



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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REMOTE PARTICIPATION ONLY

LEGISLATIVE/ COMMUNICATIONS AND MEMBERSHIP COMMITTEE

***Tuesday, June 15, 2021
8:30 a.m. – 10:00 a.m.***

To Participate on Your Computer:
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Call-in Number: 1-669-900-6833
Meeting ID: 805 439 887

***Please see next page for detailed
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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, June 14, 2021.**

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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.**

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OUR MISSION

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

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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



Instructions for Participating in the Meeting

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

To Participate and Provide Verbal Comments on Your Computer

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

To Listen and Provide Verbal Comments by Phone

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

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LCMC - Legislative/Communications and Membership Committee
Members – June 2021

- 1. Hon. Alan D. 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 O
Tuesday, June 15, 2021
8:30 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Alan D. Wapner, Chair)

PUBLIC COMMENT PERIOD

Members of the public are encouraged to submit written comments by sending an email to: ePublicComment@scag.ca.gov by 5pm on Monday, June 14, 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, June 14, 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 April 20, 2021 Meeting
2. SCAG Memberships and Sponsorships
3. Proposed Calendar of Meetings for 2021-22 LCMC Term

Receive and File

4. Legislative Tracking Report

INFORMATION ITEMS

5. LCMC Welcome and Overview
(Kevin Gilhooley, Legislation Manager)
6. Sacramento Update
(Kevin Gilhooley, Legislation Manager)

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LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE AGENDA

7. Washington, D.C. Update
(Kevin Gilhooley, Legislation Manager)

8. Housing Element Flexibility Request
(Kevin Gilhooley, Legislation Manager)

9. 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

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Southern California Association of Governments
Remote Participation Only
June 15, 2021

**LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE (LCMC)
MINUTES OF THE MEETING
TUESDAY, APRIL 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 April 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

Jose Luis Solache (CHAIR)	<i>Lynwood</i>	District 26
Peggy Huang (VICE CHAIR)		TCA
Sean Ashton	<i>Downey</i>	District 25
Margaret Finlay	<i>Duarte</i>	District 35
Jan Harnik		RCTC
Mark Henderson	<i>Gardena</i>	District 28
Clint Lorimore	<i>Eastvale</i>	District 4
Ray Marquez	<i>Chino Hills</i>	District 10
Frank J. Navarro	<i>Colton</i>	District 6
Kim B. Nguyen	<i>Garden Grove</i>	District 18
David Pollock	<i>Moorpark</i>	District 46
Deborah Robertson	<i>Rialto</i>	District 8
Ali Saleh	<i>Bell</i>	District 27
David J. Shapiro	<i>Calabasas</i>	District 44
Cheryl Viegas-Walker	<i>El Centro</i>	District 1

MEMBERS NOT PRESENT

Megan Beaman Jacinto	<i>Coachella</i>	District 66
Carmen Ramirez		Ventura County
Donald P. Wagner		Orange County

CALL TO ORDER

Chair José Luis Solache called the meeting to order at 8:30 a.m. and asked Vice Chair Peggy Huang to lead the Pledge of Allegiance. A quorum was confirmed by the Clerk.

PRESENTATION

Chair Solache introduced Assemblymember Eduardo Garcia, District 56, and provided background on Assemblymember Garcia's past experience as a local elected official and current experience on Assembly Standing Committees. Assemblymember Garcia opened by speaking about his attendance at SCAG's General Assembly in past years, and he continued by addressing the current legislative session and bills moving through committee. He spoke about AB 1500, which is a \$7 billion bond to harden infrastructure, countering climate change and threats such as sea level rise, drought and wildfire. He elaborated on his service as Chair of the Assembly Committee on Water, Parks, and Wildlife, and he noted upcoming hearings to proactively address drought. In closing, he touched upon ongoing COVID-19 vaccinations and equitable investments.

Chair Solache introduced SCAG leadership to Assemblymember Garcia and opened the floor to questions from members.

Regional Councilmember Cheryl Viegas-Walker, El Centro, District 1, commented about the amount of water used for agriculture compared to residential usage. She noted the effects of the previous droughts still being felt by residents, and she asked about relief or tax incentives that could be made available for water-friendly adaptations. Assemblymember Garcia discussed reductions in water usage applied across the board during the last drought. He talked about conservation groups to tailor policies around local needs, and he discussed funding incentives and policies which provide assistance to low- and very-low-income families. He also connected the climate bond to needed investments in smarter agricultural practices to allow for a reduction in water and energy usage while meeting demand.

Regional Councilmember Jan Harnik, RCTC, commented on the need for education in the Coachella Valley and the work of Assemblymember Garcia and Assemblymember Mayes to establish a four-year university in the area. Assemblymember Garcia noted analysis done for the State to designate a new four-year university, which demonstrated that the Cal State San Bernardino, Palm Desert Campus seems to be best suited. He remarked on the economic development and access implications of this opportunity.

Chair Solache thanked Assemblymember Garcia for his work in education and drought mitigation.

Assemblymember Garcia acknowledged SCAG staff and the work of committee members.

PUBLIC COMMENT PERIOD

Chair Solache 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 Solache closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEM

SCAG staff indicated that Agenda Item No. 5 would be heard before Agenda Item No. 4 to allow time for the guest presenter to join.

CONSENT CALENDAR

Approval Items

1. Minutes of the March 16, 2021 Meeting
2. SCAG Memberships and Sponsorships

Receive and File

3. Legislative Tracking Report

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

AYES: Ashton, Finlay, Harnik, Henderson, Huang, Lorimore, Marquez, Navarro, Nguyen, Pollock, Robertson, Saleh, Shapiro, Solache and Viegas-Walker (15)

NOES: None (0)

ABSTAIN: None (0)

INFORMATION ITEMS

5. Community Project Funding

Estee Sepulveda, Legislative Analyst, presented on the return of earmarks and reforms to the process. Ms. Sepulveda explained the two types of earmarks: Community Project Funding in next year's federal budget and Member Designated Project Funding in surface transportation

authorization. She noted that House Republicans have voted to participate, and the Senate is expected to participate, although it has yet to provide guidance.

Ms. Sepulveda stated that SCAG staff has submitted two proposals. She explained the first proposal, Highways to Boulevards Regional Study to identify and evaluate highways in the SCAG region that may have reached their designated lifespans and may be candidates for decommissioning. Then, she described the second proposal, a Mobility Wallet Demonstration and Research Study to assess travel behavior and test price strategies. She listed members of SCAG's congressional delegation to whom these proposals were submitted.

Regional Councilmember Jan Harnik, RCTC, commented on a study done by RCTC about vehicle miles traveled (VMT) and suggested integration of the studies.

Regional Councilmember Sean Ashton, Downey, District 25, asked if this information can be presented at the Transportation Committee in June.

Regional Councilmember Deborah Robertson, Rialto, District 8, commented that she would like to see proposals from the Highways to Boulevards Regional Study. She commented on how past decisions in terms of route development have affected communities.

Kome Ajise, Executive Director, responded that SCAG is trying to align this study with Connect SoCal, and he noted the connection with ongoing work around equity by the Regional Council. He commented that this is an opportunity to re-align the transportation system to address inequities of the past and provide capacity for housing within corridors.

4. American Jobs Plan

Kevin Gilhooley, Legislation Manager, introduced President Biden's American Jobs Plan, which proposes spending approximately \$2 trillion over an eight-year period on roads, bridges, seaports, broadband access, waterways, resilience, and broadband infrastructure. He introduced lobbyist Leslie Pollner to discuss the proposal. Ms. Pollner outlined the plan and commented on the political landscape. She emphasized that this plan is only a plan, and it is not accompanied by legislative text at this time. However, she commented that it outlines the Biden Administration's priorities, which largely align with SCAG's priorities.

Ms. Pollner continued by highlighting components of the plan, touching upon investments spanning roads, rail, airports, electric vehicles, broadband and housing. She continued by discussing the next steps, noting that the administration is leaving it to Congress to develop legislation. She stated that the surface transportation authorization is moving ahead, and she highlighted upcoming markups. She commented on differing opinions of congressional members, including an \$800 billion proposal

by Republican lawmakers focused on more traditional transportation and water paid for by user fees, and she mentioned attempts to forge a compromise. She addressed the possibility of Democrats passing a plan through reconciliation and relevant parameters of reconciliation.

Chair Solache expressed excitement about the plan, while commenting on the need for exact guidelines to understand the impact on the local level.

6. Housing Bills of Interest

Kevin Gilhooley, Legislation Manager, presented on various state housing bills which are most likely to gain traction. First, Mr. Gilhooley called attention to three bills related to commercial rezoning: AB 115, SB 7 and SB 15. Then, he reviewed CEQA-related bills: SB 7, SB 10 and AB 672. Next, he highlighted SB 9 and SB 621, related to ministerial approvals. He continued by addressing a bill related to parking, AB 1401, and he clarified that AB 1304 pertains to affirmatively furthering fair housing. He subsequently spoke about bills related to enforcement: AB 1501, AB 215 and SB 8. He closed by reviewing bills related to fire zones, SB 12 and SB 55, which both are of concern to SCAG's GLUE Council.

Regional Councilmember Deborah Robertson, Rialto, District 8, commented on older communities and the need for legislation regarding circulation plans in residential communities. Mr. Gilhooley acknowledged the comment and spoke about relevant planning documents and requirements. Steve Cruz, lobbyist, remarked that there is still opportunity to offer input and add language in this regard.

Regional Councilmember Cheryl Viegas-Walker, El Centro, District 1, commented on the drought and challenges in providing water to existing residents, which interacts with the need to provide additional housing. She requested that developers present to the LCMC on barriers to building in California. Regional Councilmember Robertson reiterated the importance of water, water storage and allocation.

Chair Solache commented on parking issues in local communities affected by housing development.

ACTION ITEMS

7. SCA 2 (Allen) – Public Housing Projects

David Angel, Legislative Analyst, provided a presentation on SCA 2 which would place a measure on the statewide ballot asking voters if they would like to retain or appeal Article 34 of the California Constitution. Article 34 requires a majority vote in an election before a city or county develops, constructs, or acquires a publicly funded "low-rent housing project." Mr. Angel noted that

removing Article 34 would remove barriers for local jurisdictions to provide more affordable housing and decrease such costs. He reviewed SCA 1 from the 2019-2020 Legislative Session, which died after the clock expired on the session. He closed by highlighting supporters of the bill, and he noted that there was no registered opposition.

Regional Councilmember David Pollock, Moorpark, District 46, asked when SCA 2 would go on the ballot. Mr. Angel responded that it would likely be included on the November 2022 ballot.

A MOTION was made (Robertson) to SUPPORT SCA 2. 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, Henderson, Huang, Lorimore, Marquez, Navarro, Nguyen, Pollock, Robertson, Shapiro, Solache and Viegas-Walker (14)

NOES: None (0)

ABSTAIN: None (0)

8. SB 9 (Atkins) – Duplex Approvals

Kevin Gilhooley, Legislation Manager, provided a report on SB 9, which would require both a housing development of no more than two units and a subdivision of a parcel into two parcels (lot split) to be approved ministerially. He reviewed conditions and restrictions proposed by the bill. He continued by noting that this bill is both consistent and inconsistent with SCAG's legislative platform. He explained the impacts of ministerially approving duplexes, which would result in additional housing units being constructed. On the other hand, he described the possible removal of local authority by jurisdictions proposed by this bill, and he remarked that each duplex could have an additional accessory dwelling unit built, turning a formerly one-unit parcel into four units. He postulated that the bill could be more narrowly tailored, despite previous bills with similar effects which have failed. He reviewed the positives and negatives of the bill. He stated staff's recommendation of "work with the author," while restating possible bill improvements. He closed by stating that the bill has passed Senate Housing Committee by a vote of 7-2, and has been referred to the Senate Governance and Finance Committee.

Chair Solache expressed his support of working with the author and the importance of having an intentional discussion to make improvements.

Regional Councilmember Cheryl Viegas-Walker, El Centro, District 1, commented that the League of California Cities has taken an "oppose unless amended" position, which could change to oppose. She expressed concern about changing character of neighborhoods, and she remarked that the

effects of ADU development by right have not yet been fully seen. She closed by expressing the need to work with the author on amendments that preserve local control.

Regional Councilmember David Pollock, Moorpark, District 46, asked if SCAG would have more leverage to work with the author if taking an “oppose unless amended” position.

Regional Councilmember Clint Lorimore, Eastvale, District 4, thanked staff for their presentation and intention in improving the bill. Regional Councilmember Lorimore outlined his concerns about the legislation in terms of infringing on local control. He noted his support of opposing this bill.

Vice Chair Peggy Huang reiterated Regional Councilmember Viegas-Walker’s comments. She discussed a meeting with the League of California Cities regarding proposed amendments. She also brought up concerns related to homeowners’ associations (HOAs), and she expressed support for proposed amendments.

Regional Councilmember David Shapiro, Calabasas, District 44, reiterated previous comments by members. He remarked on the importance of local control and retaining the nature and character of communities. He noted that the Calabasas City Council has voted to oppose this bill.

Regional Councilmember Deborah Robertson, Rialto, District 8, asked about positions of cities within the SANDAG region, which the author represents. She expressed her support of an oppose unless amended position.

Regional Councilmember Sean Ashton, Downey, District 25, underscored members’ previous comments and expressed support of an oppose unless amended position.

Chair Solache commented that the sentiment is clear as to how members feel about this bill; however, he expressed the intention of working with the author in order to have a voice. Regional Councilmember Ashton expressed that SCAG has to take a stand, but he expressed that SCAG should continue to work with the author to pursue amendments.

Kevin Gilhooley clarified and restated the motion. Regional Councilmember Robertson asked when the committee’s recommendation will be forwarded to the Regional Council. Mr. Gilhooley explained that the recommendation would be forwarded to the Executive/Administration Committee meeting on May 5 and then to the Regional Council on May 6.

Chair Solache underscored that this bill undermines local control and expressed his agreement with comments made by members today.

A MOTION was made (Ashton) to OPPOSE SB 9 UNLESS AMENDED. The MOTION was SECONDED (Pollock) and APPROVED by a majority vote. A roll call vote was taken and recorded as follows:

AYES: Ashton, Finlay, Harnik, Henderson, Huang, Lorimore, Marquez, Navarro, Nguyen, Pollock, Robertson, Shapiro, Solache and Viegas-Walker (14)

NOES: None (0)

ABSTAIN: None (0)

9. SB 10 (Wiener) – CEQA Exemption for Up-Zoning up to 10 Units

Estee Sepulveda, Legislative Analyst, presented on SB 10, which would allow a city or county to adopt a resolution to zone any parcel, regardless of zoning category, for up to 10 units if the parcel is in a transit-rich area, jobs-rich area or an urban infill site. She noted that high fire hazard zones are excluded, and she touched upon CEQA exemptions for such projects. She stated that SB 10 could be a tool for local governments to add density and alleviate the state's housing shortage. She then explained a recommendation for an amendment to include a public engagement process for establishing a uniform definition of jobs-rich areas.

Regional Councilmember David Pollock, Moorpark, District 46, asked about provisions that would override voter-approved restrictions and open space initiatives. Ms. Sepulveda stated that this bill would not affect local ordinances.

Regional Councilmember Margaret Finlay, Duarte, District 35, commented on opposition from cities and reasons for such opposition. Ms. Sepulveda noted that there has been opposition from affordable housing organizations because this bill does not mandate affordable housing and other opposition from labor groups due to the lack of language on prevailing wages.

Regional Councilmember Cheryl Viegas-Walker, El Centro, District 1, postulated that opposition from cities may be a reaction to the bill's effect on local control.

Regional Councilmember Deborah Robertson, Rialto, District 8, asked if the League of California Cities has taken a position on the bill. Ms. Sepulveda said that she is assuming no position has been taken; Regional Councilmember Viegas-Walker confirmed that a position has not been taken.

Regional Councilmember David Shapiro, Calabasas, District 44, asked if the League of California Cities has not opposed this bill. Regional Councilmember Viegas-Walker clarified that the League has not taken a position.

Vice Chair Peggy Huang commented that the City of Yorba Linda has sent in an oppose unless amended letter because of concerns about local control. She stated that she is glad to see amendments, and she commented in concern about fire zones. She noted that Yorba Linda remains opposed based on the bill's transit component and definition of jobs-rich areas.

A MOTION was made (Robertson) to SUPPORT SB 10 IF AMENDED. The MOTION was SECONDED (Finlay) and APPROVED by a majority vote. A roll call vote was taken and recorded as follows:

AYES: Ashton, Finlay, Harnik, Henderson, Lorimore, Marquez, Nguyen, Robertson, Solache and Viegas-Walker (10)

NOES: None (0)

ABSTAIN: Huang, Navarro, Pollock and Shapiro (4)

POLICY AND PUBLIC AFFAIRS DIVISION UPDATE

Chair Solache acknowledged outgoing Director of Policy and Public Affairs Art Yoon, while introducing Javiera Cartagena, Acting Director of Policy and Public Affairs. Ms. Cartagena commented on her professional experience and provided updates on the annual General Assembly, scheduled for May 6, 2021. She also announced a virtual invitation-only open house on May 5, prior to the General Assembly, to showcase SCAG's programs and projects. She recognized Chair Solache's service to the committee, and she recognized him with a Certificate of Appreciation from Speaker of the Assembly Anthony Rendon.

FUTURE AGENDA ITEMS

There were no requests for future agenda items.

ANNOUNCEMENTS

Kevin Gilhooley announced that Estee Sepulveda will be taking maternity leave; Ms. Sepulveda provided brief remarks.

Regional Councilmember Clint Lorimore, Eastvale, District 4, congratulated Chair Solache, Javiera Cartagena and Estee Sepulveda.

Chair Solache thanked Regional Councilmember Lorimore, members, and SCAG staff, and he provided remarks about his personal experiences chairing this committee.



ADJOURNMENT

Chair Solache adjourned the meeting at 10:22 a.m.

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

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Southern California Association of Governments
Remote Participation Only
June 15, 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 \$10,000 in annual memberships for the 1) University of California Riverside Inland Center for Sustainable Development (\$10,000).

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 \$10,000 in annual memberships for the 1) UCR Inland Center for Sustainable Development (\$10,000).

BACKGROUND:

Item 1: University of California Riverside Inland Center for Sustainable Development (UCR ICSD)
Type: Membership **Amount:** \$10,000

The Inland Center for Sustainable Development (ICSD) is a research center in the School of Public Policy at the University of California, Riverside. UCR-ICSD was established approximately one year ago and was originally established as the Center for Sustainable Suburban Development (CSSD) in 2003 as part of UCR’s School of Public Policy. In the last year, the ICSD has published four (4) reports, six (6) Issue Briefs, and two (2) Case Studies about housing in the Inland Region and California as a whole, which amounts to about one (1) publication per month. The ICSD has three main goals including:

1. To coordinate sustainability efforts in land use, transportation, infrastructure, energy, water, public health, emergency response, and resource management agencies.

