within the Department of Housing and Community Development with the primary purpose of facilitating the development and construction of residential housing on local surplus land, as defined. In this regard, the bill would authorize the unit to, among other things, facilitate agreements between housing developers and local agencies that seek to dispose of surplus land; provide advice, technical assistance, and consultative and technical service to local agencies with surplus land and developers that seek to develop housing on the surplus land; and collaborate with specified state agencies to assist housing developers and local agencies with obtaining grants, loans, tax credits, credit enhancements, and other types of financing that facilitate the construction of housing on surplus land.

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 26

(Holden D) Peace officers: use of force.

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

Introduced: 12/7/2020

Last Amend: 7/7/2021

Status: 7/7/2021-From committee chair, with author's amendments: Amend, and re-refer to committee Read second time, amended, and re-referred to Com. on APPR.

Location: 6/29/2021-S. APPR.

Summary: Current law requires each law enforcement agency, on or before January 1, 2021, to maintain a policy that provides a minimum standard on the use of force. Current law requires that policy, among other things, to require that officers report potential excessive force to a superior officer when present and observing another officer using force that the officer believes to be unnecessary, and to require that officers intercede when present and observing another officer using force that is

clearly beyond that which is necessary, as specified. This bill would require those law enforcement policies to require those officers to immediately report potential excessive force, as defined.

Position

Watch

[AB 57](#) (Gabriel D) Law enforcement: hate crimes.

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

Introduced: 12/7/2020

Last Amend: 5/24/2021

Status: 7/15/2021-In committee: Referred to suspense file.

Location: 7/15/2021-S. APPR. SUSPENSE FILE

Summary: Current law requires any local law enforcement agency that adopts or updates a hate crime policy to include specified information in that policy, including information on bias motivation. This bill would include a statement of legislative findings and declarations and require the basic course curriculum on the topic of hate crimes to be developed in consultation with subject matter experts, as specified, and to include the viewing of a specified video course developed by Commission on Peace Officer Standards and Training (POST). The bill would also require POST to make the video available via the online learning portal, and would require all peace officers to complete specified training materials no later than January 1, 2023. The bill would require POST to develop and periodically update an interactive course on hate crimes for in-service peace officers, and require officers to take the course every 6 years.

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 2](#) (Bradford D) Peace officers: certification: civil rights.

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

Introduced: 12/7/2020

Last Amend: 7/7/2021

Status: 7/14/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 2.) (July 13) Re-referred to Com. on APPR.

Location: 7/13/2021-A. APPR.

Summary: Under current law, the Tom Bane Civil Rights Act, if a person or persons, whether or not acting under color of law, interferes or attempts to interfere, by threats, intimidation, or coercion, with the exercise or enjoyment by any individual or individuals of rights secured by the Constitution or laws of the United States, or of the rights secured by the Constitution or laws of this state, the Attorney General, or any district attorney or city attorney, is authorized to bring a civil action for injunctive and other appropriate equitable relief in the name of the people of the State of California, in order to protect the exercise or enjoyment of the right or rights secured. Current law also authorizes an action brought by the Attorney General, or any district attorney or city attorney, to seek a civil penalty of \$25,000. Current law also allows an individual whose exercise or enjoyment of rights has been interfered with to prosecute a civil action for damages on their own behalf. This bill would eliminate certain immunity provisions for peace officers and custodial officers, or public entities employing peace officers or custodial officers sued under the act.

Position
Watch

SB 16

(Skinner D) Peace officers: release of records.

Current Text: Amended: 7/8/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 7/8/2021

Status: 7/8/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/6/2021-A. APPR.

Summary: Would make every incident involving force that is unreasonable or excessive, and any sustained finding that an officer failed to intervene against another officer using unreasonable or excessive force, subject to disclosure. The bill would require records relating to sustained findings of unlawful arrests and unlawful searches to be subject to disclosure. The bill would also require the disclosure of records relating to an incident in which a sustained finding was made by any law enforcement agency or oversight agency that a peace officer or custodial officer engaged in conduct involving prejudice or discrimination on the basis of specified protected classes. The bill would make the limitations on delay of disclosure inapplicable until January 1, 2023, for the described records relating to incidents that occurred before January 1, 2022.

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: 7/1/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/30/2021-A. APPR.

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

Public Works

AB 773

(Nazarian D) Street closures and designations.

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

Introduced: 2/16/2021

Last Amend: 7/5/2021

Status: 7/14/2021-Read second time. Ordered to third reading.

Location: 7/14/2021-S. THIRD READING

Calendar: 8/16/2021 #191 SENATE THIRD READING

Summary: Would authorize a local authority to adopt a rule or regulation by ordinance to implement a slow street program, which may include closures to vehicular traffic or through vehicular traffic of neighborhood local streets with connections to citywide bicycle networks, destinations that are within

walking distance, or green space. The bill would require the local authority to meet specified conditions to implement a slow street, including a determination that closure or traffic restriction is necessary for the safety and protection of persons using the closed or restricted portion of the street, conducting an outreach and engagement process, and clearly designating the closure or traffic restriction with specific signage.

Position

[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

[AB 1058](#) (Garcia, Cristina D) Water corporations: bill payment options.

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

Introduced: 2/18/2021

Last Amend: 4/12/2021

Status: 6/22/2021-Read second time. Ordered to third reading.

Location: 6/22/2021-S. THIRD READING

Calendar: 8/16/2021 #140 SENATE THIRD READING

Summary: Current law authorizes the Public Utilities Commission to fix the rates and charges for ever public utility, and requires that those rates and charges be just and reasonable. Current law authorizes an electrical, gas, or water corporation to offer credit card and debit card bill payment options, if approved by the commission, and, upon approval, authorizes an electrical, gas, or water corporation to recover, through an individual customer transaction fee, reasonable transaction costs incurred by the electrical, gas, or water corporation from those customers that choose those methods of payment. Current law includes statements of legislative intent relative to electrical, gas, and water corporations offering customers the option to pay by credit card or debit card. This bill would delete water corporations from the above-described authorization to offer credit card and debit card bill payment options, the associated cost recovery provisions, and the related statements of legislative intent, thereby limiting those provisions to electrical and gas corporations.

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: 6/4/2021-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 5/20/2021)(May be acted upon Jan 2022)

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

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: Current 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

AB 72

(Petrie-Norris D) Environmental protection: coastal adaptation projects: natural infrastructure: regulatory review and permitting: report.

Current Text: Amended: 6/28/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 6/28/2021

Status: 7/8/2021-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 8. Noes 0.) (July 8). Re-referred to Com. on APPR.

Location: 7/8/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would enact the Coastal Adaptation Permitting Act of 2021. The bill would require the Natural Resources Agency to explore, and authorize it to implement, options within the agency's jurisdiction to establish a more coordinated and efficient regulatory review and permitting process for coastal adaptation projects that use natural infrastructure, as defined. The bill would require the agency to submit, by July 1, 2023, a report to the Legislature with suggestions and recommendations for improving and expediting the coordination between appropriate agencies in their regulatory review and permitting process for coastal adaptation projects that use natural infrastructure.

Position
Watch

SB 1

(Atkins D) Coastal resources: sea level rise.

Current Text: Amended: 6/24/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 6/24/2021

Status: 7/14/2021-July 14 set for first hearing. Placed on suspense file.