2. To serve as a convening body to promote collaboration among decision-makers and practitioners in determining the best course of action for the region.
3. To facilitate, both within ICSD's membership and with policymakers in the region, the exchange of information, including cutting-edge and locally relevant research initiatives, best practices, information management systems, and education efforts.

Additionally, ICSD is committed to increasing community engagement and involvement through its website, social media, and mail lists with almost 2,000 subscribers. ICSD has engaged the broader UCR community by hiring interns, employees, and research associates from various undergraduate and graduate programs at UCR. A final report for this year's sponsorship period will be released this month and will highlight the need for continued focus on housing. ICSD has a dedicated website, podcast series and continuously improves its social media presence to reach more stakeholders and the public at large.

The ICSD is partnered with various SCAG member jurisdictions and organizations within the region, including, but not limited to, Riverside County, San Bernardino County, San Bernardino County Transportation Agency (SBCTA), Riverside Transit Agency (RTA), the Cities of Ontario and Rancho Cucamonga, Ontario International Airport, and the Eastern and Western Municipal Water Districts. Joining the ICSD would provide various benefits, including a position on the ICSD Leadership Council. This membership would allow SCAG to broaden communication and collaboration in the Inland Empire with strategic partners such as the Western Riverside Council of Governments (WRCOG), SBCTA, and other regional stakeholders. In addition, the ICSD intends to further focus efforts on housing in the region. SCAG's current efforts to further develop housing support programs align with this initiative.

FISCAL IMPACT:

\$10,000 for membership in the University of California Riverside Inland Center for Sustainable Development is included in the approved FY 21-22 General Fund budget.



Southern California Association of Governments
Remote Participation Only
June 15, 2021

To: Legislative/Communications and Membership Committee (LCMC)

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Proposed Calendar of Meetings for 2021-22 LCMC Term

RECOMMENDED ACTION:

Approve

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

As the new, year-long term for the Legislative/Communications and Membership Committee (LCMC) begins, staff proposes a schedule of meeting for the Committee through May 2022. The proposed dates maintain the existing convention of meeting on the third Tuesday of each month while going dark for the month of October 2021.

BACKGROUND:

Staff has prepared a proposed schedule of meeting dates through May 2022 for the Committee's approval. The proposed dates fall on the third Tuesday of the month.

In Sacramento, the California State Legislature must approve a state budget by June 15, 2021, and the new fiscal year begins July 1, 2021. The Legislature has until September 10, 2021 to pass any bills, and the Governor must sign or veto legislation by October 10, 2021. The Legislature will reconvene on January 3, 2022. In Washington D.C., Congress is expected to be in session most of the year except during the summer recess that begins on August 9, 2021 through September 10, 2021 and the winter recess from December 13, 2021 through December 31, 2021.

FISCAL IMPACT:

Work associated with the 2021-22 LCMC Calendar of Meetings Report is contained in the Indirect Cost budget, Legislation 810-0120.10.



ATTACHMENT(S):

1. Proposed Calendar of Meetings



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

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

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

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

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

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

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

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

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

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

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

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

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

SCAG Regional Council Meeting

SCAG Holidays

Legislative/Communications and Membership Committee Meeting

Annual Sacramento Advocacy Trip

Attachment: Proposed Calendar of Meetings (Proposed Calendar of Meetings for 2021-22 LCMC Term)



AGENDA ITEM 4
REPORT

Southern California Association of Governments
Remote Participation Only
June 15, 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: 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 2021-22 Legislative Session continues to proceed. After the “house of origin” deadline on Friday, June 4, 2021, in which bills must advance to the opposite chamber, policy committees are again able to meet and review measures that came their way from across the Capitol. 790 Assembly bills passed before the house of origin deadline, out of 1,593 Assembly bills introduced. On the Senate side, 549 bills were passed out of a total of 828 introduced.

Looming over all policy bills, however, is today’s June 15, 2021 budget deadline. On June 1, 2021, Legislative leadership, and the chairs of the two budget committees, announced that the Senate and Assembly have reached an early agreement on the state budget. This agreement precedes negotiations with Governor Gavin Newsom, which remain ongoing. The Legislature must pass the



budget bill by today, June 15, 2021, and once passed, the Governor has 12 working days to sign it. Because the budget bill is an urgency measure, it goes into effect as soon as it is signed.

Policy committees will continue to meet until July 16, 2021, at which point the Legislature will adjourn for a month-long summer recess.

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 - 06152021 - Legislative Tracking Report

SCAG Bill Report

6/7/2021

Broadband

[AB 14](#)

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

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

Introduced: 12/7/2020

Status: 6/3/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/3/2021-S. RLS.

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

Introduced: 12/7/2020

Last Amend: 5/24/2021

Status: 6/2/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/2/2021-S. RLS.

Summary: Current law establishes the California Broadband Council for the purpose of promoting broadband deployment in unserved and underserved areas of the state and broadband adoption throughout the state for the benefit of all Californians. Under existing law, the duties of the council include identifying opportunities for state agencies and state broadband networks to share facilities, rights-of-way, or other resources related to broadband deployment and adoption and taking any other actions to ensure that state agencies are coordinating efforts and resources to promote broadband deployment and adoption. This bill would require the council to define and identify priority areas for broadband deployment within the state and to develop a notification system to coordinate conduit deployment between

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 conditions 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: 4/19/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 4/19/2021

Status: 6/3/2021-Referred to Coms. on E., U. & C. and JUD.

Location: 6/3/2021-S. E. U., & C.

Summary: Would add religious organizations to the list of 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: 5/24/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 5/24/2021

Status: 6/3/2021-Read third time. Passed. Ordered to the Senate.

Location: 6/3/2021-S. DESK

Summary: Would, beginning January 1, 2022, transfer \$25,000,000 to the Broadband Public Housing Account for providing grants to finance projects to connect a broadband network that offers free broadband services to residents of publicly subsidized multiunit housing complexes and other low-income communities. 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 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: 5/19/2021-Referred to Com. on E., U. & C.

Location: 5/19/2021-S. E. U., & C.

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: 6/2/2021-Read third time. Urgency clause adopted. Passed. (Ayes 31. Noes 5.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 6/2/2021-A. DESK

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

Introduced: 12/7/2020

Last Amend: 5/4/2021

Status: 5/28/2021-Referred to Coms. on C. & C. and P. & C.P.

Location: 5/28/2021-A. C. & C.

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 a standardized agreement 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: 5/4/2021 [html](#) [pdf](#)

Introduced: 2/10/2021

Last Amend: 5/4/2021

Status: 5/28/2021-Referred to Coms. on L. GOV. and C. & C.

Location: 5/28/2021-A. L. GOV.

Calendar: 6/9/2021 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

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 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.

Position

[SB 556](#)

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

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

Introduced: 2/18/2021

Last Amend: 5/4/2021

Status: 5/20/2021-Referred to Coms. on L. GOV. and C. & C.

Location: 5/20/2021-A. L. GOV.

Calendar: 6/9/2021 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

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. The bill would specify time periods for various actions relative to requests for placement of a small wireless facility by a communications service provider on a street light pole or traffic signal pole.

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

Introduced: 2/19/2021

Last Amend: 4/19/2021

Status: 6/3/2021-Referred to Coms. on C. & C. and H. & C.D.

Location: 6/3/2021-A. C. & C.

Summary: Current law establishes various programs intended to promote the development of affordable housing, including the Multifamily Housing Program, under which the Department of Housing and Community Development provides financial assistance in the form of deferred payment loans to pay for the eligible costs of certain housing development activities. This bill, 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, as defined.

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: 5/13/2021-Referred to Com. on L. & E.

Location: 5/13/2021-A. L. & E.

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

Introduced: 12/7/2020

Last Amend: 4/27/2021

Status: 6/3/2021-Referred to Coms. on NAT. RES. and JUD.

Location: 6/3/2021-A. NAT. RES.

Summary: Would 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. The bill would require the Judicial Council, on or before April 1, 2022, 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, within 270 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. The bill would require the environmental leadership transit project to meet certain labor requirements.

Position
Support

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

Introduced: 1/28/2021

Last Amend: 5/4/2021

Status: 6/3/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/3/2021-S. RLS.

Summary: Would, until December 31, 2023, require all open and public meetings of a city council or a county board of supervisors that governs a jurisdiction containing least 250,000 people to include an opportunity for members of the public to attend via a telephonic option or an internet-based service option. The bill would require all open and public meetings to include an in-person public comment opportunity, except in specified circumstances during a declared state or local emergency. The bill would require all meetings to provide the public with an opportunity to comment on proposed legislation in person and remotely via a telephonic or an internet-based service option, as provided.

Position

[AB 361](#)

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

Current Text: Amended: 5/10/2021 [html](#) [pdf](#)

Introduced: 2/1/2021

Last Amend: 5/10/2021

Status: 5/27/2021-Referred to Coms. on GOV. & F. and JUD.

Location: 5/27/2021-S. GOV. & F.

Summary: 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 for the purpose of declaring or ratifying a local emergency, during a declared state of emergency or local emergency, as those terms are defined, when state or local health officials have imposed or recommended measures to promote social distancing, and during a declared local emergency provided the legislative body determines, by majority vote, that meeting in person would present imminent risks to the health or safety of attendees.

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: Housing Accountability Committee.

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

Introduced: 2/18/2021

Last Amend: 5/3/2021

Status: 6/2/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/2/2021-S. RLS.

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

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 35

(Umberg D) Elections: prohibited activities.

Current Text: Amended: 3/18/2021 [html](#) [pdf](#)
Introduced: 12/7/2020
Last Amend: 3/18/2021
Status: 5/20/2021-Referred to Coms. on ELECTIONS and PUB. S.
Location: 5/20/2021-A. ELECTIONS

Summary: Current law makes it a crime to conduct certain political activities, including electioneering, within 100 feet of a polling place, an election official's office, or a satellite voting location, as defined. Current law defines electioneering as displaying visible or disseminating audible information that advocates for or against any candidate or measure on the ballot in specified locations. Current law makes it a crime to conduct certain activities that constitute corruption of the voting process, including certain activities within 100 feet of a polling place with the intent of dissuading another person from voting. This bill would extend the distance within which such activities are prohibited to 200 feet of the following: (1) the entrance to a building that contains a polling place, an elections official's office, or satellite voting location, as defined; (2) an outdoor site at which a voter may cast or drop off a ballot; or (3) a ballot box for the collection of ballots.

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: 5/13/2021-Referred to Com. on L. GOV.
Location: 5/13/2021-A. L. GOV.
Calendar: 6/9/2021 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

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 all 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: climate adaptation action plans.

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

Introduced: 2/17/2021

Last Amend: 4/19/2021

Status: 6/3/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/3/2021-S. RLS.

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 to encourage the inclusion of agencies with land use 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: 5/27/2021-Referred to Coms. on ED., E.Q. and N.R. & W.

Location: 5/13/2021-S. ED.

Calendar: 6/9/2021 9 a.m. - John L. Burton Hearing Room (4203) SENATE EDUCATION, LEYVA, Chair

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

Introduced: 2/19/2021

Status: 5/28/2021-Read third time. Passed. Ordered to the Senate. (Ayes 57. Noes 14.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/28/2021-S. RLS.

Summary: Would require the Strategic Growth Council to develop and coordinate a strategic resiliency framework that makes recommendations and identifies actions that are necessary to prepare the state for the most significant climate change impacts modeled for 2025, 2050, and beyond, among other goals. The bill would require state agencies identified in the strategic resiliency framework to collaboratively engage with regional entities to enhance policy and funding coordination and promote regional solutions and implementation and to proactively engage vulnerable communities whose planning and project development efforts have been disproportionately impacted by climate change, as provided. The bill would authorize the Treasurer, and the financing authorities that the Treasurer chairs, to assist state agencies by leveraging public and private capital investment to help with loans and other incentives to attain the goals identified in the strategic resiliency framework.

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: 6/3/2021-Ordered to inactive file on request of Senator Stern.

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

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: 6/3/2021-Reconsideration granted. Ordered to inactive file at the request of Assembly Member Muratsuchi.

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

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 Wildfire Technology Research and Development.

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

Introduced: 1/6/2021

Last Amend: 5/20/2021

Status: 6/2/2021-In Assembly. Read first time. Held at Desk.

Location: 6/1/2021-A. DESK

Summary: Would, until January 1, 2029, establish the Office of Wildfire 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 studying, testing, and advising regarding procurement of emerging technologies and tools in order to more effectively prevent and suppress wildfires, and serving as the central organizing hub for the state government's identification of emerging wildfire technologies, 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 232

(Nielsen R) Employment Development Department: policies and practices.

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

Introduced: 1/19/2021

Last Amend: 4/15/2021

Status: 6/2/2021-In Assembly. Read first time. Held at Desk.

Location: 6/1/2021-A. DESK

Summary: Current law requires the Employment Development Department to administer a program for the payment of unemployment compensation to the eligible unemployed. Current law requires the department to periodically review policies and practices used to determine eligibility and benefits that result in delayed eligibility unemployment determinations or benefit payments and that fail to identify or prevent fraud. Current law requires the director of the department to report the results of the first review to the Legislature on or before July 1, 2015, and authorizes the submission of subsequent reports. This bill would require the Employment Development Department to take various actions in response to recommendations by the California State Auditor regarding the timely issuance of unemployment insurance benefits and the reduction of fraud associated with the payment of those benefits.

Position

SB 336

(Ochoa Bogh R) Public health: COVID-19.

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

Introduced: 2/8/2021

Last Amend: 5/3/2021

Status: 6/2/2021-In Assembly. Read first time. Held at Desk.

Location: 6/1/2021-A. DESK

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: 5/28/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/28/2021-S. RLS.

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: 4/13/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 4/13/2021

Status: 6/2/2021-In Assembly. Read first time. Held at Desk.

Location: 6/1/2021-A. DESK

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

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

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

Introduced: 2/12/2021

Last Amend: 5/24/2021

Status: 6/1/2021-Read third time. Urgency clause refused adoption. (Ayes 48. Noes 22.) Motion to reconsider made by Assembly Member Reyes.

Location: 5/25/2021-A. THIRD READING

Calendar: 6/7/2021 #2 ASSEMBLY MOTION TO RECONSIDER

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](#)

(Sevarto 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 hours 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: 4/19/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

Last Amend: 4/19/2021

Status: 6/3/2021-Read third time. Passed. Ordered to the Senate.

Location: 6/3/2021-S. DESK

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 including guest service, food and beverage or cleaning 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 transportation electrification infrastructure.

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

Introduced: 12/7/2020

Last Amend: 4/29/2021

Status: 6/3/2021-Referred to Com. on E., U. & C.

Location: 6/3/2021-S. E. U., & C.

Summary: The Energy Conservation Assistance Act of 1979 states the intent of the Legislature that the Energy Commission administer the State Energy Conservation Assistance Account to provide grants and loans to local governments and public institutions to maximize energy use savings, including technical assistance, demonstrations, and identification and implementation of cost-effective energy efficiency measures and programs in existing and planned buildings or facilities. 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 transportation electrification infrastructure, including technical assistance, demonstrations, and identification and implementation of cost-effective energy efficiency, energy storage, and transportation electrification infrastructure measures and programs in existing and planned buildings or facilities.

Position
Watch

SB 18

(Skinner D) Green electrolytic hydrogen.

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

Introduced: 12/7/2020

Last Amend: 5/20/2021

Status: 6/3/2021-Referred to Coms. on U. & E. and NAT. RES.

Location: 6/3/2021-A. U. & E.

Calendar: 6/16/2021 1:30 p.m. - State Capitol, Assembly Chamber ASSEMBLY UTILITIES AND ENERGY, HOLDEN, Chair

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 prepare a strategic plan for accelerating the production and use of hydrogen, including a specific plan to accelerate production and use of green hydrogen, in California and an analysis of how curtailed electrical generation could be better utilized to help meet the state's greenhouse gas emissions reduction goals. The bill would require the state board, in developing the strategic plan, 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: 5/20/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 5/20/2021

Status: 6/3/2021-Referred to Com. on NAT. RES.

Location: 6/3/2021-A. NAT. RES.

Summary: Would require, no later than July 1, 2022, the Natural Resources Agency, in coordination with the California Environmental Protection Agency, the State Air Resources 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: 6/3/2021-Referred to Com. on U. & E.

Location: 6/3/2021-A. U. & E.

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

Introduced: 12/28/2020

Last Amend: 4/12/2021

Status: 5/28/2021-Referred to Com. on U. & E.

Location: 5/28/2021-A. U. & E.

Summary: 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. The bill would authorize a community choice aggregator or other regional energy collaborative to apply for funding and prepare a community energy resilience plan on behalf of one or more of the local governments it serves upon request of that local government. The bill would set forth guiding principles for plan development, including equitable access to reliable energy, as provided. The bill would require plans to be consistent with the city, county, or city and county general plan and other local government planning documents.

Position

Environmental Services

[AB 363](#)

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

Current Text: Amended: 5/25/2021 [html](#) [pdf](#)

Introduced: 2/1/2021

Last Amend: 5/25/2021

Status: 6/2/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/2/2021-S. RLS.

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 defined.

Position

[AB 976](#)

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

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

Introduced: 2/18/2021

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

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

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

Position

[AB 1296](#)

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

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

Introduced: 2/19/2021

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

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

Summary: Current law establishes the South Coast Air Quality Management District as the district with the responsibility for controlling air pollution from sources other than vehicular sources in the South Coast Air Basin. Current law establishes a district board consisting of 13 members to govern the south coast district. Current law requires one member of the district board to be appointed by the Senate Committee on Rules and one member to be appointed by the Speaker of the Assembly. This bill would increase the number of members of the district board of the south coast district to 15 members by adding 2 environmental justice appointees, one appointed by the Senate Committee on Rules and one appointed by the Speaker of the Assembly.

Position

AB 1547

(Reyes D) Air pollution: warehouse facilities.

Current Text: Amended: 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: 6/2/2021-In Assembly. Read first time. Held at Desk.

Location: 6/1/2021-A. DESK

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 222](#)

(Dodd D) Water Rate Assistance Program.

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

Introduced: 1/14/2021

Last Amend: 5/20/2021

Status: 6/2/2021-In Assembly. Read first time. Held at Desk.

Location: 6/1/2021-A. DESK

Summary: This bill would establish the Water Rate Assistance Fund in the State Treasury to help provide water affordability assistance, for both drinking water and wastewater services, to low-income ratepayers and ratepayers experiencing economic hardship in California. The bill would require the Department of Community Services and Development to develop and administer the Water Rate Assistance Program established by the bill.

Position

[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: 6/3/2021-Ordered to inactive file on request of Senator Gonzalez.

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

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

Introduced: 2/19/2021

Last Amend: 4/19/2021

Status: 5/13/2021-Referred to Com. on W.,P., & W.

Location: 5/13/2021-A. W.,P. & W.

Calendar: 6/17/2021 Upon adjournment of Session - State Capitol, Assembly Chamber ASSEMBLY WATER, PARKS AND WILDLIFE, GARCIA, EDUARDO, Chair

Summary: Would authorize 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](#)

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

Introduced: 1/13/2021

Status: 5/13/2021-Referred to Com. on REV. & TAX.

Location: 5/13/2021-A. REV. & TAX

Calendar: 6/21/2021 Upon adjournment of Session - State Capitol, Room 4202 ASSEMBLY REVENUE AND TAXATION, BURKE, Chair

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: Introduced: 2/3/2021 [html](#) [pdf](#)

Introduced: 2/3/2021

Status: 5/13/2021-Referred to Com. on REV. & TAX.

Location: 5/13/2021-A. REV. & TAX

Calendar: 6/21/2021 Upon adjournment of Session - State Capitol, Room 4202 ASSEMBLY REVENUE AND TAXATION, BURKE, Chair

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: 6/2/2021-Ordered to inactive file at the request of Assembly Member Bloom.

Location: 6/2/2021-A. INACTIVE FILE

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: 6/1/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 6/1/2021

Status: 6/3/2021-Read third time. Passed. Ordered to the Senate.

Location: 6/3/2021-S. DESK

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 purposes 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.

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

Introduced: 1/11/2021

Last Amend: 4/5/2021

Status: 6/2/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/2/2021-S. RLS.

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, council of governments, and subregion, 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.

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](#)

(Sevarto 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: Amended: 3/17/2021 [html](#) [pdf](#)

Introduced: 2/8/2021

Last Amend: 3/17/2021

Status: 5/12/2021-Referred to Com. on HOUSING.

Location: 5/12/2021-S. HOUSING

Calendar: 6/17/2021 10:30 a.m. or upon adjournment of Session - Senate Chamber SENATE HOUSING, WIENER, Chair

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

Introduced: 2/11/2021

Last Amend: 4/6/2021

Status: 5/28/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/28/2021-S. RLS.

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 authorize the Treasurer, within 6

months of the effective date of these provisions, 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. The bill would, with regard to the development of the program, authorize the Treasurer to consult with the California Housing Financing Agency, the Department of Housing and Community Development, and various other entities, including private lenders, community development financial institutions, community-based organizations, and local housing trust funds.

Position

[AB 571](#)

(Maves 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: 5/28/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/28/2021-S. RLS.

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: 6/3/2021-Referred to Com. on HOUSING.

Location: 6/3/2021-S. HOUSING

Calendar: 6/17/2021 10:30 a.m. or upon adjournment of Session - Senate Chamber SENATE HOUSING, WIENER, Chair

Summary: The Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. 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](#)

(Sevarto R) Joint powers authorities: Riverside County Housing Finance Trust.

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

Introduced: 2/16/2021

Status: 5/12/2021-Referred to Coms. on GOV. & F. and HOUSING.

Location: 5/12/2021-S. GOV. & F.

Calendar: 6/10/2021 Upon adjournment of Session - John L. Burton Hearing Room (4203) SENATE GOVERNANCE AND FINANCE, MCGUIRE, Chair

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

Introduced: 2/16/2021

Last Amend: 5/24/2021

Status: 6/3/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/3/2021-S. RLS.

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.

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: 5/28/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/28/2021-S. RLS.

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 covenants 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) State and local agencies: homelessness plan.

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

Introduced: 2/16/2021

Last Amend: 5/4/2021

Status: 5/28/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/28/2021-S. RLS.

Summary: Current law requires the Governor to create the Homeless Coordinating and Financing Council and to appoint up to 19 members of that council, as provided. Current law specifies the duties of the coordinating council, including creating partnerships among state agencies and departments, local government agencies, and specified federal agencies and private entities, for the purpose of arriving at specific strategies to end homelessness. This bill, upon appropriation by the Legislature or upon receiving technical assistance offered by the federal Department of Housing and

Urban Development (HUD), if available, would require the coordinating council to conduct, or contract with an entity to conduct, a statewide needs and gaps analysis to, among other things, identify state programs that provide housing or services to persons experiencing homelessness and create a financial model that will assess certain investment needs for the purpose of moving persons experiencing homelessness into permanent housing.

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

Introduced: 2/18/2021

Status: 6/3/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/3/2021-S. RLS.

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

Introduced: 2/18/2021

Last Amend: 4/6/2021

Status: 6/3/2021-Referred to Coms. on HOUSING and GOV. & F.

Location: 6/3/2021-S. HOUSING

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: 6/1/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 6/1/2021

Status: 6/3/2021-Read third time. Passed. Ordered to the Senate.

Location: 6/3/2021-S. DESK

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

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

Introduced: 2/19/2021

Last Amend: 4/5/2021

Status: 5/27/2021-Referred to Coms. on HOUSING and JUD.

Location: 5/27/2021-S. HOUSING

Calendar: 6/17/2021 10:30 a.m. or upon adjournment of Session - Senate Chamber SENATE HOUSING, WIENER, 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) Land use: local measures: conflicts.

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

Introduced: 2/19/2021

Last Amend: 5/4/2021

Status: 5/19/2021-Referred to Coms. on GOV. & F., JUD. and HOUSING.

Location: 5/19/2021-S. GOV. & F.

Summary: Current law authorizes the legislative body of any county or city to adopt ordinances that do certain things related to land use, including, but not limited to, regulating the use of buildings, structures, and land as between industry, business, residences, open space, including agriculture, recreation, enjoyment of scenic beauty, use of natural resources, and other purposes, regulating the size and use of lots, yards, courts, and other open spaces, and the intensity of land use. This bill, among other things, would authorize a governing body, defined as a city council or board of supervisors, to commence proceedings pursuant to specified provisions, to determine whether a local measure, defined as any provision of the charter, general plan, or ordinances of the city, county, or city and county that has been approved by the electorate, is in conflict with any of the specified state laws regarding housing. The bill would provide that the governing body cannot be compelled to undertake those proceedings.

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 and 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 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 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: 5/3/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 5/3/2021

Status: 6/3/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/3/2021-S. RLS.

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

[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: 6/2/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/2/2021-S. RLS.

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: 4/7/2021 [html](#) [pdf](#)

Introduced: 3/10/2021

Last Amend: 4/7/2021

Status: 6/3/2021-Referred to Coms. on HOUSING and JUD.

Location: 6/3/2021-S. HOUSING

Summary: Would make void and unenforceable any covenant, restriction, or condition contained in any 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: voter approval.

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

Introduced: 12/7/2020

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

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

Summary: The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.

Position
Support

[SB 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: 5/24/2021-Read third time. Passed. (Ayes 32. Noes 2.) Ordered to the Assembly. In Assembly. Read first time.

Held at Desk.

Location: 5/24/2021-A. DESK

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: 6/1/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 6/1/2021

Status: 6/1/2021-From committee with author's amendments. Read second time and amended. Re-referred to Com. on H. & C.D.

Location: 5/28/2021-A. H. & C.D.

Calendar: 6/22/2021 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, CHIU, Chair

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: 6/3/2021-Referred to Coms. on L. GOV. and H. & C.D.

Location: 6/3/2021-A. L. GOV.

Calendar: 6/9/2021 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

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: 5/26/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 5/26/2021

Status: 6/2/2021-Read third time. Passed. (Ayes 27. Noes 7.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 6/2/2021-A. DESK

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 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 impose specified requirements on a zoning ordinance adopted under these provisions, including a requirement that the zoning ordinance clearly demarcate the areas that are subject to the ordinance and that the legislative body make a finding that the ordinance is consistent with the city or county's obligation to affirmatively further fair housing.

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: 6/2/2021-In Assembly. Read first time. Held at Desk.

Location: 6/1/2021-A. DESK

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: Amended: 5/27/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 5/27/2021

Status: 5/27/2021-Read third time and amended. Ordered to third reading. Re-referred to Com. on H. & C.D. pursuant to Assembly Rule 77.2.

Location: 5/27/2021-A. H. & C.D.

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: 5/13/2021-Referred to Com. on L. GOV.

Location: 5/13/2021-A. L. GOV.

Calendar: 6/9/2021 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

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

Introduced: 2/17/2021

Last Amend: 5/20/2021

Status: 6/3/2021-Referred to Coms. on H. & C.D. and L. GOV.

Location: 6/3/2021-A. H. & C.D.

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. 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 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.**

Attachment: LCMC - 06152021 - Legislative Tracking Report (Legislative Tracking Report)

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: 6/2/2021-In Assembly. Read first time. Held at Desk.

Location: 6/1/2021-A. DESK

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: 4/29/2021-From committee: Be adopted and re-refer to Com. on E. & C.A. with recommendation: To consent calendar. (Ayes 9. Noes 0.) (April 29). Re-referred to Com. on E. & C.A.

Location: 4/29/2021-S. E. & C.A.

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

Position

Support

Land Use/Zoning

ACA 7

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

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

Introduced: 3/16/2021

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

Location: 3/16/2021-A. PRINT

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

Position

Local Government

[AB 61](#)

(Gabriel D) Business pandemic relief.

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

Introduced: 12/7/2020

Last Amend: 5/24/2021

Status: 6/2/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/2/2021-S. RLS.

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.

Position
Watch

[AB 336](#)

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

Current Text: Introduced: 1/27/2021 [html](#) [pdf](#)

Introduced: 1/27/2021

Status: 5/12/2021-Referred to Com. on GOV. & F.

Location: 5/12/2021-S. GOV. & F.

Calendar: 6/10/2021 Upon adjournment of Session - John L. Burton Hearing Room (4203) SENATE GOVERNANCE AND FINANCE, MCGUIRE, Chair

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

Introduced: 2/8/2021

Last Amend: 3/25/2021

Status: 5/12/2021-Referred to Com. on GOV. & F.

Location: 5/12/2021-S. GOV. & F.

Calendar: 6/10/2021 Upon adjournment of Session - John L. Burton Hearing Room (4203) SENATE GOVERNANCE AND FINANCE, MCGUIRE, Chair

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, occupant 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: 6/1/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 6/1/2021

Status: 6/1/2021-From committee with author's amendments. Read second time and amended. Re-referred to Com. on H. & C.D.

Location: 5/28/2021-A. H. & C.D.

Calendar: 6/22/2021 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, CHIU, Chair

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

Introduced: 12/7/2020

Last Amend: 5/4/2021

Status: 6/2/2021-In Assembly. Read first time. Held at Desk.

Location: 6/1/2021-A. DESK

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: 5/28/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/28/2021-S. RLS.

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: 5/28/2021-Referred to Com. on W.,P., & W.

Location: 5/28/2021-A. W.,P. & W.

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 Legislature to enact subsequent legislation relating to park property.

Planning, Building, & Code Enforcement

[AB 428](#)

(Maves I) Local government: board of supervisors.

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

Introduced: 2/4/2021

Last Amend: 3/18/2021

Status: 5/27/2021-Referred to Coms. on GOV. & F. and E. & C.A.

Location: 5/27/2021-S. GOV. & F.

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 all 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.

Position

[AB 500](#)

(Ward D) Local planning: permitting: coastal development.

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

Introduced: 2/9/2021

Last Amend: 4/19/2021

Status: 5/28/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/28/2021-S. RLS.

Summary: Current law specifies various development standards with respect to development within the coastal zone and requires that lower cost visitor and recreational facilities be protected, encouraged, and, where feasible, provided. This bill would additionally require that housing opportunities for persons of low and moderate income be protected, encouraged, and provided under those provisions. The bill would also require that new development in nonhazardous areas preserve and enhance the supply of higher density residential, multifamily residential, and mixed-use development in areas with adequate public transit.

Position

[AB 803](#)

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

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

Introduced: 2/16/2021

Last Amend: 4/20/2021

Status: 6/3/2021-Referred to Coms. on HOUSING and GOV. & F.

Location: 6/3/2021-S. HOUSING

Calendar: 6/17/2021 10:30 a.m. or upon adjournment of Session - Senate Chamber SENATE HOUSING, WIENER, 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: Introduced: 2/17/2021 [html](#) [pdf](#)

Introduced: 2/17/2021

Status: 5/28/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/28/2021-S. RLS.

Summary: Would require the Department of Housing and Community Development and 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 multifamily dwellings and nonresidential development, as specified. The bill would also require the Department of Housing and Community Development and the commission to review the standards for multifamily dwellings and nonresidential development every 18 months to update the standards as needed pursuant to that review.

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: parking requirements.

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

Introduced: 2/19/2021

Last Amend: 4/19/2021

Status: 6/2/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/2/2021-S. RLS.

Summary: Would prohibit a local government from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile walking distance of public transit, as defined. The bill would not preclude a local government from imposing requirements when a project provides parking voluntarily to require spaces for car share vehicles. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any

requirement imposed on a new multifamily or nonresidential development to provide electric vehicle parking spaces or parking spaces that are accessible to persons with disabilities, as specified.

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

Introduced: 2/17/2021

Last Amend: 5/20/2021

Status: 6/3/2021-Referred to Coms. on H. & C.D. and L. GOV.

Location: 6/3/2021-A. H. & C.D.

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](#)

(Levva D) General plan: land use element: uses adversely impacting health outcomes.

Current Text: Introduced: 2/17/2021 [html](#) [pdf](#)

Introduced: 2/17/2021

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

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

Summary: Would prohibit the land use element from designating land uses that have the potential to significantly degrade local air, water, or soil quality or to adversely impact health outcomes in disadvantaged communities to be located, or to materially expand, within or adjacent to a disadvantaged community or a racially and ethnically concentrated area of poverty. By expanding the duties of cities and counties in the administration of their land use planning duties, the bill would impose a state-mandated local program.

Position

[SB 581](#)

(Atkins D) General plan.

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

Introduced: 2/18/2021

Status: 5/20/2021-Referred to Com. on H. & C.D.

Location: 5/20/2021-A. H. & C.D.

Calendar: 6/8/2021 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, CHIU, 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 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: 6/2/2021-In Assembly. Read first time. Held at Desk.

Location: 6/1/2021-A. DESK

Summary: Current law provides for the establishment of various special districts that may support and finance housing development, including affordable housing special beneficiary districts that are authorized to promote affordable housing development with certain property tax revenues that a city or county would otherwise be entitled to receive. This bill, the Los Angeles County Regional Housing Finance Act, would establish the Los Angeles County Affordable Housing Solutions Agency and would state that the agency's purpose is to increase 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) Planning and zoning: accessory dwelling units: mixed-use or multifamily structures.

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

Introduced: 2/19/2021

Last Amend: 5/3/2021

Status: 5/28/2021-Referred to Coms. on H. & C.D. and L. GOV.

Location: 5/28/2021-A. H. & C.D.

Summary: Current law requires a local agency to ministerially approve an application for a building permit within a residential or mixed-use zone to create multiple accessory dwelling units within the portions of an existing multifamily dwelling structure that are not used as livable space, if each unit complies with state building standards for dwellings. Current law requires a local agency to allow at least one accessory dwelling unit within an existing multifamily dwelling

structure and up to 25% of the existing multifamily dwelling units. This bill, until January 1, 2025, would specify that a local agency is required to allow an accessory dwelling unit under these provisions within an existing mixed-use or multifamily structure, and that the accessory dwelling unit may be constructed within portions of the structure used for commercial space, industrial space, retail space, or other vacant space if each unit complies with state building standards for dwellings.

Position

[SB 791](#)

(Cortese D) California Surplus Land Unit.

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

Introduced: 2/19/2021

Last Amend: 5/20/2021

Status: 6/2/2021-Read third time. Passed. (Ayes 29. Noes 1.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 6/2/2021-A. DESK

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 property, 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: 5/27/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 5/27/2021

Status: 6/2/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/2/2021-S. RLS.

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: 6/2/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/2/2021-S. RLS.

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

Introduced: 12/7/2020

Last Amend: 5/20/2021

Status: 6/3/2021-Referred to Coms. on PUB. S. and JUD.

Location: 6/3/2021-A. PUB. S.

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

Introduced: 12/7/2020

Last Amend: 5/20/2021

Status: 6/2/2021-Read third time. Passed. (Ayes 31. Noes 3.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 6/2/2021-A. DESK

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

Introduced: 12/7/2020

Last Amend: 5/20/2021

Status: 6/2/2021-Read third time. Passed. (Ayes 31. Noes 6.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 6/2/2021-A. DESK

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

Introduced: 2/16/2021

Status: 6/1/2021-In committee: Hearing postponed by committee.

Location: 5/27/2021-S. TRANS.

Summary: Would authorize a local authority to adopt a rule or regulation to close a portion of a street under its jurisdiction to through vehicular traffic if it determines closure is necessary for the safety and protection of persons who are to use that portion of the street during the closure. The bill would also authorize a local authority to adopt a rule or regulation to designate a local street within its jurisdiction as a slow street.

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: 5/12/2021-Referred to Com. on E., U. & C.

Location: 5/12/2021-S. E. U., & C.

Summary: Current law authorizes the Public Utilities Commission to fix the rates and charges for every 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: 5/20/2021-Ordered to inactive file on request of Senator Allen.

Location: 5/20/2021-S. INACTIVE FILE

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: Natural Resources Agency: coastal adaptation projects: sea level rise: regulatory review and permitting: report.

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

Introduced: 12/7/2020

Status: 5/28/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/28/2021-S. RLS.

Summary: Would enact the Coastal Adaptation Permitting Act of 2021. The bill would require the 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, 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 regulatory review and permitting process for coastal adaptation projects.

Position
Watch

[SB 1](#)

(Atkins D) Coastal resources: sea level rise.

Current Text: Amended: 3/23/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 3/23/2021

Status: 5/28/2021-Referred to Com. on NAT. RES.

Location: 5/28/2021-A. NAT. RES.

Summary: The 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: 3/15/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 3/15/2021

Status: 5/12/2021-Referred to Coms. on TRANS. and PUB. S.

Location: 5/12/2021-S. TRANS.

Calendar: 6/15/2021 9 a.m. - Senate Chamber SENATE TRANSPORTATION, GONZALEZ, LENA, 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: 3/22/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 3/22/2021

Status: 5/19/2021-Referred to Com. on TRANS.