Location: 7/14/2021-A. APPR. SUSPENSE FILE

Summary: Thee California Coastal Act of 1976 establishes the California Coastal Commission and provides for planning and regulation of development in the coastal zone, as defined. The act requires the commission, within 90 days after January 1, 1977, to adopt, after public hearing, procedures for the preparation, submission, approval, appeal, certification, and amendment of a local coastal program, including a common methodology for the preparation of, and the determination of the scope of, the local coastal programs, as provided. This bill would also include, as part of the procedures the commission is required to adopt, recommendations and guidelines for the identification, assessment, minimization, and mitigation of sea level rise within each local coastal program, as provided. The bill would delete the timeframe specified above by which the commission is required to adopt these procedures.

Position
Watch

Transportation

AB 3

(Fong R) Exhibition of speed on a highway: punishment.

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

Introduced: 12/7/2020

Last Amend: 7/15/2021

Status: 7/15/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/13/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law prohibits a person from engaging in a motor vehicle exhibition of speed on a highway or aiding or abetting in a motor vehicle exhibition of speed on any highway. Upon conviction, current law punishes a person by imprisonment in a county jail for not more than 90 days, by a fine of not more than \$500, or by both that fine and imprisonment. This bill would additionally authorize the court to order the privilege to operate a motor vehicle suspended for 90 days to 6 months and restrict

the person's operation of a motor vehicle for the purposes of their employment, as specified.

Position

Watch

[AB 43](#)

(Friedman D) Traffic safety.

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

Introduced: 12/7/2020

Last Amend: 7/14/2021

Status: 7/14/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/13/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)

SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law establishes various default speed limits for vehicles upon highways, as specified. Current law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an engineering and traffic survey. Current law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. Current law authorizes local authorities to consider additional factors, including pedestrian and bicyclist safety. This bill would authorize local authorities to consider the safety of vulnerable pedestrian groups, as specified.

Position

Support

[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: 3/22/2021 [html](#) [pdf](#)

Introduced: 12/17/2020

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: Would require the Secretary of the Transportation Agency, 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. The bill would require the program, by January 1, 2024, to conduct an assessment outlining regional zero-emission medium- and heavy-duty vehicle parking and refueling deficiencies and strategies to address those deficiencies.

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: 7/16/2021-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on APPR.

Location: 7/12/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Current law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the production and use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Current law specifies the types of projects eligible to receive funding under the program. This bill would specify projects providing incentives for purchasing 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 604

(Daly D) Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest

Current Text: Introduced: 2/11/2021 [html](#) [pdf](#)

Introduced: 2/11/2021

Status: 7/15/2021-In committee: Referred to suspense file.

Location: 7/15/2021-S. APPR. SUSPENSE FILE

Summary: Would continuously appropriate interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program.

Position

AB 680

(Burke D) Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021.

Current Text: Amended: 7/13/2021 [html](#) [pdf](#)

Introduced: 2/12/2021

Last Amend: 7/13/2021

Status: 7/13/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/12/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would enact the California Jobs Plan Act of 2021, which would require the State Air Resources Board to work with the agency to update, by July 1, 2023, Greenhouse Gas Reduction Fund funding guidelines for administering agencies to ensure that all applicants to grant programs funded by the Greenhouse Gas Reduction Fund meet specified standards, including fair and responsible employer standards and inclusive procurement policies, as provided. The bill would require the state board to work with administering agencies to leverage existing programs and funding to assist applicants in meeting these standards. The bill would require, among other things, administering agencies, on and after the adoption of the update to the funding guidelines, to give preference to applicants that demonstrate a partnership with an educational institution or training program targetin residents of under-resourced, tribal, and low-income communities, as defined, in the same region as the proposed project and to applicants that demonstrate the creation of high-quality jobs, as defined, by the proposed project.

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: Current law establishes within the Transportation Agency the California Transportation Commission. Current 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 811 (Rivas, Luz D) Los Angeles County Metropolitan Transportation Authority: contracting.

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

Introduced: 2/16/2021

Last Amend: 4/6/2021

Status: 6/30/2021-Read second time. Ordered to third reading.

Location: 6/30/2021-S. THIRD READING

Calendar: 8/16/2021 #159 SENATE THIRD READING

Summary: Current law authorizes the Los Angeles County Metropolitan Transportation Authority to enter into contracts with private entities that combine into a single contract all or some of the planning, design, permitting, development, joint development, construction, construction management acquisition, leasing, installation, and warranty of some or all components of transit systems and certain facilities. Current law authorizes the authority to award a contract under these provisions after a finding, by a 2/3 vote of the members of the authority, that awarding the contract will achieve for the authority, among other things, certain private sector efficiencies in the integration of design, project

work, and components. This bill would eliminate the requirement to make the above-described finding by a 2/3 vote of the members of the authority in order to award contracts under these provisions and would instead apply this requirement to contracts that include operation and maintenance elements.

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: 7/13/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/12/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

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 955](#) (Quirk D) Highways: encroachment permits: broadband facilities.

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

Introduced: 2/17/2021

Last Amend: 5/24/2021

Status: 7/5/2021-In committee: Referred to suspense file.

Location: 7/5/2021-S. APPR. SUSPENSE FILE

Summary: This bill would establish additional procedures for the Department of Transportation's review of an application for an encroachment permit for a broadband facility. Under the bill, these procedures would require the department, among other things, to notify an applicant in writing whether the application is complete within 30 days of receiving an application, to take certain actions if it deems an application incomplete, and to approve or deny an application that requires supplemental information within 30 days after receiving that information. If the department fails to notify the applicant that the application is incomplete or denied, as applicable, within those 30-day time periods, the bill would deem the department's failure to notify to constitute approval of the permit.

Position

AB 970 (McCarty D) Planning and zoning: electric vehicle charging stations: permit application: approval

Current Text: Amended: 7/13/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

Last Amend: 7/13/2021

Status: 7/13/2021-Read second time and amended. Ordered to third reading.

Location: 7/13/2021-S. THIRD READING

Calendar: 8/16/2021 #183 SENATE THIRD READING

Summary: Current law requires every city, county, and city and county to create an expedited, streamlined permitting process for electric vehicle charging stations and to adopt a checklist pursuant to which an applicant that satisfies the information requirements shall be deemed complete and therefore eligible for expedited review. This bill would clarify that these provisions apply to all cities, including charter cities.

Position

AB 1035 (Salas D) Department of Transportation and local agencies: streets and highways: recycled materials.

Current Text: Amended: 6/28/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

Last Amend: 6/28/2021

Status: 7/15/2021-In committee: Referred to suspense file.

Location: 7/15/2021-S. APPR. SUSPENSE FILE

Summary: Would require the Department of Transportation and a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating streets and highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method. The bill would require, beginning January 1, 2023, a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to apply standard specifications that allow for the use of recycled materials in streets and highways, as specified. By increasing the duties of local agencies, this bill would impose a state-mandated local program.

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: Office of the California Clean Fleet Accelerator: Climate Catalyst Revolving Loan Fund Program.

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

Introduced: 2/18/2021

Last Amend: 7/7/2021

Status: 7/7/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/6/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would establish the Office of the California Clean Fleet Accelerator, administered by GO-Biz. The bill would also create the Clean Vehicles Ombudsperson, to be appointed by and report directly to the Director of GO-Biz, to oversee the activities of the Office of the California Clean Fleet Accelerator. The bill, among other things, would require the ombudsperson, in consultation with the Department of General Services (DGS), to consult with specified entities in identifying all available programs and incentives offered by the state that can help to reduce costs and increase participation in the master service agreement or leveraged procurement agreement, as specified.