Location: 5/19/2021-S. TRANS.

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. This bill would require local authorities to consider other factors, including pedestrian and bicycle safety, that are allowed but not required to be considered under existing law. The bill would also allow local authorities to consider additional factors, including the current or immediately prior speed limit, 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: 5/24/2021 [html](#) [pdf](#)

Introduced: 12/18/2020

Last Amend: 5/24/2021

Status: 6/2/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/2/2021-S. RLS.

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: 4/29/2021 [html](#) [pdf](#)

Introduced: 2/1/2021

Last Amend: 4/29/2021

Status: 5/27/2021-Referred to Coms. on JUD. and INS.

Location: 5/27/2021-S. JUD.

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: 6/3/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/3/2021-S. RLS.

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

Introduced: 2/12/2021

Last Amend: 5/24/2021

Status: 6/3/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/3/2021-S. RLS.

Summary: Would enact the California Jobs Plan Act of 2021, which would require the Labor and Workforce Development Agency to work with the state board to update, by July 1, 2023, the 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 defined. The bill would require 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 targeting residents of disadvantaged, tribal, and low-income communities and to applicants that demonstrate the creation of high-quality jobs 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: 6/3/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/3/2021-S. RLS.

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: 5/27/2021 [html](#) [pdf](#)

Introduced: 2/17/2021

Last Amend: 5/27/2021

Status: 6/2/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/2/2021-S. RLS.

Summary: This bill 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.

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: 6/2/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/2/2021-S. RLS.

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: 5/10/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

Last Amend: 5/10/2021

Status: 6/2/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/2/2021-S. RLS.

Summary: Would require an application to install an electric vehicle charging station to be deemed complete if, 5 business days after the application was submitted, the city, county, or city and county has not deemed the application to be incomplete or issued a written correction notice detailing all deficiencies in the application, as specified. The bill would require an application to install an electric vehicle charging station to be deemed approved if 20 business days after the application was deemed complete, (1) the city, county, or city and county has not approved the application, (2) the building official has not made a finding that the proposed installation could have an adverse impact upon the public health or safety or required the applicant to apply for a use permit, (3) the building official has not denied the permit, and (4) an appeal has not been made to the planning commission of the city, county, or city and county, as specified.

Position

[AB 1035](#)

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

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

Introduced: 2/18/2021

Last Amend: 4/5/2021

Status: 5/28/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/28/2021-S. RLS.

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, on and after January 1, 2025, a local agency that has jurisdiction over a street or highway, to the extent feasible, 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: 5/3/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

Last Amend: 5/3/2021

Status: 6/3/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/3/2021-S. RLS.

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: 3/18/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

Last Amend: 3/18/2021

Status: 5/28/2021-Read third time. Passed. Ordered to the Senate. (Ayes 56. Noes 19.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/28/2021-S. RLS.

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, 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: 5/12/2021-Referred to Com. on TRANS.

Location: 5/12/2021-S. TRANS.

Calendar: 6/15/2021 9 a.m. - Senate Chamber SENATE TRANSPORTATION, GONZALEZ, LENA, Chair

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

Introduced: 2/19/2021

Last Amend: 4/12/2021

Status: 6/3/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/3/2021-S. RLS.

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 delete that prohibition.

Position

[AB 1260](#)

(Chen R) California Environmental Quality Act: exemptions: transportation-related projects.

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

Introduced: 2/19/2021

Status: 6/3/2021-Referred to Com. on E.Q.

Location: 6/3/2021-S. E.Q.

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.

Position

[AB 1389](#)

(Reyes D) Alternative and Renewable Fuel and Vehicle Technology Program.

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

Introduced: 2/19/2021

Last Amend: 4/12/2021

Status: 5/28/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/28/2021-S. RLS.

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. This bill would revise and recast the program to no longer require the commission to provide certain project preferences and to additionally require the commission to provide preference to projects that meet certain other criteria, including to a project that has the ability to support vehicle deployment and advanced vehicle infrastructure needed to meet specified climate goals.

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: 6/2/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/2/2021-S. RLS.

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](#)

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

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

Introduced: 12/7/2020

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

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

Summary: The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.

Position
Support

SB 44

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

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

Introduced: 12/7/2020

Last Amend: 4/27/2021

Status: 6/3/2021-Referred to Coms. on NAT. RES. and JUD.

Location: 6/3/2021-A. NAT. RES.

Summary: Would 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. The bill would require the Judicial Council, on or before April 1, 2022, 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, within 270 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. The bill would require the environmental leadership transit project to meet certain labor requirements.

Position
Support

SB 66

(Allen D) California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.

Current Text: Amended: 4/28/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 4/28/2021

Status: 6/2/2021-In Assembly. Read first time. Held at Desk.

Location: 6/1/2021-A. DESK

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

Introduced: 2/8/2021

Last Amend: 5/20/2021

Status: 6/2/2021-In Assembly. Read first time. Held at Desk.

Location: 6/1/2021-A. DESK

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

Introduced: 2/10/2021

Last Amend: 5/20/2021

Status: 6/2/2021-In Assembly. Read first time. Held at Desk.

Location: 6/1/2021-A. DESK

Summary: 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 the operators of medium- and heavy-duty vehicle fleets to enable those operators to transition their fleets to zero-emission vehicles. The bill would require the state board to designate the California Pollution Control Financing Authority as the agency responsible for administering the program and would require the state board and the authority to enter into an interagency working agreement for the development and administration of the program. The bill would require the authority to consult with various state agencies and stakeholders in the development and implementation of the program.

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

Introduced: 2/19/2021

Last Amend: 5/20/2021

Status: 6/2/2021-In Assembly. Read first time. Held at Desk.

Location: 6/1/2021-A. DESK

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: 4/28/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 4/28/2021

Status: 6/3/2021-Referred to Coms. on TRANS. and NAT. RES.

Location: 6/3/2021-A. TRANS.

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 31, 2023. The bill would require the assessment's findings and recommendations to be incorporated into the development of the California Transportation Plan.

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: 5/20/2021-Referred to Com. on TRANS.

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

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: wildfires: fire adapted communities.

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

Introduced: 12/7/2020

Last Amend: 4/19/2021

Status: 5/28/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/28/2021-S. RLS.

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 watershed health, forest 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: 6/2/2021-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on N.R. & W.

Location: 5/12/2021-S. N.R. & W.

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](#)

(Sevarto 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](#)

(Maves 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 all 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: Introduced: 2/12/2021 [html](#) [pdf](#)

Introduced: 2/12/2021

Status: 5/28/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/28/2021-S. RLS.

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.

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

Introduced: 12/7/2020

Last Amend: 5/4/2021

Status: 6/2/2021-In Assembly. Read first time. Held at Desk.

Location: 6/1/2021-A. DESK

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

SB 63

(Stern D) Fire prevention: vegetation management: public education: grants: defensible space: fire hazard severity zones: forest management.

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

Introduced: 12/7/2020

Last Amend: 5/3/2021

Status: 6/3/2021-Referred to Coms. on NAT. RES. and H. & C.D.

Location: 6/3/2021-A. NAT. RES.

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: 261

Total Tracking Forms: 261



Southern California Association of Governments
Remote Participation Only
June 15, 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: LCMC Welcome and Overview

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Congratulations on your appointment to the Legislative/Communications and Membership Committee (LCMC) for the 2021-22 term! The LCMC is responsible for developing recommendations to the Regional Council regarding legislative, policy, public participation, marketing, and sponsorships/memberships issues. This report includes the 2021 State and Federal Legislative Platform and the SCAG bill position tracker (both of which are attached to this report).

BACKGROUND:

The LCMC is responsible for developing recommendations to the Regional Council regarding legislative and telecommunications matters, providing policy direction for the agency's marketing and communications, reviewing sponsorship and membership opportunities whose cost exceeds \$5,000, and promoting membership in the agency.

A majority of the LCMC's efforts are devoted to reviewing legislative bills and major policy efforts in both Sacramento and Washington, D.C. On an annual basis, the LCMC recommends, and the Regional Council (RC) adopts a State and Federal Legislative Platform. The legislative platform expresses policy statements that staff then uses to evaluate various legislative proposals with recommendations for official positions. The 2021 State and Federal Legislative Platform was recommended by the LCMC on December 15, 2020 and adopted by the Regional Council on January



7, 2021. This document is reviewed by the LCMC on an annual basis, typically in the fall, followed by consideration by the full RC in the winter.

To date, the LCMC has recommended, and the RC has approved, 14 positions on legislative measures for the 2021-22 legislative session. SCAG's legislative bill position tracker is also attached to this report for the Committee's review.

The LCMC also has jurisdiction over SCAG's Public Participation Plan, Policy for Consultation with Federally Recognized Indian Tribal Governments and Federal Land Management Agencies, and regularly considers memberships in outside organizations and sponsorships for activities that relate to SCAG's core planning activities.

FISCAL IMPACT:

Work associated with the 2021-22 LCMC New Member Orientation report is contained in the Indirect Cost budget, Legislation 810-0120.10.

ATTACHMENT(S):

1. 2021 SCAG Legislative Platform
2. 2021 SCAG Bill Position Tracker



ABOUT SCAG

Founded in 1965, the Southern California Association of Governments (SCAG) is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments.

The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. The agency develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality management plans. In 1992, SCAG expanded its governing body, the Executive Committee, to a 70-member Regional Council to help accommodate new responsibilities mandated by the federal and state governments, as well as to provide more broad-based representation of Southern California's cities and counties. With its expanded membership structure, SCAG created regional districts to provide for more diverse representation. The districts were formed with the intent to serve equal populations and communities of interest. Currently, the Regional Council consists of 86 members.

In addition to the six counties and 191 cities that make up SCAG's region, there are six County Transportation Commissions that hold the primary responsibility for programming and implementing transportation projects, programs and services in their respective counties. Additionally, SCAG Bylaws provide for representation of Native American tribes, Air Quality Districts, and the Transportation Corridor Agencies on the Regional Council and Policy Committees.

SCAG'S LEGISLATIVE PROGRAM

SCAG maintains a State and Federal Legislative Program, which consists of the Regional Council's positions on policies and legislative initiatives related to SCAG's core planning and policy areas—transportation, air quality, freight/goods movement, housing, environmental impact, sustainability, and economic recovery and job creation—that need the leadership and support of the California State Legislature and Congress to resolve challenges facing the SCAG region.

SCAG's legislative efforts are the product of a committee process whereby the agency's Legislative/Communications & Membership Committee, comprised of elected officials from throughout the region, identifies and recommends specific legislative action for consideration by the Regional Council with respect to state and federal legislation affecting the SCAG region.

The following state and federal legislative principles for 2021 encompass broad, policy-oriented objectives of the agency that build upon long-standing, Regional Council-adopted policies.

STATE

Active Transportation

1. Support increased funding to the state's Active Transportation Program (ATP) to provide the resources necessary for First/Last Mile Improvements; separated, on-street bike facilities to increase safety; multi-use trails; Safe Routes to School Programs; and other strategies to increase safe walking and biking.
2. Support and encourage investing in active transportation infrastructure as a component of other state-funded transportation improvement projects recognizing the critical role walking, biking, and complete streets serve in connecting the multi-modal transportation system.
3. Support legislation that protects the safety of active transportation users and ensure any legislation related to new mobility devices (scooters, etc.) and automated vehicles adequately addresses the needs of these modes.

Affordable Housing & Housing Production

4. Support the restoration and expansion of tax increment tools to build affordable housing stock, improve public transit, and reduce climate-warming carbon emissions. Incentivize collaboration among potentially impacted jurisdictions by sharing the net proceeds from future tax increment financing districts and emphasize tax increment as a public financing tool that does not increase taxes to residents.
5. While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery for residential projects, especially those located in a transit-rich area, jobs-rich area, or urban infill site.
6. Advocate for the consistency within state law the sometimes-competing demands contained within SB 375 and the Regional Housing Needs Assessment (RHNA).
7. As jurisdictions in the SCAG region work to accommodate a 6th Cycle RHNA allocation of 1.3 million units, as provided by California Department of Housing & Community Development, a number that is nearly three times larger than the determination provided under the 5th cycle, advocate for providing greater flexibility to local jurisdictions for their housing element updates.
8. In the spirit of collaboration and equity, advocate for the reinstatement of the practice that allows cities and counties to share or trade RHNA allocations as a tool that equips local jurisdictions to facilitate not only effective planning for housing, but its actual development.
9. Continue to refine and update cap-and-trade's Affordable Housing Sustainable Communities Program (AHSC) guidelines to better reflect the reality of Southern California's growth patterns, such as Integrated Connectivity Projects. Support a regional equity goal for the programming of AHSC revenues.
10. As the homeless population continues to grow in our region, and eviction and homelessness may be exacerbated by the COVID-19 pandemic, support new state funding programs to assist cities, counties, and regional collaborations to address eviction prevention and the challenges associated with homelessness.
11. While providing local jurisdictions with additional tools and funding, preserve local authority to address housing production, affordability, and homelessness challenges.

Broadband Access

12. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, to bridge the digital divide exacerbated by the COVID-19 pandemic.

Building Resilience

13. Support direct and flexible emergency funding for local governments of all sizes to respond to the Coronavirus Disease 2019 (COVID-19) or to backfill tax revenue lost due to the global pandemic.
14. Advocate that communities affected by natural disasters receive the resources they need to rebuild.

15. Support programs that provide the resources necessary for communities to prepare for the consequences of a changing climate and resulting natural disasters.
16. In collaboration with other metropolitan planning organizations and stakeholders, explore potential updates to SB 375 (Steinberg, 2008) with the goal of focusing on ambitious yet achievable actions that will reduce greenhouse gas emissions in partnership with the State.
17. Support the expansion of General Fund and Greenhouse Gas Reduction Fund-funded forest health and fire prevention activities, which are primarily focused on conifer tree forests, to include chaparral landscapes. Advocate for ongoing land management and the stewardship of lands that contain essential chaparral and associated habitats to be context-sensitive, focus on biodiversity maintenance, and restore native vegetation.

Cap & Trade

18. Support transparency, sufficient allocation, and equitable distribution to the SCAG region of Greenhouse Gas Reduction Fund (GGRF) resources commensurate with the region's responsibility and opportunity in meeting the state's overall GHG reduction goals.
19. Support program guidelines and scoring criteria that recognize and are sensitive to California's urban and suburban built environment.
20. Support expanded investment in the state's Commercial Organics Recycling Program that diverts organic material from landfills and support increased funding for local governments implementing the program.
21. Support the increased percentage of the continuous appropriations for the GGRF-funded Transit & Intercity Rail Capital Program and Low Carbon Transit Operations Program to promote transit expansion, ridership, and carbon reduction.

Congestion Reduction

22. Support legislation that expands access to commuter benefit programs for employees.
23. Support legislation that would develop new strategies for reducing congestion caused by school trips, such as expanding access to free or reduced student transit passes, supporting school bussing programs, and funding ongoing Safe Routes to Schools programs.
24. Support local pilot programs and funding mechanisms that employ innovative transportation strategies that reduce congestion and improve mobility, such as congestion or cordon pricing systems, while promoting equity measures.
25. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.

Expanding Opportunity

26. Support the establishment of a new California State University (CSU) campus in the City of Palm Desert (Coachella Valley) to increase educational and economic opportunities in the SCAG region.
27. Support the consistency within state law of the federal Opportunity Zones program in which private investments in economically distressed communities may, under certain conditions, be eligible for capital gains tax incentives.

Freight & Goods Movement

28. Support increased funding to the Trade Corridors Enhancement Program (TCEP), building upon the success of the Trade Corridors Improvement Fund (TCIF), to provide the resources necessary for critical infrastructure enhancements along the State's high-volume freight corridors.
29. Support funding to preserve and maintain transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.
30. Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).

Government Efficiency

31. Update the Ralph M. Brown Act to give public agencies the flexibility to omit a lengthy and time-consuming “Roll Call” process during a public vote, while maintaining the existing practice of recording and publishing the individual members’ votes and making those votes available for public review.
32. Support legislative efforts to make permanent aspects of Governor Newsom’s Executive Order N-29-20 which allow local government agencies to conduct official meetings via teleconference and other electronic means without violating state open meeting laws found in the Bagley-Keene Act or the Brown Act.

Project Streamlining

33. While underscoring our support for environmental protection, support California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery, especially for transportation, transit-oriented, infill, and/or housing projects.
34. Support measures that require transparency in CEQA litigation and eliminate duplicative CEQA lawsuits.
35. Support innovative approaches to reform and streamline CEQA where reasonable, including, but not limited to, proposals to establish a CEQA-specific court or judicial procedure that is specialized in CEQA case law and related statutes to expedite legal review of CEQA challenges.
36. Provide judicial streamlining and an accelerated schedule for judicial review for projects challenged under CEQA when those projects have a clear public benefit, such as transportation, transit-oriented, infill, and/or housing projects.

Public Health

37. Support legislative efforts that further a “Health in All Policies” approach to facilitate equitable health outcomes related to SCAG’s core public health focus areas: accessibility (to healthy food, parks and open space, and other services), affordable housing, air quality, climate resiliency, economic well-being, health equity, physical activity, and safety.
38. Support statewide and county efforts to collect public health-related data that is stratified by race and ethnicity to allow for improved health equity analyses.
39. Recognizing that climate change, public health, and racial justice, are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.
40. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized transportation options.

Racial Justice

41. Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, and practices, and affirmatively advance equity and social justice as it relates to planning decisions in the region.

Technology & Data

42. Support the incorporation of new technologies and innovations into national and state transportation systems, such as advancements in alternatively powered zero/near-zero emission vehicles, autonomous vehicles, aviation, maritime, commerce, and small electric mobility devices that both improve transportation accessibility, efficiency, and capacity and reduce environmental impacts.
43. Secure funding to support the coordination among state agencies, MPOs, and other government entities to collect and share data, which reflects emerging technologies and mobility choices.

44. Encourage the California Public Utilities Commission and support legislation related to Transportation Network Companies (TNCs), motorized scooters, and bike share systems that ensures new regulations adequately protect users of all modes and supports the ability of local jurisdictions to secure access to public interest data, including ridership data, for local and regional planning purposes.

Transportation Development Act

45. Support the development of greater efficiencies within the Transportation Development Act while streamlining and updating performance metrics relating to farebox recovery.
46. Support existing statutory authorization allowing SCAG to receive up to three-quarters of one percent of TDA revenues from SCAG-region county transportation commissions for transportation planning and programming responsibilities.

Transportation Funding

47. Support additional emergency funding for the SCAG region’s local transportation agencies that have been severely impacted by the COVID-19 global pandemic and are expected to lose up to \$7 billion in transportation revenue from local, state, and federal sources over fiscal years 2019-20 and 2020-21.
48. Protect all existing and new sources of transportation funding from borrowing, use for any purpose other than transportation, or new conditions on the distributions of funds that reprioritize transportation projects.
49. Support a transition to a mileage-based user fee funding mechanism as a replacement to state gas taxes to provide sustainable funding to meet our state’s transportation infrastructure needs and maintain system management, preservation, and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source.
50. Support regional equity considerations for any funding source to ensure Southern California receives its fair share of funding based upon population, burden, and other quantifiable measures corresponding with the funding source.
51. Support increased funding for transportation projects based on applied regional performance metrics.
52. Support new funding for transportation agencies to offset the cost of implementing climate change initiatives, such as the Innovative Clean Transit regulation and the purchase of zero emission vehicles and infrastructure.
53. Support legislation that would decrease the voter approval threshold—from the current requirement of 67% to 55%—for the creation, extension, or increase of local transportation tax measures like the authority given to school districts.

Transportation Safety

54. Support legislation and updated, statewide policies that implement the recommendations of the state’s Zero Traffic Fatalities Task Force, which would provide jurisdictions with greater local control to combat rising traffic-related fatalities and serious injuries, especially for the most vulnerable roadway users.
55. Work with the state and local partners to identify new tools and funding mechanisms to strengthen safety outcomes and achieve the region’s safety targets, especially for those communities most impacted by high concentrations of serious and fatal crashes.
56. Work with state and local partners to develop resources that would support local jurisdictions’ efforts to implement a “Safe System” approach on their local streets and roadways.

FEDERAL

Affordable Housing, Homelessness, & Local Government

1. Support direct and flexible emergency funding for local governments of all sizes to respond to the Coronavirus Disease 2019 (COVID-19) or to backfill tax revenue lost due to the global pandemic.
2. As the homeless population continues to grow in our region, support new federal grant programs to assist cities, counties, and regional collaborations address homelessness challenges through supportive housing models and planning grants.
3. Support increased funding for critical federal programs that local governments depend on, including the Community Development Block Grants (CDBG), Affordable Housing Tax Credit (AFTC), and the HOME Investment Partnerships Program (HOME), as well as the creation of new tools to confront the housing affordability crisis and expand economic opportunity for residents in Southern California.

Aviation

4. Advocate for and seek out funding opportunities from the Federal Aviation Administration, which can help SCAG conduct airport passenger studies, planning activities, and forecasting models.
5. Support legislation that raises and indexes the cap on the passenger facility charge (PFC) giving local airports the option to adjust their user fees to make needed infrastructure improvements to airport facilities and for projects that promote access to the airport.
6. Oppose efforts to divert September 11 Security Fees for uses not related to the nation's aviation transportation system.

Broadband Access

7. Support coordinated efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, to bridge the digital divide exacerbated by the COVID-19 pandemic.

Environment & Air Quality

8. Recognizing California's unique air quality challenges, support the authority of the State of California to establish its own tailpipe greenhouse gas emissions standards and zero-emission vehicle (ZEV) requirements.
9. Support grant and formula programs for climate resiliency, EV charging and fueling infrastructure, and greenhouse gas emissions reduction.

Freight & Goods Movement

10. Support increased funding and policy proposals in the surface transportation authorization and annual appropriations bills that maintain and expand transportation infrastructure for key regional goods movement corridors that link freight facilities and systems to the rest of the nation.
11. Support the continuation of, and increased investment in, federal discretionary grant opportunities such as the Infrastructure for Rebuilding America (INFRA) and Better Utilizing Investments to Leverage Development (BUILD) program.
12. Expand the INFRA program to include both competitive and formula-based awards and support increased transparency measures for competitive grant awards. Reestablish the Projects of National and Regional Significance (PNRS) program for large freight/goods movement projects.
13. Support increased federal freight funding through the establishment of a dedicated freight trust fund so that revenues can be distributed to states and regions that are most impacted by goods movement.
14. Support the creation of programs designed to assist in leveraging technology to improve freight mobility, increase goods movement efficiency, reduce harmful emissions, mitigate negative impacts on disadvantaged communities, and address shifting consumer behaviors (i.e., e-commerce).

Project Streamlining

15. Support measures that expedite and streamline both project development and delivery.

Public Health

16. Support legislative efforts that further a “Health in All Policies” approach to facilitate equitable health outcomes related to SCAG’s core public health focus areas: accessibility (to healthy food, parks and open space, and other services), affordable housing, air quality, climate resiliency, economic well-being, health equity, physical activity, and safety.
17. Recognizing that climate change, public health, and racial justice, are interconnected, support efforts that invest in and empower communities that will be disproportionately impacted by climate change.
18. Support efforts that fund transit-oriented communities, mixed land uses, green streets strategies, and safe streets so all ages and abilities can maximize opportunities for active lifestyles, have access to essential services, and use transit or non-motorized transportation options.

Public-Private Partnerships

19. Support further development and implementation of Public-Private Partnerships (P3s) that are transparent, accountable, and marry the policy goals of the public sector with the financial expertise of the private sector to improve project development and delivery throughout the region, including support of improved P3 design-bid-build and design-build procurement processes.
20. Oppose efforts that would seek to supplant existing transportation funding sources with P3 financing opportunities.
21. Support improved performance standards to measure success, curtail project delays, reduce expenditures, and increase expenditure accountability.
22. Support private activity bonds, debt instruments that raise capital for revenue-generating highway and freight transfer projects, and restore tax exemption for advance refunding bonds, debt instruments that allow an issuer to pay off another outstanding bond in order to allow savings to be reinvested in additional infrastructure upgrades at airports, sea ports, qualified highway or surface freight transfer facilities, affordable housing, and other projects with a clear public benefit.
23. Support efforts to protect the tax exemption of municipal bonds.

Public Transit & Mobility

24. Support efforts that expand public transit projects and service, both bus and rail, in the region to reduce congestion and enhance sustainability.
25. Support federal grant or pilot programs for comprehensive planning that encourages Transit Oriented Development (TOD) opportunities to connect housing, jobs, and mixed-use development with transportation options and broaden eligibility guidelines to include MPOs.
26. Oppose efforts that undermine the authority of states and local governments to enact their own regulations related to autonomous vehicles (AVs).

Racial Justice

27. Recognizing that systemic racism continues to create barriers to success for people of color, SCAG seeks to lead and join in legislative efforts that reverse the effects of inequitable policies, processes, and practices as it relates to planning decisions in the region.

Surface Transportation Policy Reauthorization

28. Support a long-term surface transportation reauthorization with increased federal funding to provide stable investments into the national infrastructure and transportation system.

29. Continue the Infrastructure for Rebuilding America (INFRA) grant program, which provides dedicated, discretionary funding for projects that address critical issues facing our nation’s major freight corridors.
30. Expand eligibility for any planning grant programs in a surface transportation policy bill to include MPOs as eligible recipients.
31. Support a surface transportation reauthorization bill that includes incentive funding to reward self-help jurisdictions. This model recognizes that self-help jurisdictions take risks and make significant local investment while leveraging federal dollars to deliver transportation improvements.
32. Support efforts to increase planning funds that help state and regional governments address impacts associated with climate change, with the goal of making our infrastructure more resilient.

Transportation Funding

33. Support a transition to a mileage-based user fee funding mechanism as a replacement to federal gas taxes to provide sustainable funding to meet our nation’s transportation infrastructure needs and maintain system management, preservation and resilience. Support measures that protect privacy, promote equity, and guarantee return-to-source. Support modest increases to the federal gasoline taxes to maintain purchasing power.
34. Support sustainable solutions that restore the long-term solvency of the Highway Trust Fund, including expanding tolling options on the interstate highway system and providing support for states willing to research and/or pilot innovative revenue programs.
35. Support innovative financing tools and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.
36. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.
37. Support increased investment in the Transportation Alternatives Program (TAP), which is a key funding source for the state’s Active Transportation Program (ATP) program.



Bill Number	Position/RC Action	Topic	Summary	Status
ACA 1 (Aguiar-Curry)	Support 03/04/21	Local Revenue Measure Voter Thresholds	Would lower the voter threshold from two-thirds to 55 percent to approve local bonds and special taxes by a city, county, or special district to fund public infrastructure, affordable housing, or permanent supportive housing.	Referred to the Assembly Local Government and Appropriations Committees
AB 14 (Aguiar-Curry)	Support 03/04/21	Calif. Advance Services Fund (CASF) Reform	Would extend and reform the existing CASF surcharge to help close the digital divide. This bill would continue to fund CASF beyond 2022, expand eligibility and usability of CASF funding to "anchor institutions" (which includes local governments), streamline permitting, expand the definition of "unserved," and create Bond Financing and Securitization Accounts.	Passed Suspense File. Ordered to Assembly Floor.
AB 43 (Friedman)	Support 03/04/21	Traffic safety	Would provide greater flexibility to local governments when calculating speed limits along a section of a roadway if there is found to be an increase in traffic-related crashes.	From the Asm Floor: Passed Ayes 65 – Noes 3. Referred to Senate Transportation Committee pending hearing date.
AB 687 (Seyarto)	Support 04/01/21	Riverside County Housing Finance Trust	Would authorize Western Riverside Council of Governments (WRCOG) jurisdictions to establish the Riverside County Housing Finance Trust to provide funding for affordable housing for low-income populations and individuals experiencing homelessness.	From the Asm Floor: Passed Ayes 74 – Noes 0. Referred to Senate Government & Finance and Housing Committees to be heard 6/10/21.
SB 4 (Gonzalez)	Support 03/04/21	CASF Reform	Would reform the existing CASF surcharge to help close the digital divide. This bill would continue to fund CASF beyond 2022, expand eligibility and usability of CASF funding, streamline permitting, expand the definition of	Passed Suspense File. Ordered to Senate Floor.

Attachment: 2021 SCAG Bill Position Tracker (LCMC Welcome and Overview)

Bill Number	Position/RC Action	Topic	Summary	Status
			"unserved," and create Bond Financing and Securitization Accounts.	
SCA 2 (Allen & Wiener)	Support 05/06/21	Public Housing Project Voter Thresholds	Would place a measure on the statewide ballot asking voters if they want to strike Article 34 from the California Constitution. If voters approve the proposition and Article 34 is repealed, cities and counties could more easily pursue public affordable housing projects without first getting approval from a majority of voters within their jurisdiction.	From the Senate Housing Committee. Re-Referred to the Sen Elections and Constitutional Amendments Committee.
SB 7 (Atkins)	Support 03/04/21	Environmental Leadership Act of 2021	Would extend and expand the California Environmental Quality Act (CEQA) streamlining process created for environmental leadership development projects (ELDP) under AB 900 (Chapter 354, Statutes of 2011). Would expand ELDP eligibility to include certain smaller housing projects.	Signed into law by Governor.
SB 9 (Atkins)	Oppose Unless Amedned 05/06/21	Duplexes	Would (1) require the ministerial approval of a housing development of no more than two units in a single-family zone (duplex) and would (2) require the ministerial approval of the subdivision (lot split) of a single parcel, already zoned for residential use, into two parcels.	From the Sen Floor: Passed Ayes 28 – Noes 6. Pending committee referral in Assembly.
SB 10 (Wiener)	Support if Amended 05/06/21	Housing Development Density	Would allow a city or county to pass an ordinance to zone any parcel for up to 10 residential units if the parcel is in a transit-rich area or an urban infill site.	Passed Suspense File. Ordered to Senate Floor.
SB 15 (Portantino)	Support 04/01/21	Incentives to Rezone Idle Retail for	Would create a new grant program that would award grant funding to local jurisdictions that rezone idle retail sites to allow for the development of affordable housing.	From the Sen Floor: Passed Ayes 38 – Noes 0.



Bill Number	Position/RC Action	Topic	Summary	Status
		Affordable Housing		Pending committee referral in Assembly.
SB 44 (Allen)	Support 03/04/21	Environmental Leadership Transit Projects	Would provide for an expedited judicial review process for environmental leadership transit projects.	From the Sen Floor: Passed Ayes 37 – Noes 0. Pending committee referral in Assembly.
SB 261 (Allen)	Oppose unless Amended 04/01/21	SCS Reform	Extends SB 375 regional GHG reduction targets, adds regional VMT reduction targets, Introduces new opportunities for CARB to double-check an MPO’s SCS, adds new reporting requirements for cities/counties to the MPO.	Re-Referred to Senate Transportation Committee pending hearing date.
SB 266 (Newman)	Support 04/01/21	Chino Hills State Park Expansion	Would direct the California Department of Parks and Recreation (DPR) to assist Chino Hills State Park in acquiring and managing three land parcels surrounding the park.	From the Sen Floor: Passed Ayes 40 – Noes 0. Referred to Assembly Water, Parks and Wildlife Committee.
SB 623 (Newman)	Support 04/01/21	Electronic Toll and Transit Fare Collection Systems	Would do several things, but most importantly it clarifies that toll operators may use personally identifiable information to perform core business functions like billing, collection, and enforcement.	Re-referred to Senate Judiciary Committee; first hearing canceled at request of author.

Attachment: 2021 SCAG Bill Position Tracker (LCMC Welcome and Overview)



Southern California Association of Governments
Remote Participation Only
June 15, 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 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 Fiscal Year (FY) 2021-22 State Budget and SCAG's efforts to secure funding for programs that would assist our region in implementing projects contained in Connect SoCal.

BACKGROUND:

Governor Gavin Newsom presented his May budget revision on May 14, 2021. The Governor submitted a \$267.8 billion budget proposal, which included a projected \$75.7 billion budget surplus, relative to his January budget, plus an additional \$25 billion in federal relief provided by the American Rescue Plan. Together, this \$100 billion in unanticipated revenue is dubbed the "California Comeback Plan." A comprehensive summary of the Governor's Comeback Plan, as well as the rest of the May Revise, is attached to this report.

On June 1, 2021, Assembly Speaker Anthony Rendon (D-Lakewood), Senate President Pro Tem Toni Atkins (D-San Diego), and the chairs of the two budget committees, announced an early agreement on the state budget. Their agreement preceded negotiations with Governor Newsom, which continued in earnest.

During this time, SCAG has engaged the Governor and the Legislature to request funding to implement the findings of the agency's Inclusive Economic Recovery Strategy and to create an AB

617 Technical Assistance grant program for the six AB 617 communities in our region. SCAG's letter to Governor Newsom outlining these two requests is attached to this report.

Additionally, SCAG, along with our sister Metropolitan Planning Organizations (MPOs) from San Diego County, Sacramento, and the Bay Area, submitted two budget letters that asked the State to prioritize one-time investments in the deployment of broadband infrastructure, a block grant program to support infill development and implement projects contained within an MPO's Sustainable Communities Strategy, a local and regional climate adaptation program, and the State's Active Transportation Program. The most recent advocacy letter is attached to this report.

Last, SCAG, along with Transportation California and a coalition of transportation agencies, advocated for the State to prioritize a portion of its windfall for strategic investments in programs that would help to implement the projects contained within Connect SoCal. A copy of the Transportation California advocacy letter is attached to this report.

Today, June 15, 2021, is the deadline by which the Legislature must pass a state budget. Once passed, the Governor has 12 working days to sign it. Because the budget bill is an urgency measure, it goes into effect as soon as it is signed.

FISCAL IMPACT:

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

ATTACHMENT(S):

1. Cruz Strategies - May Revise Budget Update
2. 2021-05-10 (SCAG Budget Asks Letter - Governor Newsom)
3. Budget Letter_Big 4_5.28.21_Final with Attachment
4. TC ^0 Coalition Letter to Budget Chairs re Transpo Funding (05 28 2021)



Summary of Governor's 2021-22 May Revise

May 14, 2021

This morning, Governor Newsom unveiled his historic 2021-22 May Revision which sets in motion serious talks ahead of the June 15 deadline for the Legislature to pass a spending plan. The Governor submitted a \$267.8 billion balanced budget with \$197 billion in the General Fund and a record high \$24.4 billion in reserves which includes a \$15.9 billion Rainy Day Fund Deposit, \$4.6 billion School Stabilization Reserve, \$3.4 billion Operating Reserve and \$450 million Safety Net Reserve. Compared to a projected budget deficit of \$54 billion just one year ago, the state now has a projected \$75.7 billion surplus plus an additional \$25 billion in federal relief. Together, this \$100 billion surplus comprises the "California Comeback Plan," which is the biggest economic recovery package in California's history.

Notably, the "California Comeback Plan" provides several new initiatives to tackle the state's most difficult problems, including:

- \$12 billion for **Immediate Relief** to those hit hardest by the COVID-19 pandemic.
- \$12 billion for **Homelessness/Housing** to get 65,000 people off the street.
- \$93.7 billion for **Transforming Public Education**.
- **Infrastructure and Jobs**, including expanding small business grants to \$4 billion and the largest state tax cut for small businesses in history, \$6.2 billion.
- **Wildfires & Climate Change**, including a \$5.1 billion plan for drought resilience, \$2 billion for Wildfire and Emergency Response and \$3.2 billion for Zero Emissions Vehicles Goal by 2035.

Below, please find a summary of the most significant portions of the Governor's May Revise, including housing and homelessness, transportation, public safety, health and human services. We will be sure to keep you updated as additional details and clarifications become available in the coming weeks. The Governor's budget documents can also be reviewed online ([summary](#) and [details](#)). As always, please feel free to reach out if you have any questions.

Housing and Homelessness

- The May Revision includes a \$12 billion investment in housing and homelessness with a plan to get 65,000 individuals off the streets, end family homelessness and transform the mental health system.
- The May Revision includes \$5.2 billion to provide relief to renters to pay 100% of back-rent owed.
- The May Revision builds substantially on investments by providing an additional \$4.7 billion reflecting a comprehensive approach to ending family homelessness, expanding access to housing, and providing additional housing supports for vulnerable populations.
- \$2.75 billion one-time funds over two years for the additional acquisition and rehabilitation of facilities through the Homekey program. Of this amount, \$1 billion is targeted for families experiencing homelessness or at risk for being homeless.
- \$40 million one-time General Fund available over 5 years, for the Homeless Coordinating Financing Council to provide grants and technical assistance to local jurisdictions to develop action plans that will address family homelessness and move the state closer to attaining functional zero family homelessness.
- The May Revision includes \$475 million General Fund in both 2021-22 and 2022-23 to expand the existing CalWORKs Housing Support program.
- The May Revision also includes \$280 million General Fund in both 2021-22 and 2022-23 to expand the existing Bringing Families Home program.
- The Governor's Budget proposed \$750 million one-time General Fund for competitive grants to qualified entities to construct, acquire, and rehabilitate real estate assets to expand the community continuum of behavioral health treatment resources. The May Revision increases the Governor's Budget proposal by \$10 million Coronavirus Fiscal Recovery Fund (CFRF) and shifts \$300 million General Fund to the CFRF. In addition, the May Revision includes \$1.4 billion (\$1.2 billion General Fund and \$220 million CFRF) for the program in 2022-23 (for more information, see the Health and Human Services chapter).
- The May Revision includes \$150 million one-time General Fund to support the stability of the state's FEMA-funded non-congregate shelter population and transition of individuals from Project Roomkey into permanent housing following the September 2021 sunset of the federal reimbursement availability from the pandemic.
- The May Revision includes an additional \$2.75 billion in one-time funds over two years, for a total of \$3.5 billion for the Homekey Program.