Position

AB 1147 (Friedman D) Regional transportation plan: Active Transportation Program.

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

Introduced: 2/18/2021

Last Amend: 7/5/2021

Status: 7/21/2021-In committee: Hearing postponed by committee.

Location: 7/13/2021-S. APPR.

Summary: Current law requires the Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. This bill would require the council to convene key state agencies, metropolitan planning agencies, regional transportation agencies, and local governments to assist the council in completing the report.

Position

AB 1157 (Lee D) Controller: transportation funds: distribution and reporting requirements.

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

Introduced: 2/18/2021

Last Amend: 3/15/2021

Status: 7/15/2021-From committee: Be ordered to second reading file pursuant to Senate Rule 28.8 and ordered to Consent Calendar.

Location: 7/15/2021-S. CONSENT CALENDAR

Calendar: 8/16/2021 #71 SENATE SECOND READING

Summary: Current law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds. This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year.

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 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) Motor vehicle greenhouse gas emissions standards: civil penalty: Equitable Access to Zero-Emissions Vehicles Fund.

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

Introduced: 2/19/2021

Last Amend: 4/12/2021

Status: 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 4/19/2021) (May be acted upon Jan 2022)

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

Summary: Would declare that, to help achieve the state's climate and air quality goals and mandates, it is the goal of the state that 100% of new passenger and light-duty vehicle sales are zero-emission vehicles by 2035. The bill, on and after January 1, 2023, would require the total passenger vehicles and light-duty trucks sold by a manufacturer in the state in a calendar year to meet specified greenhouse gas emissions standards pursuant to a tiered plan that would require the total passenger vehicles and light-duty trucks to meet, on average, in the 2030 calendar year a greenhouse gas emissions standard that is 60% below the average greenhouse gas emissions level for those classes of vehicles in the 2020 calendar year.

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 1238](#) (Ting D) Pedestrian access.

Current Text: Amended: 7/6/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 7/6/2021

Status: 7/15/2021-In committee: Referred to suspense file.

Location: 7/15/2021-S. APPR. SUSPENSE FILE

Summary: Current law prohibits a pedestrian from entering the roadway if the pedestrian is facing a steady circular yellow or yellow arrow warning signal unless otherwise directed by a pedestrian control signal, as specified. This bill would eliminate that prohibition until January 1, 2029.

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: 7/6/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 6/28/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

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: 6/24/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 6/24/2021

Status: 7/13/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 2.) (July 13). Re-referred to Com. on APPR.

Location: 7/13/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

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 1499 (Daly D) Transportation: design-build: highways.

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

Introduced: 2/19/2021

Last Amend: 5/24/2021

Status: 7/15/2021-From committee: Do pass. (Ayes 7. Noes 0.) (July 15).

Location: 6/24/2021-S. APPR.

Calendar: 8/16/2021 #100 SENATE SECOND READING

Summary: Current law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Current law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system, as specified. Current law repeals these provisions on January 1, 2024, or one year from the date that the Department of Transportation posts on its internet website that the provisions described below related to construction inspection services for these projects have been held by a court to be invalid. This bill would extend the operation of these provisions until January 1, 2034. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2033, on its experience with design-build procurement.

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 44 (Allen D) California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.

Attachment: LCMC - 08172021 - Legislative Tracking Report (Legislative Tracking Report)

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

Introduced: 12/7/2020

Last Amend: 7/14/2021

Status: 7/14/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/13/2021-A. APPR.

Summary: Would, until January 1, 2025, establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for an environmental leadership transit project, as defined, proposed by a public or private entity or its affiliates that is located wholly within the County of Los Angeles or connects to an existing project wholly located in that county and that is approved by the lead agency on or before January 1, 2024. The bill would require the project applicant of the environmental leadership transit project to take certain actions in order for those specified procedures to apply to the project. The bill would require the Judicial Council, on or before January 1, 2023, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible and to the extent prioritizing those actions or proceedings will not exacerbate any civil case backlogs, within 365 calendar days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project.

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: 7/8/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (July 7). Re-referred to Com. on APPR.

Location: 7/7/2021-A. APPR.

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 339

(Wiener D) Vehicles: road usage charge pilot program.

Current Text: Amended: 6/14/2021 [html](#) [pdf](#)

Introduced: 2/8/2021

Last Amend: 6/14/2021

Status: 7/14/2021-July 14 set for first hearing. Placed on suspense file.

Location: 7/14/2021-A. APPR. SUSPENSE FILE

Summary: Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Current law repeals these provisions on January 1, 2023. This bill would extend the operation of these provisions until January 1, 2027.

Position

SB 372

(Leyva D) Medium- and heavy-duty fleet purchasing assistance program: zero-emission vehicles

Current Text: Amended: 7/12/2021 [html](#) [pdf](#)

Introduced: 2/10/2021

Last Amend: 7/12/2021

Status: 7/12/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/7/2021-A. APPR.

Summary: Current law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for 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 use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Current law, the California Pollution Control Financing Authority Act, establishes the California Pollution Control Financing Authority, with specified powers

and duties, and authorizes the authority to approve financing for projects or pollution control facilities to prevent or reduce environmental pollution. This bill would establish the Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program within the Air Quality Improvement Program to make financing tools and nonfinancial supports available to operators of medium- and heavy-duty vehicle fleets to enable those operators to transition their fleets to zero-emission vehicles

Position

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 640 (Becker D) Transportation financing: jointly funded projects.

Current Text: Chaptered: 7/16/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 5/20/2021

Status: 7/16/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 108, Statutes of 2021.

Location: 7/16/2021-S. CHAPTERED

Summary: Current law provides for the deposit of various funds, including revenues from certain increases in fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. After certain allocations for the program are made, existing law requires the remaining funds available for the program to be continuously appropriated 50% for allocation to the department for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula. Current law requires a city or county to submit to the California Transportation Commission a list of proposed projects, as specified, to be eligible for an apportionment of those funds. This bill would authorize cities and counties to propose projects to be jointly funded by the cities and counties' apportionments of those funds, as specified.

Position

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: 3/3/2021-Referred to Com. on RLS.

Location: 2/19/2021-S. RLS.

Summary: Current 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 671 (Gonzalez D) Transportation: Clean Freight Corridor Efficiency Assessment.

Current Text: Amended: 6/15/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 6/15/2021

Status: 7/7/2021-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 11. Noes 0.) (July 7). Re-referred to Com. on APPR.

Location: 7/7/2021-A. APPR.

Summary: Would establish the Clean Freight Corridor Efficiency Assessment, to be developed by the California Transportation Commission, in coordination with other state agencies. In developing the assessment, the bill would require the commission to identify freight corridors, or segments of corridors, throughout the state that would be priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles. The bill would require the commission to submit a report containing the assessment's findings and recommendations to certain committees of the Legislature by December 1, 2023. The bill would require the assessment's findings and recommendations to be incorporated into the development of the California Transportation Plan. The bill would require the state freight plan to include a description of needed infrastructure, projects, and operations for the deployment of zero-emission medium- and heavy-duty vehicles and the development of freight corridors identified in the assessment.

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: 5/26/2021-Read third time. Passed. (Ayes 34. Noes 4.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 5/26/2021-A. DESK

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

SB 814 (Committee on Transportation) Transportation: omnibus bill.

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

Introduced: 3/2/2021

Last Amend: 4/19/2021

Status: 7/15/2021-Read second time. Ordered to consent calendar.

Location: 7/14/2021-A. CONSENT CALENDAR

Summary: Would expand the definition of a pedicab to include electric bicycles and would expand the definition of a bicycle to include electric bicycles. By expanding these definitions, this bill would expand an existing crime, thereby imposing a state-mandated local program.

Position

Wildfire

AB 9 (Wood D) Fire safety and prevention: wildfires: fire adapted communities: Office of the State Fire Marshal: community wildfire preparedness and mitigation.

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

Introduced: 12/7/2020

Last Amend: 7/14/2021

Status: 7/14/2021-Read second time and amended. Re-referred to Com. on APPR.

Location: 7/13/2021-S. APPR.

Calendar: 8/16/2021 9 a.m. - John L. Burton Hearing Room (4203)
SENATE APPROPRIATIONS, PORTANTINO, Chair

Summary: Would establish in the Department of Conservation the Regional Forest and Fire Capacity Program to support regional leadership to build local and regional capacity and develop, prioritize, and implement strategies and projects that create fire adapted communities and landscapes by improving ecosystem health, community wildfire preparedness, and fire resilience. The bill would require, among other things, the department to, upon an appropriation by the Legislature, provide block grants to regional entities, as defined, to develop regional strategies that develop governance structures, identify wildfire risks, foster collaboration, and prioritize and implement projects within the region to achieve the goals of the program.

Position

Watch

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: 4/22/2021-Re-referred to Com. on NAT. RES.

Location: 2/12/2021-A. NAT. RES.

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 642

(Friedman D) Wildfires.

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

Introduced: 2/12/2021

Last Amend: 6/30/2021

Status: 7/6/2021-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (July 6). Re-referred to Com. on APPR.

Location: 7/6/2021-S. APPR.

Summary: Would require the Director of Forestry and Fire Protection to identify areas in the state as moderate and high fire hazard severity zones. The bill would additionally require the director classify areas into fire hazard severity zones based on additional factors, including possible lightning-caused ignition. The bill would require a local agency, within 30 days of receiving a transmittal from the director that identifies fire hazard severity zones, to make the information available for public comment. Because the bill would impose additional duties on local agencies, this bill would impose a state-mandated local program.

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

[SB 63](#) (Stern D) Fire prevention: vegetation management: public education: grants: defensible space: fire hazard severity zones.

Current Text: Amended: 6/16/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 6/16/2021

Status: 7/13/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (July 12)

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Re-referred to Com. on APPR.

Location: 7/12/2021-A. APPR.

Summary: Would, among other things, require the Director of Forestry and Fire Protection to identify areas of the state as moderate and high fire hazard severity zones and would require a local agency to make this information available for public review and comment, as provided. By expanding the responsibility of a local agency, the bill would impose a state-mandated local program. This bill would also make conforming changes.

Position

Watch

Total Measures: 258

Total Tracking Forms: 258



AGENDA ITEM 4
REPORT

Southern California Association of Governments
Remote Participation Only
August 17, 2021

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Kevin Gilhooley, Legislation Manager
(213) 236-1878, Gilhooley@scag.ca.gov

Subject: Sacramento 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 three issues for which SCAG has been advocating. First, an update on Assembly Bill (AB) 1147 (Friedman, D-Glendale) describes efforts to address technical changes to this pending legislation. Second, the report provides an overview and summary of the recently passed AB 140 (Committee on Budget), a budget trailer bill that establishes the Regional Early Action Plan program of 2021. Third, this report summarizes an advocacy letter to the Southern California legislative delegation that calls attention to the historic funding disparity for grants awarded pursuant to the Affordable Housing Sustainable Communities (AHSC) program, while also highlighting 19 SCAG region applications recently submitted for that program’s round 6 funding cycle.

BACKGROUND:

AB 1147 (Friedman)

AB 1147 is authored by Assembly Transportation Committee Chair Laura Friedman. The bill would add new requirements for Metropolitan Planning Organizations (MPOs) to assist in the development of the Strategic Growth Council’s (SGC) “California Transportation Plan Assessment” (AB 285. Friedman, Chapter 605, Statutes of 2019) and the California Air Resources Board’s (CARB) SB 375 “Progress Report” (SB 150. Allen, Chapter 646, Statutes of 2017).

Previously, AB 1147 would have required the SGC's California Transportation Plan Assessment to include a description of MPOs' and local governments' barriers to achieving state and regional greenhouse gas (GHG) reduction targets and the reduction of vehicle miles traveled (VMT). In addition, the bill would have required the Assessment to include recommendations for state, regional, and local actions to achieve regional GHG emissions reductions and reduce VMT. The author has agreed to remove the provisions of the bill that require MPOs and locals to describe barriers and recommendations concerning the reduction of VMT. Instead, the SGC would include a summary of strategies that reduce VMT contained in the California Transportation Plan and the regional Sustainable Communities Strategies (SCSs).

To assist CARB with developing its SB 375 Progress Report, AB 1147 would have required MPOs to provide data on how transportation funds were spent in each transportation mode and the relative correlation between transportation spending and any increase or decrease in VMT. The author has also agreed to remove this provision from the bill.

Second, this bill would require local jurisdictions to report to the MPO on actions they have taken to implement or be consistent with the regional SCS and identify barriers to further implementation, one year after the MPO has received its SCS evaluation letter from CARB. In addition, the bill would require local jurisdictions to consult with the MPO if the MPO concludes that a land-use decision or transportation project interferes with the region's achievement of its GHG emissions reduction targets. This provision is not mandatory on an MPO, however.

AB 1147 would also require the Governor's Office of Planning and Research to develop guidance on a "15-Minute Community," which would be defined as a city or county unincorporated area where every resident has access to essential services, such as restaurants, grocery stores, medical care facilities, outdoor recreation, employment, childcare, and educational opportunities, within a 15-minute bicycle ride or public transit ride. Lastly, the bill would also require Caltrans to develop a branded network of bike highways within two of California's major metropolitan areas. Caltrans would then be required to present that plan to the California Transportation Commission with recommendations on how to fund their implementation.

As originally introduced on February 18, 2021, AB 1147 would have created a \$250 million block grant program to help MPOs implement their SCSs. As a prerequisite for accessing these funds, AB 1147 would have required MPOs to create a target action plan which included actionable steps that would have supported a region's efforts to reduce its VMT, advance equity, and meet its regional GHG emissions reduction targets. AB 140 (Committee on Budget, Chapter 111, Statutes of 2021), the budget trailer bill which further defined the housing and homelessness provisions of the Budget Act of 2021, expanded upon this concept and established the \$600 million Regional Early Action Planning (REAP) Planning Grants Program of 2021. This REAP 2021 program provides regions with funding for transformative planning and implementation activities, such as accelerating infill

development, realizing multi-modal communities, and shifting travel behavior through reducing driving or increasing transit ridership. Considering the establishment of the REAP 2021 program, AB 1147's SCS block grant and the Target Action Plan will be amended out of the bill.