- \$50 million one-time General Fund for the Homeless Coordinating and Financing Council (HCFC) to partner with local governments and assist them with resolving critical encampments and transitioning individuals into permanent housing.
- \$2.7 million one-time General Fund for Caltrans Encampment Coordinators to mitigate safety risks at encampments on state property and to coordinate with the HCFC and local partners to connect these individuals to services and housing.
- \$20 million one-time General Fund to connect job-seekers to housing apprenticeship opportunities in partnership with the University of California, California Conservation Corps, state and local workforce development boards, philanthropic organizations, and the building industry.
- \$20 million one-time General Fund for critical deferred maintenance needs and improved habitability at the Office of Migrant Services (OMS) centers.

Broadband / Technology

- The May Revision reflects a plan to achieve equitable statewide access to high-speed broadband internet service, and proposes a \$7 billion investment to expand broadband infrastructure and enhance access.
- The May Revision includes \$50 million for the Department of Technology to pilot a more flexible way to support state information technology system upgrades to ensure the state can more effectively deliver services and benefits.
- The May Revision proposes to expand broadband infrastructure by utilizing a combination of federal ARPA funds and state funds to build out a critical statewide “middle-mile” network. The May Revision proposes to create a new \$500 million Loan Loss Reserve Account to assist local governments, tribes and non-profits to secure private financing for new municipal fiber networks.
- \$10.2 million General Fund and 14 positions to modernize CalOES' technology and data capabilities through new technology and updating outdated systems.
- The May Revision includes \$39.4 million General Fund in 2021-22 to continue development of a new technology platform for Child Welfare Services.

Criminal Justice / Emergency Response

- \$100 million one-time General Fund to increase the amount of funding available through the CDAA, which is used to repair, restore, or replace public real property damaged or destroyed by a disaster or to reimburse local governments for eligible costs associated with emergency activities undertaken in response to a state of emergency proclaimed by the Governor. This augmentation increases total CDAA funding available in 2021-22 to \$162.6 million.

- \$250 million one-time General Fund to develop and implement a new initiative, “Prepare California,” modeled after a successful FEMA program, designed to build disaster-resistant communities through state, local, federal, and private sector and nongovernmental organization partnerships.
- \$38.9 million one-time General Fund to augment CAL FIRE’s resources for the 2021 fire season.
- The May Revision includes \$7.6 million General Fund in 2021-22 and \$7.2 million ongoing General Fund for 33 positions to stand up the Office of Youth and Community Restoration and perform the core functions laid out in SB 823 (Chapter 337, Statutes of 2020), including: (1) review of county’s juvenile justice plans, (2) reporting on youth outcomes and identifying best practices, (3) providing technical assistance to counties, and (4) performing the ombudsperson duties.
- The May Revision includes \$300 million one-time federal American Rescue Plan Act of 2021 (ARPA) funds to support additional relief for low-income Californians in the form of a debt forgiveness program to eliminate debt owed on existing fines and fees for traffic and non-traffic infraction tickets issued between January 1, 2015 and June 30, 2021.
- The May Revision includes \$140 million General Fund in 2021-22 and \$70 million ongoing to expand a pretrial pilot program funded with one-time resources in the 2019 Budget Act. Specifically, this funding will provide all 58 courts and county supervision agencies with the resources necessary to support judicial officers in making pretrial release decisions that impose the least restrictive conditions while maintaining public safety and assisting individuals in returning to court, and implementing appropriate monitoring practices and the provision of services for released individuals.
- The Governor’s Budget included \$2 million ongoing General Fund to establish a Youth Rehabilitative Offender Community at VSP to focus on providing enhanced rehabilitative services to youth.
- The May Revision includes \$3.1 million ongoing General Fund to increase the number of Board of Parole Hearings commissioners from 17 to 21 to alleviate a significant backlog of hearings and maintain a consistent level of service as the number of required hearings continues to rise.
- The Governor’s Budget included baseline funding of \$9 million ongoing General Fund for the CalVIP program, which provides competitive grants to cities and community-based organizations to support services such as community education, diversion programs, outreach to at-risk transitional age youth, and violence reduction models. The May Revision includes an additional \$100 million one-time General Fund across the next three fiscal years for the Board of State and Community Corrections to expand this program.
- The May Revision includes \$23.6 million one-time General Fund for county probation departments to supervise the temporary increase in the average daily population of

offenders on Post Release Community Supervision as a result of the implementation of Proposition 57.

Transportation

- The May Revision proposes significant investments in infrastructure, including \$4.2 billion for the High Speed Rail project, \$3.1 billion for high priority rail and active transportation projects, and \$2.4 billion to repair the state highways and local bridges, and accelerate rail projects.
- The May Revision builds on the Governor’s Budget ZEV proposals, bringing investments to \$3.2 billion over the next three years. Investments include funding for clean transportation programs that will improve air quality by expanding zero-emission short-haul trucks, transit buses, and school buses. Funding also supports additional charging and fueling infrastructure to support more clean vehicles.
- To further enhance the state’s position and readiness for these anticipated funds, the May Revision proposes investing an additional \$11 billion in the transportation system and related zero-emission vehicle efforts. The transportation infrastructure package includes roadway fix-it-first projects, High-Speed Rail and other rail, transit and active transportation projects throughout the state, enhanced safety projects, and projects to support connectivity in advance of the 2028 Los Angeles Olympics.
- Los Angeles Olympics—\$1 billion General Fund to deliver critical projects in time for the 2028 Olympic Games.
- Priority Transit and Rail Projects—\$1 billion General Fund for transit and rail projects statewide that improve rail and transit connectivity between state and regional/ local services.
- Active Transportation—\$500 million General Fund to advance projects that increase the proportion of trips accomplished by walking and biking, increase the safety and mobility of non-motorized users, advance efforts of regional agencies to achieve greenhouse gas reduction goals, enhance public health, and benefit many types of users, especially in disadvantaged communities.
- High Priority Grade Separations and Grade Crossing Improvements—\$500 million General Fund to support critical safety improvements throughout the state.
- High-Speed Rail—\$4.2 billion Proposition 1A to complete high-speed rail construction in the Central Valley, advance work to launch service between Merced and Bakersfield, advance planning and project design for the entire project, and leverage potential federal funds.
- State Highway Rehabilitation and Local Roads and Bridges—\$2 billion (\$1.1 billion special funds through 2028, and \$968 million federal funds) to support the advancement

of priority State Highway Operation and Protection Program (SHOPP) projects, Interregional Transportation Improvement Program (ITIP) projects, and local road and bridge investments.

- Zero-Emission Rail and Transit Equipment Purchases and Infrastructure—\$407 million (\$100 million General Fund, \$280 million Public Transportation Account, and \$27 million federal funds) to demonstrate and purchase or lease state-of-the-art, clean bus and rail equipment and infrastructure that eliminate fossil fuel emissions and increase intercity rail and intercity bus frequencies.
- Zero-Emission Buses and Trucks—\$1.4 billion (\$1.3 billion General Fund, \$87 million Air Pollution Control Fund) to demonstrate and purchase or lease green buses and trucks.

Natural Resources

- The May Revision proposes \$5.1 billion over multiple years for a water resilience package to expand and protect water supplies across the state. The package supports drinking water and wastewater infrastructure, water recycling projects, immediate drought support to communities, and improves long-term ecological conditions to help species cope with climate change.
- The May Revision proposes \$1.3 billion in targeted investments for communities that are facing the impacts of climate change today. This includes proposals addressing extreme heat, sea level rise, and community-driven infrastructure investments in the most disadvantaged communities, which are often the hardest hit by climate change and other health, environmental, and economic challenges.
- The May Revision includes \$250 million for Cal OES to implement an equitable all hazards grant program focused on building resiliency in disadvantaged communities and providing assistance to communities who often lack resources or expertise in drafting competitive grant applications to leverage federal and private funds.
- The May Revision together with the Governor's Budget adds another \$708 million to the already approved \$536 million wildfire package enacted earlier this year, bringing the total wildfire package to \$1.2 billion to prepare for and mitigate devastating fires this season and in upcoming years.
- \$1.47 billion (\$85 million General Fund and \$1.39 billion federal funds) over two years to expand and protect water supplies by protecting drinking water and wastewater infrastructure, supporting local groundwater supply projects and planning, cleaning up contaminated groundwater, supporting water recycling projects, and installing treatment systems on drinking water wells contaminated by Per- and polyfluoroalkyl substances (PFAS).
- \$371 million General Fund over two years to facilitate groundwater recharge and capture of flood flows by repairing canals damaged by subsidence, support the state cost-share of critical federal urban flood risk reduction projects, and advance detailed, watershed-

scale studies of likely climate effects to give local water managers better data for local decision-making, including rehabilitation strategies at Clear Lake.

- \$440 million General Fund over two years to better manage the energy consumption tied to water management, including a pilot study of solar panels over aqueducts and construction of a pipeline at the Oroville hydroelectric complex that would allow a pump-storage project to operate at greater capacity for the benefit of the statewide electrical grid. These investments also further the State’s work to restore habitat and improve air quality at the Salton Sea.
- \$360 million (\$240 million General Fund and \$120 million federal funds) over two years to support Sustainable Groundwater Management Act implementation through groundwater projects and the State Water Efficiency and Enhancement Program.
- The May Revision proposes \$989 million (\$949 million General Fund, \$30 million federal funds, and \$10 million bond and special funds) to meet current and likely future water supply needs while building regional capacity to endure dry conditions. These investments will fund multi-benefit land repurposing activities as part of the state’s drought response and transition to sustainable use of groundwater; emergency drought relief projects that help secure and expand water supplies; small supplier and rural community drought contingency planning and preparedness projects; and local water resilience capacity building that includes outreach to disadvantaged communities.
- \$726 million General Fund to improve long-term ecological conditions on California waterways to help species cope with climate change. This includes infrastructure, program, and investments for environmental flows and habitat improvements in the state’s largest watershed, which drains to the Sacramento-San Joaquin estuary; construction of wildlife overcrossings and undercrossings where road traffic kills sensitive species; and screening of migration corridors with natural habitat for species sensitive to human presence.
- \$350 million General Fund over two years to support communities vulnerable to the impacts of extreme heat through funding for urban greening projects, accelerating deployment of low global warming potential appliances in low-income households eligible for energy efficiency upgrades, and supporting strategic greening of new near-zero emission low-income residential buildings.
- \$211.5 million General Fund over two years to protect communities from sea-level rise and flooding through coastal wetland restoration, and increasing coastal resilience of State Parks to advance coastal resilience as outlined in the State Parks Sea Level Rise Adaptation Strategy.
- \$495 million General Fund over three years to provide investments that align economic resilience with the State’s climate goals, empower vulnerable communities, and support the leadership capacity of key regional and local stakeholders. This includes funding to support the Strategic Growth Council’s Transformative Climate Communities Program, which funds place-based, catalytic projects that serve as a model for equitable,

community-driven infrastructure investments in the most disadvantaged communities of California.

- \$125 million one-time General Fund to invest in establishing and revitalizing community open spaces. These grants fund new parks, the beautification of existing parks, and recreation opportunities in underserved communities across the state.
- \$14 million one-time General Fund for the Coastal Conservancy to expand coastal access programming statewide.
- \$30 million one-time General Fund for various capital projects at the historic Sacramento Railyards.
- \$55 million to provide grants for new composting and anaerobic digester facilities and to expand capacity at existing wastewater facilities to increase organic waste recycling capacity, provide funding for co-digestion, and reduce methane emissions from landfills.

Energy

- \$35 million General Fund to carry out critical resource and transmission planning to support the unprecedented levels of clean energy buildout needed to meet the state's energy and climate goals.
- \$350 million General Fund to support pre-commercial long duration storage projects that are critical to the success of California's efforts to decarbonize the electricity system.
- \$250 million General Fund for energy efficiency in the industrial sector.
- \$125 million General Fund in the Food Production Investment Program to reduce energy use at food production facilities.
- \$20 million General Fund to spur environmentally responsible development of offshore wind energy.
- \$110 million General Fund in green hydrogen production to accelerate the transition away from using fossil fuels to produce hydrogen and to displace the use of gas at power plants.

Economic Recovery / Job Creation

- The May Revision proposes a major expansion to the Golden State Stimulus, which was passed through early action earlier this year, providing tax refunds to middle-class families that make an adjusted \$75,000 or less. Under the plan, two-thirds of Californians will benefit from \$600 payments. Qualified families with dependents, including undocumented families, will also be eligible for an additional \$500 payment.

- The May Revision includes \$2 billion to pay down unpaid utility debt, including water and electricity, that has accumulated during the pandemic.
- The May Revision proposes \$1.5 billion federal ARPA funds for three additional rounds of grants to provide relief to more small businesses. The Office of the Small Business Advocate, within GO-Biz, will first offer two closed rounds to target the applicants who are currently waitlisted—some of whom have been on the list since December—and then offer a final round that will be open to both new applicants and waitlisted applicants, to capture any entities who have not applied before or may still be on the waitlist.
- Main Street Small Business Tax Credit—Builds upon the Main Street hiring credit created by Chapter 41, Statutes of 2020 (SB 1447) which allocated \$147 million to create a new Main Street hiring credit to provide assistance to small businesses that have hired and retained workers since the explosion of unemployment in the second quarter of 2020.
- IBank’s Small Business Finance Center and the California Rebuilding Fund—Provides financial assistance to small businesses through IBank’s programs including the California Rebuilding Fund, with a focus on programs that benefit underserved businesses in California.
- The May Revision proposes a one-time expansion of the film credit by \$30 million in the 2021-22 fiscal year for productions that relocate from other jurisdictions.
- The May Revision continues the following proposals included in the Governor’s Budget: 1) Expansion of the California Competes Tax Credit (CalCompetes) by \$180 million. This proposal has been modified by moving the \$90 million that had been planned as an early budget action for 2020-21 into 2021-22. 2) Establish a one-time \$250 million CalCompetes grant program for businesses meeting certain criteria to locate in California or to stay, grow, and create quality full-time jobs in the state. The May Revision shifts support of the grant program from the General Fund to the federal ARPA funds.
- The May Revision includes \$95 million one-time federal ARPA funds in 2021-22 to implement strategic media recovery campaigns that will jump start the recovery of the travel and tourism industry once it is safe to travel.
- The May Revision includes \$750 million to provide financial support to regional and local stakeholder collaboratives to plan and implement region- and industry-specific economic transition strategies, with a focus on supporting high road industries, quality job creation, and workforce strategies in those sectors or regions most affected by the state’s transition to carbon neutrality.
- \$20 million for the Workforce Board to develop apprenticeships in residential construction. These apprenticeships will be the result of a partnership between the state and local workforce boards, the University of California and California Community Colleges, philanthropic organizations, and the housing industry, and will build upon existing programs to ensure these opportunities can be deployed quickly.

Health and Human Services

- The May Revision continues to support the California Advancing and Innovating Medi-Cal (CalAIM), a transformation of the delivery of Medi-Cal to manage risk and improve outcomes. The May Revision includes \$315 million to centralize administrative and clinical data from the state, health plans, and health providers to better identify and stratify member risk to support CalAIM implementation and health care equity.
- The May Revision makes a significant ongoing \$1 billion (\$859 million General Fund) investment to expand Medi-Cal coverage to undocumented adults aged 60 years and older, beginning in May of 2022. This proposal will increase health care affordability and is a milestone on the path toward universal health coverage. Other proposals include expanded Medi-Cal eligibility for postpartum individuals, doula services as a covered benefit in Medi-Cal, and subsidized zero-dollar premium plans.
- The May Revision also includes investments to support older adults providing a cost-of-living-increase to State Supplemental Payment grants, augmenting Alzheimer's investments, and strengthening older adults' recovery from isolation and health impacts caused by the pandemic.
- The May Revision includes \$1 billion from the federal American Rescue Plan Act's Coronavirus State Fiscal Recovery Fund in 2021-22, \$1.7 billion (\$1.3 billion ARPA, \$300 million General Fund, and \$100 million Federal Trust Fund) in 2022-23, and \$431 million (\$300 million General Fund) ongoing for the Children and Youth Behavioral Health Initiative. Services developed under the Initiative will be provided to children and youth age 25 and younger, available statewide (in both commercial plans and Medi-Cal), evidence based, culturally competent, and equity focused. Services will address a broad and complex range of issues affecting mental and emotional well-being, including alcohol and other substance use, stress, trauma, grief, anxiety, and psychological disorders.
- The May Revision includes \$39.2 million General Fund to assist counties with serving foster youth with complex needs and behavioral health conditions, within California, as well as youth that return from an out-of-state congregate placement.
- The May Revision includes \$475 million General Fund in both 2021-22 and in 2022-23 to expand the existing CalWORKs Housing Support program.
- The May Revision includes \$280 million General Fund in both 2021-22 and 2022-23 to expand the existing Bringing Families Home program. This program provides housing-related supports to eligible families experiencing homelessness in the child welfare system.
- The May Revision includes \$150 million one-time General Fund to support transitioning participants into permanent housing.