AB 1147 passed the Assembly on May 28, 2021, with 56 yes votes, 19 no votes, and four members not voting. On the Senate side, AB 1147 passed the Environmental Quality and Transportation committees. The Senate Appropriations Committee will consider AB 1147 upon the Legislature's return from Summer Recess. Staff will continue to monitor AB 1147 for future amendments and its final disposition.

Regional Early Action Program of 2021:

On July 19, 2021, Governor Newsom signed AB 140 into law. As referenced above, AB 140, is a budget trailer bill that defines the expenditure of \$600 million for the REAP 2021 program. This program will provide funding to regions for transformative planning and implementation activities, such as accelerating infill development, realizing multi-modal communities, shifting travel behavior through reducing driving, or increasing transit ridership. Through this program, SCAG could receive an estimated \$246 million in formula funds and would have the opportunity to compete for additional funding from a \$30 million set aside for "transformative planning and implementation activities that demonstrably exceed the requirements of [the grant program] and further multiple policy objectives."

A summary of the REAP 2021 program and an estimated funding table compiled by the California Association of Councils of Governments (CalCOG) is attached.

Affordable Housing Sustainable Communities Program

The Affordable Housing Sustainable Communities (AHSC) program provides funding for affordable housing developments (new or renovations) and transportation infrastructure. The program is administered by the SGC and implemented by the California Department of Housing and Community Development (HCD).

Over the past five rounds of the AHSC program, the SCAG region, which contains almost 50% of the State's population, has been awarded just 34% of the available funding. Applications for round 6 of the program were due June 6, 2021, and awards will be adopted on October 28, 2021. To assist the Southern California region in securing these competitive state funds, SCAG provided support letters for 19 AHSC applications from the region. In addition, the attached advocacy letter raises awareness of the program and the historic funding disparity in the SCAG region. The letter was written to Assembly Speaker Anthony Rendon (D-Lakewood) and distributed to the entire Southern California legislative delegation.



Separately, the SGC intends to request HCD to amend the Notice of Funding Availability for the AHSC Round 6 application to reflect an additional \$380 million revenues from recent Greenhouse Gas Reduction Fund auctions. This increase would bring the total amount of AHSC round 6 funds to \$785 million. SCAG provided a support letter for SGC's request to HCD.

FISCAL IMPACT:

Work associated with the Sacramento Advocacy Update is contained in the General Fund budget, Legislation 800-0160.02.

ATTACHMENT(S):

1. Summary - AB 140-REAP 2.0 Program
2. Letter - SCAG Region AHSC Applications
3. Letter - AHSC Funding Increase

AB 140 (Housing): SUMMARY OF REAP LANGUAGE New Budget Trailer Bill Language

Sunday, July 11, 2021, the Legislature amended AB 140 to include housing trailer bill language for the budget. Section 15 adds Chapter 3.15 of the Health and Safety Code, which creates a structure for distributing the \$600 million for the Regional Early Action Planning Grant Program for 2021 (REAP 2). This language is largely consistent with our prediction (See www.calcog.org/reap2). The Legislature may vote on this language on Thursday, July 19, 2021, meaning there is no time to seek any amendments given the three-day in print rule.

- **Overall Structure.** The structure of REAP 2 is very similar to REAP 1 insofar as each region will be able to propose a budget or plan of programs that reflect regional needs and circumstances for approval, provided the proposed expenditures are consistent with the broad guidelines of the program. But there are some key differences.
- **For MPOs.** The primary eligible entity for the largest part of the program will be MPOs. (The first REAP program granted funds to COGs with RHNA authority).
- **Lead Administering Agency.** HCD is the lead administering agency. But they must collaborate with ARB, SCG, and OPR to administrate the program—including developing the guidelines and approving regional budgets.
- **Eligible Entities.** Although MPOs are the primary recipients, MPOs are authorized to suballocate funds to “eligible entities,” which include councils of governments, regional transportation planning agencies, cities, counties, transit agencies, county transportation agencies, and tribal entities.
- **Grant Administration.** Much of the technical administration language parallels the administration language for the first REAP program. We anticipate that the administration for the funding for MPOs will work a lot like the administration of the REAP program, at least as far as the interaction with the lead agency, HCD. However, there will likely be some changes insofar as budget and programs will have to be approved in collaboration with SGC, OPR, and ARB.
- **MPO Allocations.** Most of the funding will be made available to MPOs to fund transformational infrastructure and planning programs as defined.
- **Rural Competitive Program.** Eligible entities in the 19 counties that are not within an MPO are eligible to compete for \$30 million competitively.
- **“Demonstrably Exceeding” Competitive Funding.** \$30 million is set aside for eligible entities (including MPOs) for competitive awards on projects that demonstrably exceed the requirements of this chapter and further multiple policy objectives. Scoring will account for infill housing production and reduction of per capita VMT.
- **For “transformative planning and implementation activities.”** Funding must be used for “housing, planning, infrastructure investments supporting infill housing, and other

actions that enable meeting housing goals that also result in per capita vehicle miles traveled reductions, including accelerating infill development, supporting residents through realizing multimodal communities, shifting travel behavior through reducing driving, and increasing transit ridership.” Investments must also align with one of the following: state planning priorities (Gov’t Code § 65041.1), affirmatively further fair housing (Gov’t Code § 8899.50), housing element compliance, or a sustainable communities strategy (or APS).

- **Specific Eligible Uses.** *The following would be eligible if deemed “transformative” in consultation with HCD (this list is not exhaustive):*
 - Providing technical assistance, planning, staffing, or consultant needs
 - Administering any programs described in this subdivision.
 - Rezoning and encouraging development by updating planning documents
 - Revamping local planning processes to accelerate infill development.
 - Completing environmental clearance to eliminate project-specific review for infill.
 - Establishing and funding an affordable housing catalyst fund, trust fund, or revolving loan fund for location efficient projects.
 - Infrastructure planning and upgrades like sewers, water systems, transit, roads, or other facilities to enable reduction in VMT, including accelerating housing.
 - Implementing a vision-zero program, a safety plan, and a slow streets program.
 - Bicycle, pedestrian and multi-modal infrastructure plans and policies.
 - Expand active transportation and implement bicycle or pedestrian plans.
 - Producing multimodal corridor studies.
 - Reducing driving, including studying and implementing road pricing.
 - Establishing a VMT impact fee or regional VMT mitigation bank.
 - Parking and transportation demand management programs or ordinances.
 - Accelerating infill housing production near jobs, transit, and resources.
 - Increasing transit ridership, including through seamless regional transit systems, including establishing common fares, schedules, service design, and wayfinding.
 - Implementing multimodal access plans to and from transit facilities.
 - Planning for additional housing near transit.
- **Funding Totals.** Under AB 128 and 129 (the primary budget bills adopted thus far), a total of \$600,000,000 has been allocated to the program. The first \$500 million in the Governor’s original budget (AB 128) was \$500 million in funds made available to the State of California under the American Recovery Plan Act. An additional \$100 million in General Fund dollars was made available under the Legislature’s June 28th Budget (AB 129). The trailer bill language will distribute this funding as follows:
 - 5% (or \$30 million) to HCD for program administration and technical assistance
 - 5% (or \$30 million) to eligible entities in the 19 mostly rural counties not included within the boundary of a MPO
 - 5% (or \$30 million) to a new “demonstrably exceeds” competitive program
 - 85% (or \$510,000,000) to MPOs for transformative investments
- **Suballocations.** Suballocations from MPOs to eligible entities shall consider geographic equity, including the needs of rural and urban communities, transformative and collaborative approaches, including through subregions, and the degree to which the

suballocation will be in furtherance of all of the requirements of transformative planning and implementation activities. Funds designated for suballocation must be awarded within 60 days.

- **Initial Allocations.** Beginning on January 1, 2022, MPOs can request an initial allocation of 10 percent of the funds for which they are eligible.
- **Formula For MPOs.** The language distributes the funding to MPOs by population, but instead of using the current population, the funds are distributed by the DOF's forecasted 2030 population. (Specifically, Department of Finance P-2A County Population Projections as of July 1, 2021).¹ The amounts are based on the aggregate 2030 projected population for each MPO as a percentage of projected 2030 statewide population. Here is our *unofficial* calculation of the distribution:

MPO	2030 Population	Pop %	Formula Allocation
Association of Monterey Bay Area Governments	815,149	1.978%	\$10,133,742
Butte County Association of Governments	236,874	0.577%	\$ 2,944,762
Fresno Council of Governments	1,096,638	2.673%	\$ 13,633,148
Kern Council of Governments	1,019,221	2.484%	\$ 12,670,718
Kings County Association of Governments	165,752	0.404%	\$ 2,060,590
Madera County Transportation Commission	178,070	0.434%	\$ 2,213,725
Merced County Association of Governments	314,690	0.767%	\$ 3,912,153
Shasta Regional Transportation Agency	180,498	0.440%	\$ 2,243,909
Metropolitan Transportation Commission	8,272,525	20.165%	\$ 102,842,103
Sacramento Area Council of Governments *	2,706,637	6.598%	\$ 33,648,280
San Diego Association of Governments	3,461,883	8.439%	\$ 43,037,323
San Joaquin Council of Governments	853,661	2.081%	\$ 10,612,515
San Luis Obispo Council of Governments	284,729	0.694%	\$ 3,539,685
Santa Barbara Council of Governments	469,717	1.145%	\$ 5,839,412
Southern California Association of Governments	19,789,953	48.240%	\$ 246,024,084
Stanislaus Council of Governments	606,128	1.477%	\$ 7,535,242
Tahoe Regional Planning Agency *	55,000	0.134%	\$ 683,747
Tulare County Association of Governments	516,810	1.260%	\$ 6,424,861
TOTALS	41,023,935	100.000%	\$ 510,000,000

* We estimated the population in the Tahoe basin (California side) to be about 55,000, and subtracted that figure from SACOG's 2030 population forecast. This is just a rough estimate.

¹ See <https://www.dof.ca.gov/forecasting/demographics/projections/>



July 16, 2021

The Hon. Anthony Rendon
Speaker, California State Assembly
State Capitol, Room 219
Sacramento, CA 95814

Subject: Affordable Housing Sustainable Communities Grant Program

Dear Speaker Rendon and Members of the Southern California Legislative Delegation:

On behalf of the Southern California Association of Governments (SCAG), I commend the California State Legislature for tirelessly working to address the state’s housing crisis. **SCAG is committed to leveraging each and every tool and resource at our disposal to assist cities and counties in achieving their housing goals.**

The Affordable Housing and Sustainable Communities Program (AHSC), which is administered by the Strategic Growth Council and implemented by the Department of Housing and Community Development, is one such resource that has provided local jurisdictions with over \$1.1 billion to fund affordable housing developments. The AHSC program recently closed the application process for its 6th Cycle and will select projects to allocate over \$405 million by October 28, 2021. **The AHSC program utilizes cap-and-trade program dollars to subsidize infill, affordable housing near transit. Such investments are vital to producing sorely needed housing units in our region and also to reducing greenhouse gas emissions** that help us achieve our region’s aggressive GHG reduction targets, twin goals which are deeply rooted in SCAG’s core values.

Over the past five rounds of the AHSC program, **the SCAG region, which contains almost 50% of State’s population, has been awarded just 34% of the available funding.** The SCAG region has received disproportionately less funding, even though there are many high-quality, transit-oriented developments in the works that support the implementation of Connect SoCal, the region’s Regional Transportation Plan/ Sustainable Communities Strategy. In fact, **SCAG provided 19 support letters for various projects for the 6th AHSC cycle that are consistent with Connect SoCal**, as seen in the table on page two.

We look forward to continuing to work with you to address the housing crisis and ensure that all California residents have access to affordable housing, clean air, robust transportation options, and walkable communities. If you have any questions, please contact Kevin Gilhooley, State and Federal Legislative Affairs Manager, at (213) 236-1878 or gilhooley@scag.ca.gov.

Sincerely,


Clint Lorimore
President


Kome Ajise
Executive Director

SCAG FY21 AHSC Letters		
Requestor	Project	City
Milestone Housing	555 S 7th Avenue	Barstow
CTY Housing	2111 Firestone	Los Angeles
Affordable Housing Access	Beach-Lincoln Anaheim	Anaheim
Many Mansions	Central Terrace Apartments	Oxnard
KPK Enterprises	E Compton Blvd	Compton
Flexible PSH	Enlightenment Plaza	Los Angeles
Adobe Communities	Grand View	Los Angeles
Bridge Housing Corporation	Jordan Downs	Los Angeles
Bridge Housing Corporation	Lancaster	Lancaster
Chelsea Investment Corporation	Lincoln El Centro	El Centro
Omni	Omni Menlo	Los Angeles
Cesar Chavez Foundation	Pomona East End	Pomona
Little Tokyo Service Center	Umeya Village	Los Angeles
Skid Row Housing Trust	Union	Long Beach
TSA Housing	Vista Terrace	Los Angeles
TSA Housing	Watts Station	Los Angeles
Century Housing	West LA VA Building 156-157	Los Angeles
Innovative Housing Opportunities	Western at 87th	Los Angeles
Heritage Housing Partners	1880 Walnut	Pasadena



August 9, 2021

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Deputy Director
Strategic Growth Council
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REGIONAL COUNCIL OFFICERS

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- Community, Economic & Human Development
Jorge Marquez, Covina
- Energy & Environment
David Pollock, Moorpark
- Transportation
Sean Ashton, Downey

RE: Support for Amendment to AHSC Notice of Funding Availability for Round 6 Projects issued in February 2021

Dear Deputy Director Mirzazad:

The Southern California Association of Governments (SCAG) would like to express its strong support of the California Strategic Growth Council’s (SGC) decision to request that the California Department of Housing and Community Development (HCD) amend the Notice of Funding Availability (NOFA) for the Affordable Housing and Sustainable Communities Program (AHSC) issued on February 26, 2021, to reflect approximately \$380 million in additional revenue from recent Greenhouse Gas Reduction Fund auctions to reflect the total amount of \$785 million.

We believe this plan will allow the state to fund more high quality applications that fulfill all of the AHSC program’s ambitious thresholds and goals, disburse much needed affordable housing and sustainable infrastructure funding to projects sooner, be a more efficient way to allocate public resources, and result in a more diverse set of awarded projects across more regions of the state. If additional revenue is allocated and the 6th Cycle AHSC NOFO is expanded, it would increase the likelihood that the 19 excellent projects submitted in the SCAG region would receive funding. These projects, which are consistent with our Sustainable Communities Strategy, would bring needed affordable housing units and increase our region’s GHG reduction capacity.