- The May Revision includes \$8.7 million General Fund in 2021-22 and ongoing for counties to continue providing CalWORKs services for no more than 180 days when a child has been removed from the home and is receiving out-of-home care.
- The May Revision includes \$122.4 million General Fund one-time in 2021-22 to be expended over three years to assist counties with new prevention services implementation efforts allowable under the new federal Family First Prevention Services Act. These one-time resources will assist counties to build locally driven services and supports for children, youth and families at risk of entering foster care.
- The May Revision includes \$35 million General Fund over five years for Universal Basic Income pilot programs. These pilot programs would be city or county administered, require a local-match commitment, and shall target low-income Californians.
- The May Revision includes \$12.5 million General Fund one-time to address Alzheimer's in California. These investments include \$5 million for public awareness, \$2.5 million for standards of care, and \$5 million for geriatric workforce development.
- The May Revision includes \$175 million General fund annually through 2023-24 to assist disabled individuals who are experiencing homelessness.
- The May Revision includes one-time \$200 million (\$100 million General Fund) to build capacity for effective pre-release care for justice-involved populations to enable coordination with justice agencies and Medi-Cal coverage of services 30 days prior to release.
- The Governor's Budget proposed \$750 million one-time General Fund for competitive grants to qualified entities to construct, acquire, and rehabilitate real estate assets to expand the community continuum of behavioral health treatment resources.
- The May Revision includes \$300 million one-time Coronavirus Fiscal Recovery Fund to help public health care systems cover costs associated with critical care delivery needs provided during and beyond the pandemic.
- The May Revision reflects a 5.3-percent increase to CalWORKs Maximum Aid Payment levels, which is estimated to cost \$142.9 million in 2021-22. These increased grant costs are funded entirely by the Child Poverty and Family Supplemental Support Subaccounts of the Local Revenue Fund.
- Effective January 1, 2022, when the state minimum wage reaches \$15 per hour, county-negotiated increases to IHSS wages and benefits would have flipped to a ratio of 65 percent county and 35 percent state. The May Revision now assumes the continuation of the 65 percent state and 35 percent county sharing ratio and the continuation of the 10 percent over three years option. The May Revision assumes increased state costs of \$57.3 million General Fund in 2021-22 and \$123.8 million ongoing General Fund to reflect this change.

- The May Revision includes \$3.4 million General Fund ongoing for increased county social worker workload associated the Child and Adolescent Needs and Strengths assessment tool.
- The May Revision includes \$7.1 million General Fund to reflect Continuum of Care Reform true-up related to county Child and Family Teams actual expenditures for fiscal year 2018-19.
- The May Revision proposes \$1.08 billion for COVID-19 response costs. These funds will support testing and laboratory operations, vaccination, medical surge capacity, contact tracing management, and other state operation’s needs.

K-12 Education

- The May Revision includes total funding of \$121.7 billion (\$70 billion General Fund and \$51.7 billion other funds) for all K-12 education programs, the highest level of funding in California's history. Per-pupil funding is also at the highest levels ever, totaling \$13,977 per pupil in Proposition 98 General Fund and \$21,152 per pupil when accounting for all funding sources.
- The May Revision includes the California for All Kids Plan, a five-year strategy for public school investment that offers every child in California the comprehensive support necessary to reach their full potential.
 - Universal access to transitional kindergarten so all children enter the school system prepared to succeed
 - Year-round access to enrichment activities and before/after-school supplemental education programs for children in low-income communities
 - Well-prepared and well-supported teachers
 - Deeper connections and relationships between students and adults on campus, with training in tiered systems of student supports, including more school counselors, social workers, and nurses
 - Increased access to school-wide nutrition programs
 - An improved and more integrated relationship between schools and health care plans, county health, and social services to provide school-based services to children
 - Greater student access to broadband internet and computer technology, both in the classroom and at home
- The May Revision assumes a return to full-time in-person instruction for the 2021-22 school year. Consistent with all school years prior to 2020-21, this mode of instruction will be the default for all students and schools, and generally one of only two ways in

which local educational agencies can earn state apportionment funding in 2021-22. To ensure safety and build trust, the May Revision proposes \$2 billion one-time Proposition 98 General Fund to fund health and safety activities, including testing and vaccine initiatives, enhanced cleaning, personal protective equipment, and improved ventilation. These funds will supplement the \$2 billion appropriated by Chapter 10, Statutes of 2021 (AB 86) to schools that were open for in-person instruction by April 2021.

- The May Revision proposes a series of investments beginning in 2022-23 to incrementally establish universal transitional kindergarten, creating a "14th grade" of public education by 2024-25.

Higher Education

- The May Revision includes \$48.7 billion (\$26.5 billion General Fund and local property tax and \$22.2 billion other funds) for all higher education entities in 2021-22.
- The May Revision includes approximately \$2 billion one-time federal American Rescue Plan Act of 2021 funds in 2021-22, and assumes \$170 million ongoing General Fund beginning in 2022-23, to establish college savings accounts for all current low-income public school students, as defined by the Local Control Funding Formula, with supplemental investments for foster youth and homeless students enrolled in a public school, and for successive cohorts of these student populations as they enter first grade.
- The May Revision also includes \$4 billion one-time General Fund, split evenly between fiscal years 2021-22 and 2022-23, to establish a low-cost student housing grant program focused on expanding the availability of affordable student housing.
- The May Revision includes \$1 billion one-time General Fund, split evenly between fiscal years 2021-22 and 2022-23, to establish the Learning-Aligned Employment program, which would promote learning-aligned, long-term career development for UC, CSU, and CCC students.
- The May Revision includes \$1 billion in one-time American Rescue Plan Act of 2021 funds for the Student Aid Commission to establish a one-time grant program to support displaced workers seeking reskilling and up-skilling, educational opportunities, or to support some of the costs to start a business.
- The May Revision allocates the \$250 million one-time General Fund set-aside from the Governor's Budget to a grant program for regional K-16 collaboratives.
- In an effort to support college affordability, the May Revision maintains all financial aid programs, with only caseload adjustments.
- The May Revision provides an increase of \$400 million one-time General Fund, which when combined with \$100 million one-time General Fund proposed in the Governor's Budget, provides a combined total of \$500 million one-time General Fund for the Golden State Teacher Grant Program.



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May 10, 2021

The Honorable Gavin Newsom
Governor of California
1303 10th Street, Suite 1173
Sacramento, CA 95814

RE: SCAG Budget Requests

Dear Governor Newsom:

On behalf of the Southern California Association of Governments (SCAG), thank you for your continued leadership during these unprecedented times. During the pandemic, SCAG put its advocacy team to work and conducted numerous outreach meetings with Members of the Southern California Delegation to the United States House of Representatives and with our new Senator, Alex Padilla. We are proud to have played our role in a chorus of voices advocating for robust and flexible aide to states and local units of government to support COVID-19 response efforts, promote an inclusive economic recovery, and make necessary infrastructure investments.

SCAG recognizes the State has a unique opportunity to make strategic, one-time investments in regional planning and implementation efforts that support many state goals due to one-time resources from the American Rescue Plan and unexpected tax receipts. As such, SCAG respectfully requests funding for two special projects as outlined below:

1. Implementation of the SCAG Inclusive Economic Recovery Strategy
2. SCAG AB 617 Technical Assistance Grant Program

Southern California Inclusive Economic Recovery Strategy (IERS):

SCAG seeks a one-time allocation of \$5 million to implement the final recommendations of our IERS over three years. This allocation would allow SCAG to assume a leadership role to promote equity, economic recovery, and the recommendations in the recently released Future of Work Commission report and the Office of Planning and Research's (OPR) Just Transition effort.

The SCAG Regional Council adopted the IERS recommendations at the May 6, 2021 meeting, which include the following:

1. Support the expansion of the number of, and access to, family-supporting jobs;

Attachment: 2021-05-10 (SCAG Budget Asks Letter - Governor Newsom) (Sacramento Update)

2. Strengthen supply chains and access to contracting opportunities with both government and private sector institutions;
3. Strengthen the form and implementation of training and apprenticeship opportunities;
4. Provide regional data to support inclusive economic recovery; and
5. Address human capital needs such as childcare, healthcare, basic income, access to transportation, and training/educational opportunities.

AB 617 Technical Assistance Grant Program:

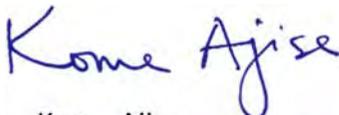
SCAG is also seeking a one-time allocation of \$5 million to develop a local technical assistance grant program under SCAG's existing Sustainable Communities Program (SCP) to support the implementation of Community Emission Reduction Plans (CERPs) for all AB 617 communities in the SCAG region. Signed into law in July 2017, AB 617 (Cristina Garcia) provides important new tools to address pollution exposures in California's most heavily impacted communities, disadvantaged communities, and sensitive receptor locations.

There are seven AB 617 communities in the SCAG region, four of which have adopted CERPs and are in the implementation process, two have partially approved CERPs (The California Air Resources Board is expected to approve one this month and the other in September 2021), and one is currently developing a CERP. However, there is a strong need for technical assistance to support effective implementation of the CERPs at the local level, especially related to land-use requirements and collaboration with cities and unincorporated communities to address emissions related to specific industrial and commercial uses.

This year may be the best opportunity in a lifetime to support an inclusive economic recovery and to ensure that local governments have access to the technical assistance necessary to provide clean air for Disadvantaged Communities in the SCAG region.

Your consideration of SCAG's budget requests is sincerely appreciated as you negotiate the final budget with the State Legislature. SCAG appreciates the dialogue you have always afforded. If we can provide any additional information on the requests outlined above, please do not hesitate to contact Kevin Gilhooley, State and Federal Legislative Affairs Manager, at (213) 236-1878.

Sincerely,



Kome Ajise
Executive Director



METROPOLITAN
TRANSPORTATION
COMMISSION



May 28, 2021

The Honorable Toni G. Atkins
Senate President Pro-Tempore
California State Senate
State Capitol, Room 205
Sacramento, CA 95814

The Honorable Anthony Rendon
California State Assembly
State Capitol, Room 219
Sacramento, CA 95814

The Honorable Nancy Skinner
Chair, Senate Budget and Fiscal Review Committee
California State Senate
State Capitol, Room 5094
Sacramento, CA 95814

The Honorable Phil Ting
Chair, Committee on Budget
California State Assembly
State Capitol, Room 6026
Sacramento, CA 95814

Re: SCS Block Grant, Climate Adaptation and Active Transportation

Dear Pro-Tem Atkins, Speaker Rendon, Chair Skinner and Chair Ting:

We are writing to update you on how our budget recommendations from our letter from May 12, 2021 align with the Governor’s May Revision. The proposed investments in critical infrastructure throughout California are directly in line with the work our agencies are doing to deliver a safer, faster, cleaner, and more equitable transportation future for our state. That said, while the revised budget includes funding for a number of the priorities we identified, we strongly urge you to seek increases in three key program areas, detailed below.

SUSTAINABLE COMMUNITIES BLOCK GRANT PROGRAM - SUPPORT INFILL DEVELOPMENT AND VMT REDUCTION (INCREASE TO \$1 BILLION)

We are very supportive of the May Revise proposal to provide metropolitan planning organizations (MPOs) with a \$500 million Block Grant to help implement our ambitious sustainable communities strategies (SCSs). These funds would support the implementation of policies and projects to incentivize infill and affordable housing and deliver transportation projects to reduce vehicle miles travelled (VMT) and greenhouse gas emissions (GHGs). Flexible, formula-based funding to enable MPOs to accelerate the implementation of our SCSs has been a longstanding advocacy priority of our organizations. By providing MPOs with funding directly, the state can further leverage the GHG benefits associated with the project itself as MPOs are in a strong position to condition the funds on policies at the local level that support each region’s SCS.

We are aware of concerns about the sheer number of new programs proposed by the Administration in the May Revise given the limited time available to the Legislature to review and evaluate them. The proposed SCS funding would be administered by the Department of Housing and Community Development (HCD) and build upon the successful Regional Early Action Program (REAP) established in 2019, which has been a great model of state-regional partnership. Both the reporting and funding distribution structures for this existing program are well-established and have demonstrated impressive efficacy and speed in getting money out of the door to implement impactful projects.

Attachment: Budget Letter_Big 4_5.28.21_Final with Attachment (Sacramento Update)

In addition, the purpose of this appropriation is to fund implementation of a well-established 12-year old law whose success depends on effective state-regional partnership. Specifically, pursuant to SB 375 (Steinberg, 2008), our SCSs are subject to evaluation by the Air Resources Board to confirm that, if implemented, the plans will achieve the ambitious GHG reduction targets set by the State. They are also developed with extensive public engagement and environmental review, ensuring that projects and programs included in the SCSs have been fully evaluated by a wide cross-section of community stakeholders.

Moreover, the proposed SCS Block Grant will help address a concern identified in ARB’s SB 150 (Allen, 2017) Progress Report evaluating SB 375—namely, that while the plans look good on paper, they are not being *implemented* nearly fast enough and VMT is going in the wrong direction. **To accelerate the VMT reductions achievable in our plans—which have a 25-year time frame and are constrained by available funding—we request the program be expanded to \$1 billion to better address the magnitude of needs statewide and ensure that the Sacramento region receives at least \$100 million to support their Green Means Go Pilot Program** which would fund the sewer, water and other infrastructure upgrades necessary to enable 17,000 new infill development housing units to be built, consistent with its SCS. With broad project eligibility encompassing the range of land use, infrastructure and policy strategies that are proven approaches to cost-effectively reducing VMT/GHG, MPOs will be able to put these funds to work immediately by investing in projects including, but not limited to, housing-related infrastructure, affordable housing project subsidies, active transportation infrastructure, public transit service expansion and strategies to bring back riders post-COVID, zoning updates, parking policy changes, project-specific planning and more. Please see the attached list of example VMT/GHG reduction strategies that these funds could implement.

LOCAL AND REGIONAL CLIMATE ADAPTATION PROGRAM – INCREASE TO \$500 MILLION

We were heartened to see that the May Revise proposes investments to support climate adaptation, however, only \$15 million or just 2 percent of the \$784 million identified as “climate resilience” would actually fund local and regional planning and implementation to adapt to climate change hazards such as sea level rise, flooding, wildfires, and extreme heat. **This is a huge, missed opportunity** given that studies have found that every dollar spent on disaster prevention can save \$4 in future expenditures. **We urge the Legislature to appropriate \$500 million to support this work and provide funding at the level needed to ensure that our metropolitan regions and local jurisdictions can conduct the critical planning and implementation work necessary to protect our transportation infrastructure and housing stock in the face of climate change.** Funding should be eligible for local jurisdictions as well as regional agencies, including MPOs, as well as non-governmental organizations. This approach would streamline the state’s administration of the program and enable greater program success and accountability than the current proposal to distribute small funding amounts across several programs administered by various state agencies. Funding could be provided as grants administered by the Office of Planning and Research, as proposed, or as an augmentation of the SCS Block Grant program described above with a specific portion reserved for climate adaptation planning and implementation.

ACTIVE TRANSPORTATION PROGRAM—INCREASE TO \$1 BILLION

Lastly, the May Revise proposes to augment the Active Transportation Program (ATP) by \$500 million. This is a positive opening offer, however, there are far more than \$1 billion worth of high-scoring projects that were not funded in the most recent statewide and regional ATP funding cycles that are sitting on a shelf. Funding these critical ATP projects would support good-paying construction jobs and

enable more Californians to walk and bike to their destinations safely, yielding further climate, equity and public health benefits. For instance, from the recent regional ATP programs:

- MTC received 61 applications, totaling \$356 million for just \$37 million in available funds
- SCAG received 147 applications, totaling \$853 million for just \$93 million in available funds
- SACOG received 25 applications, totaling \$62 million for just \$11.8 million in available funds
- SANDAG received 33 applications totaling \$150 million for just \$16 million in available funds.

Accordingly, we encourage you to increase ATP funding to \$1 billion and follow the program's current framework for the increased funds, which provides 50 percent for the statewide program, 40 percent to regions for our regional ATP programs and reserves 10 percent for small urban areas.

Thank you for considering these requests to make transformative investments today that will pay enormous dividends in the future. Please contact Rebecca Long, Manager of Government Relations at MTC at rlong@bayareametro.gov or 510-504-7914 with any questions or requests for additional information regarding this request.

Sincerely,



Kome Ajise
Executive Director, SCAG



James Corless
Executive Director, SACOG



Hasan Ikhata
Executive Director, SANDAG



Therese W. McMillan
Executive Director, MTC

cc: The Honorable Laura Friedman, Chair, Assembly Transportation Committee
Farra Bracht, Chief Consultant, Assembly Transportation Committee
Genevieve Morelos, Consultant, Assembly Budget Subcommittee
Christian Griffith, Chief Consultant, Assembly Budget Committee
James Hacker, Consultant, Senate Budget Committee
Kip Lipper, Consultant, Office of Senate President Pro Tem
Joanne Roy, Consultant, Senate Budget Committee
Jason Sisney, Consultant, Office of the Assembly Speaker

Sustainable Communities Strategy Grant Program Project Examples

Infill Infrastructure in Low VMT Areas. SACOG's [Green Means Go](#) program is a great example. Cities have identified priority infill development areas that need improved sewer, water, and other infrastructure to realize new development in low VMT areas. SACOG estimates that a \$100,000,000 infrastructure investment will unlock 17,000 homes, 2 million square feet of commercial space, and 1.4 million square feet of light industrial space over the course of its SCS. (That's just a little more than \$5,000 per housing unit).

And More Infrastructure Programs. And there is similar demand for these kind of projects across the state: last December MTC received \$30 million in applications for \$8 million in housing planning funds under the REAP program. The funded programs will help identify sites for 90,000 homes at all income levels in locations that will help reduce vehicle-miles traveled.

Electric Car Share. Expansion of the MioCar electric car share program, located in rural communities in the San Joaquin Valley, with charging stations at affordable housing developments, reservable online or via a mobile app.

Seamless Transit in the Bay Area. An integrated fare system, including universal transit discount pass, schedules, reliable real time transit information and harmonized mapping and wayfinding across multiple operators. The SCS Block Grant could support a truly seamless Bay Area transit network. Estimated total cost: \$50 million.

Intra-Regional Electric Bus Service. In the north State, the Shasta Regional Transportation Agency is working to initiate an inter-regional bus service to compensate for poor rail service. Funding for their Salmon Runner program could provide them with the bus servicing they need to connect the North State to services in Sacramento and beyond.

Standing Up VMT Mitigation Banks. With the implementation of SB 743, developers are increasingly looking for ways to mitigate a project VMT. Mitigation banks can be used to consolidate funds and focus on the most effective strategies. An in many areas, regions appear to be the appropriate, most effective geography for implementation.

Enhance Bus Transit Reliability. Many regions have “quick build” projects throughout their bus transit network that would reduce travel time, attract and recover riders, and reduce congestion.

Accelerating Good Projects. Sometimes, a significant change occurs by just accelerating the time in which a key project is completed, which can free up funds in the out years for even more quality projects.

Encouraging Travel Demand Ordinances. Funding can also support local travel demand management ordinances and technical assistance to help local agencies implement local zoning changes and other policies aimed at reducing VMT.

Specific and Capital Improvement Plans. Land use remains a critical element achieving climate goals. In many regions, local cities still need to develop the capital improvement plans and development densities that will be needed going forward. Block grants can be used to encourage

transformative plans and provide technical assistance to local communities. In a recent funding round, MTC award \$8 million in funding that will support capacity for 90,000 new homes at all income levels that, by their location, will help reduce VMT.