Additional funding for this program offers vital support in providing new opportunities to house our region. This program also supports the goals of Connect SoCal, Southern California’s 2020 Regional Transportation Plan, including encouraging the development of diverse housing types in areas supported by multiple transportation options and supporting healthy and equitable communities. If you have any questions or need clarifications regarding this correspondence, please contact Mr. Lyle Janicek, Associate Regional Planner, at (213) 236-1966 or Janicek@scag.ca.gov.

Sincerely,

Kome Ajise
Executive Director

Attachment: Letter - AHSC Funding Increase (Sacramento Advocacy Update)



AGENDA ITEM 5
REPORT

Southern California Association of Governments
Remote Participation Only
August 17, 2021

To: Legislative/Communications and Membership Committee (LCMC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

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

Subject: Bipartisan Infrastructure Bill 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 written report provides a brief overview of the discussions and negotiations surrounding the federal Bipartisan Infrastructure Bill.

BACKGROUND:

Overview

On Wednesday, July 28, 2021, the U.S. Senate voted 67-32 to begin debating the bipartisan infrastructure stimulus proposal after several months of negotiations led by Senators Kyrsten Sinema (Arizona) and Rob Portman (Ohio), with 17 Republicans, including Minority Leader Mitch McConnell, joining all 50 Senate Democrats in support. The 2,700-page bipartisan infrastructure bill (BIB) text was unveiled on August 2, 2021, as the Infrastructure Investment and Jobs Act of 2021 (HR 3684). It was introduced as an amendment to replace the text of the House's surface transportation reauthorization bill, the INVEST Act. After considering various amendments, the Senate voted 68-29 to invoke cloture and close debate on August 8, 2021, a process that requires 60 votes to pass. The Senate subsequently voted to advance the bill to the House on August 10, 2021, by a vote of 69-30.

The \$1 trillion BIB includes \$550 billion in new spending and contains several authorizing bills, including a complete Surface Transportation Reauthorization component, as well as supplemental transportation appropriations. The surface transportation reauthorization component is based on the Senate Environment & Public Works (EPW) Committee's \$303.5 billion highways, roads, and

bridges title, the Surface Transportation Reauthorization Act of 2021 (S. 1931), and the Senate Commerce, Science, and Transportation (Commerce) Committee's \$78 billion rail, freight, and safety title Surface Transportation Investment Act (S. 2016). Both titles passed their respective committees with strong bipartisan support. The Senate Banking, Housing, and Urban Affairs (Banking) Committee failed to pass a mass transit title but still submitted language to the group of Senators leading negotiations which is substantially similar to the language in the 2015 FAST Act. HR 3684 includes the committee's \$39 billion mass transit title language.

The DOT will receive \$294 billion in guaranteed Highway Trust Fund (HTF) contract authority over five years. This funding level reflects the baseline figure provided by the FAST Act in its final year in Fiscal Year (F.Y.) 2020 and a one-year extension in F.Y. 2021 extended over the next five F.Y.s. In addition to the baseline funding, the bill also provides an additional \$274 billion, of which \$90 billion will go towards increasing HTF contract authority above the baseline over five years, and \$184 billion will come in the form of a one-time DOT appropriation for a total of \$567 billion over five years. Of the \$550 billion in new spending, the \$274 billion allocated to the DOT above baseline levels represents approximately half of all new spending.

Within the DOT's \$274 billion in new spending, some highlights include:

- \$110 billion for Roads, Bridges, and Major Projects
- \$66 billion for Passenger and Freight Rail
- \$39 billion for Public Transit
- \$25 billion for Airports
- \$17 billion for Ports and Waterways
- \$11 billion for Highway and Pedestrian Safety Projects
- \$7.5 billion for Electric Vehicle charging infrastructure
- \$7.5 billion for Electric buses/transit
- \$1 billion for Highways to Boulevards/Reconnecting communities

Overall, the BIB allocates \$351 billion in highway funding to the Federal Highway Administration (FHWA) over five years, representing a 49% increase relative to the 2015 FAST Act. The bill also allocates \$107 billion in mass transit funding to the Federal Transit Administration (FTA) over five years, which represents a 65% increase. Next, it allocates \$66 billion in rail funding over five years for the Federal Rail Administration (FRA), equivalent to the last 18 years of FRA appropriations combined. Lastly, the bill allocates \$25 billion in airport funding to the Federal Aviation Administration over five years. Cumulatively, the BIB allocated over \$100 billion to the DOT to distribute via competitive grant programs.

Within the Senate EPW's Surface Transportation Reauthorization Act of 2021 included in the BIB, various changes were made to existing programs, and some new programs were created in the FHWA, including:

- **NEW Bridge Grant Program - \$12.5 billion***
 - Establishes the Bridge competitive grant program to help local, state, and federal entities fund the rehabilitation or replacement of bridges and culverts.
 - **NEW Formula Carbon Reduction Program - \$6.42 billion**
 - Establishes the new Formula Carbon Reduction Program to reduce transportation emissions, where 65% of the funding would be allocated on a population basis.
 - Eligible projects for this program include traffic monitoring, management, and control facility or program, public transportation, advanced transportation, and congestion management technologies, and more.
 - **NEW Congestion Relief Program - \$250 million**
 - Establishes the new congestion relief competitive grant program for states, local governments, and metropolitan planning organizations (MPO) for projects in urban areas with more than one million people to address congestion in the nation's most congested regions.
 - The minimum grant award is \$10 million with a maximum federal cost share of 80%, with projects in the nation's most consistently congested areas.
 - **NEW Reconnecting Communities Pilot Program - \$1 billion***
 - Establishes the new Reconnecting Communities pilot competitive grant program, which is investing \$1 billion to fund:
 - Studies to determine the feasibility and impacts of removing, retrofitting, or mitigating existing transportation facilities that create mobility, access, or economic development barriers.
 - Construction to carry out projects that remove, retrofit, or mitigate eligible facilities or replace the facilities.
 - **NEW Charging and Refueling Grant Program - \$2.5 billion***
 - Allocates funds to the new Alternative Fuel Corridors program to fund the strategic deployment of publicly accessible alternative fuel vehicle charging infrastructure along designated alternative fuel corridors.
 - **NEW Electric Vehicle (EV) Charging Formula Program - \$5 billion**
 - Allocates funds to the EV Charging Formula Program, which complements the Charging and Refueling Grant Program, to allow states to install EV charging infrastructure.
 - **NEW Clean School Bus Program - \$5 billion**
 - Allocates funds to create the Clean School Bus programs to assist states and local governments in replacing school bus fleets with electric buses to reduce greenhouse gas emissions and improve air quality.
 - **Surface Transportation Block Grant (STBG) Program - \$72 billion**
-

- Expand eligibility guidelines to include electric vehicle charging infrastructure and vehicle-to-grid infrastructure, installation and deployment of intelligent transportation technologies, and various others.
- **The Congestion Mitigation and Air Quality (CMAQ) Improvement Program - \$13.2 billion**
 - Expand eligibility to include shared micro-mobility, including bike share and shared scooter systems, as well as for the purchase of medium- or heavy-duty zero-emission vehicles.
- **National Highway Freight Program - \$7.15 billion**
 - Increases the maximum number of highway miles a state may designate as critical rural freight corridors from 150 to 300 miles and critical urban freight corridors from 75 to 150 miles.
- **Transportation Infrastructure Finance and Innovation Act of 1998 - \$1.25 billion**
 - Expands eligibility to include public infrastructure near transportation facilities to incentivize transit-oriented development (TOD) and airport projects.
- **Nationally Significant Freight and Highway Projects (INFRA) - \$11 billion***
 - Renames the Nationally Significant Freight and Highway Projects program, also known as the Infrastructure for Rebuilding America or INFRA grant program, to be the Nationally Significant Multimodal Freight and Highway Program.
 - Raises the cap on rail/port projects from 10% to 30% of the grant funding each year.
- **Highway Safety Improvement Program (HSIP) - \$15.575 billion**
 - Increases the flexibility of HSIP funds for non-infrastructure and behavioral safety projects and expands project eligibility to include grade separation projects, construction or installation of features that calm or slow traffic, construction or installation of active transportation traffic control devices, projects that provide separation between vehicles and active transportation lanes, and more.

Within the Senate Commerce Committee's Surface Transportation Investment Act included in the BIB, various changes were made to existing programs, and some new programs were created relating to rail, freight, and safety programs, including:

- **NEW National Infrastructure Project Assistance - \$15 billion***
 - Establishes the new National Infrastructure Project Assistance program for projects that improve national or regional economic mobility or safety.
 - Eligible projects include highways, bridges, freight rail, railway-highway grade separation, intercity passenger rail, and more.
- **Local and Regional Project Assistance - \$15 billion***
 - Authorizes and renames the RAISE/BUILD grant program and equally splits funding between rural and urban regions with a maximum grant award of \$25 million.
- **Rail Investments - \$28.65 billion**
 - Amtrak National Network - \$12.65 billion

- FRA Consolidated Rail Infrastructure and Safety Improvement (CRISI) - \$10 billion*
- NEW FRA Railroad Crossing Elimination Program - \$6 billion*
- **NEW Safe Streets and Roads for All Grant Program - \$6 billion***
 - Establishes a new grant program for MPOs, local governments, and tribal governments to develop and implement safety plans to improve pedestrian safety to work towards "Vision Zero."

While the Senate Banking Committee did not pass a mass transit title to include in the Senate transportation reauthorization package, they drafted language for the BIB, which is substantially similar to the 2015 FAST Act. While there are not many changes for programs in the FTA relative to the previous reauthorization bill, some highlights of this section include:

- **Capital Investment Grants - \$23 billion***
 - Funds and makes various changes to the Capital Investment Grants program, such as increasing the threshold for capital costs from \$300 million to \$400 million, amending the Core Capacity eligibility to use a 10-year time frame rather than a 5-year timeframe, and creates a process to allow bundling of immediate and future projects to lower contracting costs.
- **Funding for Various Transit Grant Programs - \$67.64 billion**
 - State of Good Repair Formula Grants - \$23 billion*
 - Bus Formula Grants - \$3.161 billion
 - Bus Competitive - \$2.34 billion
 - Low-No Buses - \$5.6 billion*
 - Urbanized Area Formula Grants - \$33.54 billion

In addition to funding to surface transportation, the BIB also appropriates \$25 billion in supplemental appropriations over five years for airports, which includes:

- **Airport Infrastructure Grants - \$15 billion**
 - Allocates funding for Passenger Facility Charge projects, local match mirrors for the Airport Improvement Program, and other programs.
- **NEW Airport Terminal Competitive Grant Program - \$5 billion**
 - Allocates 55% of grant funds to large hub airports, 20% to small hubs, 15% to medium hubs, and 10% to non-primary airports. These grants have an 80% federal share for medium and large hubs and a 95% federal share for small airports.
 - Eligible projects include terminal redevelopment, air traffic control (ATC) tower projects, and on-airport rail projects.
- **FAA Facilities and Equipment - \$5 billion**
 - Allocates funds for terminal and ATC facilities and other airport facility and equipment needs.

In addition to the surface transportation reauthorization component, HR 3684 also contains \$65 billion for broadband and reauthorizes the Drinking Water and Wastewater Infrastructure Act and the Energy Infrastructure Act. Additionally, it provides supplemental appropriations for new and existing programs aside from the surface transportation component. Notably, the \$65 billion allocation for broadband funds various programs to expand internet access and affordability, including:

- **NEW Broadband Equity, Access and Deployment Program - \$42.45 billion**
 - Allocates funds through formula-based grants and competitive grants to improve speeds and unserved and underserved communities, connect anchor institutions, broadband planning and mapping, installing broadband infrastructure, and broadband adoption.
- **NEW Enabling Middle Mile Broadband Infrastructure - \$1 billion**
 - Allocates funds for a competitive grant program to construct, improve, or acquire middle-mile infrastructure.
- **NEW Digital Equity Act Competitive Grant Programs - \$2.75 billion**
 - Includes the Digital Equity Act of 2021, H.R. 1841, sponsored by Rep. Jerry McNerney (D-Calif.) / S. 2018, sponsored by Sen. Patty Murray (D-Wash.), to create two grant programs to promote digital equity, digital inclusion, and capacity building to broadband adoption.
- **Modifies Emergency Broadband Benefit and Makes It Permanent - \$14.2 billion**
 - Codifies the Emergency Broadband Benefit Program and renames it the Affordable Connectivity Program.
 - The program will provide a \$30 monthly voucher for low-income families to use toward any service plan of their choosing.

To pay for the BIB, negotiators agreed on various savings sources, including repurposing COVID relief funds, delaying a Trump-era Medicare Part D rebate rule, new information reporting requirements on cryptocurrency transactions, and application of "Dynamic Scoring," which calculates increased future revenues resulting from the bill's investment, among various other measures. The group leading the bill claimed that their proposed offsets would save \$491 billion and generate an additional \$56 billion in savings through increased economic growth for a total of \$547 billion in savings to cover the bill's costs. However, the Congressional Budget Office (CBO) and Committee for a Responsible Federal Budget's analyses found that many of the savings' sources had actual savings far lower than claimed by lead negotiators. In fact, the CBO's BIB score estimated that the bill would add \$340 billion to the deficit.

On the House side, Speaker Pelosi is firm on her position that the House would not act on the BIB until the Senate passes a separate budget reconciliation bill. The Senate will likely not finalize or

vote on the final reconciliation bill until mid-September at the earliest. Senate Democrats took the first step in the budget reconciliation process, bypassing the Senate filibuster requiring only a simple majority to pass instead of 60 votes and adopted the budget resolution for the \$3.5 trillion human infrastructure package by a party-line vote 50-49 on August 11, 2021. While all 50 Senate Democrats voted in favor of the budget resolution, which kicks off the reconciliation process to pass a bill that funds a social welfare "human infrastructure" package to supplement the physical infrastructure included in the BIB, some have expressed concern with the \$3.5 trillion topline figure and will look to reduce the price tag of the final reconciliation bill.

The bill text for the Infrastructure Investment and Jobs Act of 2021 (H.R. 3684) can be found on the Senate Environment and Public Works Committee website. The bill text for the \$3.5 trillion budget reconciliation bill can be found on Senator Sanders' website, the bill author, and a summary of the bill can be found on the Senate Democrats' website.

*Includes supplemental appropriation

FISCAL IMPACT:

Work associated with the staff report on the Bipartisan Infrastructure Bill Update is contained in the Indirect Cost budget, Legislation 810-0120.10.