Pricing Studies and Pilots. With the transfer to Electric Vehicles, transportation infrastructure will need new funding sources. The California Transportation Plan assumes that new pricing mechanisms will be needed to achieve state goals. Thus, it will be worth studying how pricing can be used to affect travel demand in a way that is fair to all Californians. MTC is already starting to study a means-based pricing system on its HOT lanes. But more information will be needed.

Mobility Hubs: Transportation Demand Management. Mobility hubs reduce VMT by making it easier for trips to be made by transit, biking, walking, scooter, wheelchair or other mobility device. Mobility hubs aim to create a seamless travel environment with easy access to on-demand ridershare and microtransit services, fostering multimodal connectivity, and increasing transit ridership. Many MPOs have pre-identified priority hub locations. For instance, SANDAG recently completed a strategy to provide shared mobility services, amenities, and supporting technology along the new 11-mile light rail corridor that will begin service this fall.

Active Transportation Program. There is no shortage of good active transportation, pedestrian safety, and complete street projects being proposed for both the statewide and regional programs, so to the extent the State Budget doesn't fully fund this need, the SCS block grant funds could provide further support for active transportation. For instance, from the recent regional ATP programs, MTC received 61 applications, totaling \$356 million for just \$37 million in available funds, SCAG received 147 applications, totaling \$853 million for just \$93 million in available funds, SACOG received 25 applications, totaling \$62 million for just \$11.8 million in available funds, while SANDAG received 33 applications totaling \$150 million for just \$16 million in available funds.

Just Scratching the Surface. One of the advantages of the REAP program is it allowed the regional entities to apply broad state objectives and develop programs that fit the needs of their region. The region then brought these projects back to the state as part of a budget that was approved by HCD. Accordingly, there are undoubtedly many innovative projects out there that we do not yet know of that will make their way into regional proposals.



May 28, 2021

The Honorable Nancy Skinner
Chair, Senate Budget and Fiscal Review Committee
State Capitol, Room 5094
Sacramento, CA 95814

The Honorable Phil Ting
Chair, Assembly Budget Committee
State Capitol, Room 6026
Sacramento, CA 95814

Re: Support Additional Funding for Climate Friendly Transportation Programs in the 2021-22 State Budget

Dear Senator Skinner, Assembly Member Ting,

The undersigned organizations write in strong support of additional funding for strategic, multimodal transportation infrastructure investments in the 2021-22 State Budget to supplement the healthy investments Governor Newsom proposed in his May Revision and that your relevant subcommittees have already approved. The state has a unique

opportunity to use its windfall of one-time revenues to repair our aging infrastructure while also accelerating progress in meeting the state’s safety, mobility, climate, housing, health, and equity goals. Moreover, investing in infrastructure is the ideal use for one-time money, will support the state’s economic recovery, and creates and sustains living-wage jobs.

Consistent with the attached request from several of your colleagues, we respectfully call on you incorporate one-time appropriations for the following programs:

- \$300 million for the Trade Corridor Enhancement Program
- \$300 million for the Solutions for Congested Corridor Program
- \$500 million for the Highway Bridge Program
- \$250 million for the Highway Safety Improvement Program
- \$500 million for a new State and Local Climate Adaptation Program
- \$10 million for Climate Change/Transportation/Housing/High-Roads Jobs Related Research

We also support a \$1 billion appropriation to implement regional sustainable communities strategies through a new block grant program (in addition to the \$500 million the May Revise proposes for a new Alternative Housing Production Approaches program), \$1 billion total for the Active Transportation Program in 2021-22 (the Governor proposed \$500 million); providing \$250 million for non-brownfield remediation activities in the Infill Infrastructure Grant Program (the May Revise includes \$250 million for brownfield activities exclusively), and support a \$1 billion appropriation to invest more heavily in the charging and refueling infrastructure necessary to support the state’s transition to zero-emission vehicles, trucks, and equipment.

Collectively, these investments will aid the state in meeting its safety, mobility, housing, and climate related challenges within the transportation sector. These outlined programs have a proven track record of funding projects that reduce greenhouse gas emissions, reduce vehicle miles traveled, decrease the time spent in congestion, and provide more healthy transportation alternatives. Moreover, the proposed augmentations to existing programs would help fund a backlog of already vetted, high-scoring, and ready to deliver projects across the state.

Thank you in advance for your consideration of these meritorious investments. If you have questions about our request, please contact Kiana Valentine, Executive Director, Transportation California (kiana@politicogroup.com or (916) 266-3892).

Sincerely,

Kiana Valentine
Transportation California

Bob Alvarado
Northern California Carpenters Regional Council

Tim Cremins
International Union of Operating Engineers

Joe Cruz
California State Council of Laborers

John Hakel
Rebuild SoCal Partnership

Michael Quigley
California Alliance for Jobs

Therese W. McMillan
Metropolitan Transportation Commission/ Association of
Bay Area Governments

Kome Ajise
Southern California Association of Governments

Hasan Ikhata
San Diego Association of Governments

Chris Lee
California State Association of Counties

Bill Higgins
California Association of Councils of Governments

Bradley Kimball
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Emily Cohen
United Contractors

Peter Tateishi
Associated General Contractors of California

Brad Diede
American Council of Engineering Companies, California

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Association

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County of Tulare

Mike Woodman
Nevada County Transportation Commission/
North State Super Region

Patricia Taylor
Madera County Transportation Commission

Nephele Barrett
Mendocino Council of Governments

Terri King
Kings County Association of Governments

Supervisor Mark Medina
County of San Benito

Supervisor Daron McDaniel
County of Merced

Supervisor Lynda Hopkins
County of Sonoma

Tony Boren
Fresno Council of Governments

Jasmine McGinty
County of Santa Barbara Board of Supervisors

Woody Deloria
El Dorado County Transportation Commission/
California Rural Counties Task Force

Theodore Smalley
Tulare County Association of Governments

Tamera Leighton
Del Norte Local Transportation Commission

Marjie Kirn
Santa Barbara County Association of
Governments/Central Coast Coalition

Pete Rodgers, San Luis Obispo Council of
Governments/Central Coast Coalition

Maura Twomey, Association of Monterey Bay Area
Governments/Central Coast Coalition

Debra L. Hale, Transportation Agency for Monterey
County/Central Coast Coalition

Guy Preston, Santa Cruz County Regional Transportation
Commission/Central Coast Coalition

Mary Gilbert, Council of San Benito County
Governments/Central Coast Coalition



Southern California Association of Governments
Remote Participation Only
June 15, 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: Housing Element Flexibility Request

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:

On May 3, 2021, the Southern California Association of Governments (SCAG) transmitted the attached letter to legislative leadership asking for four (4) flexibilities to assist SCAG region cities and counties with the task of updating their Housing Elements. This report provides an update on the status of that letter.

BACKGROUND:

The Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law as part of the periodic process of updating Housing Elements of a local General Plan. RHNA quantifies the need for housing within each region during a specified planning period and for the period of October 2021 to October 2029, the Department of Housing and Community Development (HCD) provided the SCAG region with a regional determination of 1.34 million housing units. As part of this process, SCAG is responsible for developing an allocation plan to distribute the determination throughout the Southern California region. This process was completed earlier this year.

Once the final allocation plan is adopted by the Regional Council, local cities and counties must update their Housing Elements and submit them to HCD for approval. October 15, 2021 is the deadline to adopt a compliant Housing Element, but cities and counties must submit their Housing Elements to HCD in advance of this deadline to incorporate and address any comments that HCD may provide. If a jurisdiction does not adopt its Housing Element within four-months (120 days) after the October 15, 2021 deadline (February 15, 2022), then that jurisdiction becomes subjected

to a four-year Housing Element update cycle. In addition, a compliant Housing Element is a threshold criterion for several state grant programs that support local housing programs.

In an effort to assist SCAG region cities and counties with updates to their Housing Elements, SCAG submitted the attached letter to Assembly Speaker Anthony Rendon (D-Lakewood) and Senate President Pro Tem Toni Atkins (D-San Diego) requesting flexibilities that would assist local jurisdictions in adopting a compliant Housing Elements by the October 15, 2021 deadline.

SCAG's letter requests the following four flexibilities:

1. Allow up to 25 percent of a jurisdiction's RHNA to be accommodated with acquisition and rehabilitation of existing housing units and/or preservation of units with expiring covenants through new covenants.
2. Extend the deadline for SCAG region jurisdictions to submit Housing Element updates by six months (from October 15, 2021 to April 15, 2022).
3. Modify the deadlines for required rezonings for those jurisdictions whose Housing Element updates trigger a comprehensive General Plan update.
4. Allow for interjurisdictional agreements for cities and counties to meet a portion of their RHNA allocation, so long as Affirmatively Furthering Fair Housing requirements are still achieved.

SCAG has conducted advocacy meetings with staff at HCD, the Governor's Office, legislative staff to Speaker Rendon and Pro Tem Atkins, consultants to the Assembly and Senate Housing Committees, consultants to the budget committees, and several housing advocacy organizations. Based upon feedback from these meetings, SCAG is now focusing its advocacy solely on the request to extend the Housing Element updated deadline by six months. These advocacy efforts remain on-going.

FISCAL IMPACT:

Work associated with the Housing Element Flexibilities Request report is contained in the General Fund budget, Legislation 800-0160.02.

ATTACHMENT(S):

1. LCMC - 06152021 - Housing Element Request Letter



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

May 3, 2021

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

The Honorable Toni Atkins
President pro Tempore,
California State Senate
State Capitol, Room 205
Sacramento, CA 95814

Re: Policy Requests to Support Local Agency Efforts to Meet State Housing Goals

Dear Speaker Rendon and President pro Tempore Atkins:

On behalf of the Southern California Association of Governments (SCAG), thank you for your continued leadership, especially during the past 13 months. SCAG recognizes the competing demands for your time and attention, not the least of which relates to the state’s on-going housing affordability crisis. We thank the Legislature for its investment in the critical programs that are making a difference in this area. For our part, the 191 cities and six counties in the SCAG region are committed to taking actions to address this problem.

While the resources recently provided to cities, counties, and regions are helping with the land-use planning needed to do our part, we respectfully request additional flexibility to assist our jurisdictions to complete meaningful and impactful Housing Element updates, ensuring continued eligibility for critical housing funding.

Meeting our Region’s Housing Goals in Unusual Times

SCAG has completed its 6th cycle Regional Housing Needs Assessment (RHNA), which covers the planning period from October 2021 through October 2029, and the California Department of Housing and Community Development (HCD) has approved our final allocations. The resulting Regional Housing Needs Allocation Plan provides a sustainable vision for housing in Southern California that for the first time includes planning for the existing need of 836,857 units to address overcrowded and unsafe housing conditions in the region’s most accessible locations. In addition, the region will plan for 504,970 units to accommodate population growth.

To meet this cumulative housing need, fifty-four of our local jurisdictions are required to plan for a total number of housing units, that

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David Pollock, Moorpark
- Transportation
Cheryl Viegas-Walker, El Centro

Attachment: LCMC - 06152021 - Housing Element Request Letter (Housing Element Flexibility Request)

if produced, would increase their existing housing stock by more than twenty percent. This level of change in most jurisdictions will require upzoning to a degree not contemplated by the restrictive timeframes in current statute. It will also require the time to thoughtfully and meaningfully engage communities to find local solutions and champions who are invested in the hard work of making housing plans a reality.

SCAG continues to assist our member agencies to update their Housing Elements and prepare to meet their RHNA. SCAG has programmed a significant portion of its Regional Early Action Program (REAP) allocation to accelerate housing production in support of our local jurisdictions' Housing Element updates and their implementation. Our local governments are also leveraging their Local Early Action Program (LEAP) grants from HCD for these and related activities. Technical assistance, however, is not sufficient to overcome the challenges to attaining housing element compliance posed by the cumulative effect of new housing element requirements, COVID-related public engagement constraints on local government, and the substantially larger RHNA allocation in order to account for existing need.

Four Policy Requests to Support Local Agency Efforts to Meet State Housing Goals

For these reasons, SCAG proposes the following amendments of Housing Element law to address housing need and flexibility that would assist jurisdictions to attain compliant housing elements. The cities and counties of Southern California—representing half of the state's population—need these options to complete meaningful and impactful housing element updates that will result in the acceleration of housing production and preservation of existing affordable housing.

- 1. Amend the Alternative Sites provision of Government Code 65583(c)(1) to allow up to 25 percent of the RHNA to be accommodated with acquisition and rehabilitation of existing housing units and/or preservation of units with expiring covenants through new covenants.**

Over the last several decades, the supply of housing at rents that are affordable to low-income households has sharply declined, forcing residents out of their neighborhoods to find affordable housing. By acquiring this housing, removing it from the speculative market, and preserving it as affordable, communities can keep vulnerable residents housed, reduce displacement, and grow the supply of deed-restricted affordable housing. In addition, many existing covenanted units are facing expiration of covenants and could flip to market rate units.

Amending the alternative sites provision to ensure that these naturally occurring affordable units and “at risk” units count toward RHNA goals, would encourage the preservation of existing affordable housing stock at risk of conversion to market rate. By preserving naturally occurring affordable housing units at risk of market-rate conversion through new covenants, a balance would be struck between preservation and

fostering new development opportunities. Expanding eligibility of alternative sites would be consistent with recent flexibility afforded jurisdictions with Project HomeKey projects.

2. Extend the deadline for SCAG region jurisdictions to submit Housing Element updates by an additional six months.

With the recent approval our final RHNA allocations, SCAG region cities and counties are putting their LEAP and REAP funds to work. The SCAG region’s total determination for the 6th cycle RHNA is 1.3 million units, more than three times larger than the determination provided under the 5th cycle. In addition, the 6th cycle Housing Element updates are subjected to several new statutory requirements. For the SCAG region, Housing Element updates are due on October 15, 2021, meaning SCAG jurisdictions must comply with new requirements sooner than those in some other regions.

Housing Element updates are time intensive, costly, and rightly require robust and inclusive community engagement. In addition to providing an inventory and analysis of sites that are available for housing development, housing element updates must also identify the development of programs that eliminate barriers to housing, assist in the development and preservation of low- and moderate-income housing, and address the needs of persons at risk of or experiencing homelessness. Housing Element updates also require updates of other General Plan elements and accompanying environmental review and certifications.

One of the new requirements for Housing Element updates enacted by AB 686 (Chapter 958, Statutes of 2018) requires jurisdictions to Affirmatively Further Fair Housing (AFFH). This requirement must be included in SCAG region Housing Element updates by the October 15, 2021 deadline even though HCD has only recently issued guidance regarding the expectations for housing element AFFH compliance. AFFH requirements require reconciliation with other requirements of the Housing Element site inventory and with concurrent and transitional requirements to meet AFFH provisions of federal law.

In summary, additional time is one of the tools needed for SCAG region cities and counties to complete these important tasks while producing Housing Element updates that truly address the state’s housing crisis.

3. Modify the deadlines for required rezoning.

If local jurisdictions are unable to identify enough sites suitable for residential development in their Housing Element, they generally have three years to make the necessary rezonings. For the 6th Cycle, the number of rezonings in the SCAG region is

likely to be substantial and will require internal consistency of the General Plan with other elements, such as the land use, circulation, conservation, safety, environmental justice, or open space elements.

As with Housing Element updates, these changes are similarly time intensive, costly, and rightly require robust and inclusive community engagement. For those jurisdictions undertaking concurrent comprehensive general plan amendments, rezoning and associated environmental clearance, a modest extension of the rezonings deadline, coupled with a Housing Element update due date extension, could enable jurisdictions to use LEAP and REAP funds to make these changes concurrent with the rezoning required by the housing element, rather than as separate regulatory actions.

4. Allow inter-jurisdictional agreements for cities and counties to meet a portion of their RHNA allocations, so long as AFFH requirements are still achieved.

AB 1771 (Bloom, Chapter 989, Statutes of 2018) removed the tool that allowed jurisdictions to agree to an alternative distribution of housing allocations, meaning that cities and counties may no longer broker an agreement to trade or transfer a portion of their RHNA allocation.

During the 5th cycle RHNA covering the planning period from 2013-2021, no cities in the SCAG region availed themselves of this opportunity. For the previous cycle, however, HCD assigned the SCAG region a housing need range of 409,060 to 438,030 units. Although inter-jurisdictional agreements were not widely used, reinstating it would provide local governments with a tool that grants some level of flexibility while ensuring that the overall number of needed housing units in the region remains the same.

SCAG is supportive of this flexibility especially for small to medium sized jurisdictions that, by nature, have less land suitable for residential development than their large city counterparts. The loss of this flexibility heavily limits their ability to identify sites with a realistic development capacity. In addition, many smaller jurisdictions have extremely limited development history, especially with infill or other non-vacant sites, which will make demonstrating development likelihood very challenging. Therefore, SCAG proposes the legislature consider reinstating inter-jurisdictional agreements while enacting certain parameters such as limiting the percentage of a jurisdiction's RHNA allocation that may be traded, restricting the ability to trade away affordable units only, or requiring that a RHNA allocation trade be among contiguous cities only (irrespective of a county line).

These flexibilities would support local jurisdictions in updating their Housing Elements to meet their share of the region's housing need, identify sites that will meet more stringent development requirements, and importantly allow the State's \$250 million investment in the LEAP and REAP

programs to really do its work by allowing jurisdictions the time and thoughtfulness needed for the dramatic rezoning required in Southern California.

The State itself has recognized the challenges posed by separate statutory amendments of RHNA and the housing element, including new very prescriptive housing element site inventory requirements, and as evidenced by AB 101, which recognized the need to “revamp” the RHNA for future cycles but omitted consideration of the feasibility of implementing RHNA’s within the corresponding 6th cycle housing element updates.

SCAG respectfully requests the legislature to consider including the above flexibilities as part of a budget trailer bill. The issue is time sensitive for several reasons, but especially because a compliant housing element adopted by December 31, 2021 is a criterion for local governments to receive 2021 SB 2 Permanent Local Housing Allocation (PLHA) funds. Over \$81 million in PLHA funding was awarded to SCAG jurisdictions in the last funding round in 2020 and many jurisdictions could be disqualified from eligibility in the next funding round due to the possibility of not meeting the housing element deadline and compliance requirements for the 6th cycle.

Thank you for your consideration of our request for these additional flexibilities. SCAG appreciates the dialogue you have always afforded. If we can provide any additional information on the requests outlined above, please do not hesitate to contact Kevin Gilhooley, Legislation Manager, at (213) 236-1878.

Sincerely,



Kome Ajise
Executive Director