



ORANGE COUNTY COUNCIL OF GOVERNMENTS Technical Advisory Committee

Meeting Date / Location

Tuesday, April 5, 2022
9:30 A.M. – 12:00 P.M.

Meeting Link:

https://teams.microsoft.com//meetup-join/19%3ameeting_NmY4N2FmNTQtODk4MC00ZGIzLWEyYzItNjU2ODZmMDNiMml2%40thead.v2/0?context=%7b%22Tid%22%3a%2247feb367-af81-4519-94d7-caab1dfa1872%22%2c%22Oid%22%3a%22a2e04a02-2df2-4f7f-8724-377325b47e13%22%7d

Or call in (audio only)

+1 949-522-6403,,650103999# United States, Irvine
Phone Conference ID: 650 103 999#

Agenda Item

Staff

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INTRODUCTIONS

(Chair Equina, City of Irvine)

PUBLIC COMMENTS

(Chair Equina)

The agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not include what action will be taken. The Technical Advisory Committee may take any action which it deems appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

At this time members of the public may address the TAC regarding any items within the subject matter jurisdiction, which are not separately listed on this agenda. Members of the public will have an opportunity to speak on agenda items at the time the item is called for discussion. NO action may be taken on items not listed on the agenda unless authorized by law. Comments shall be limited to three minutes per person and an overall time limit of twenty minutes for the Public Comments portion of the agenda.
Any person wishing to address the TAC on any matter, whether or not it appears on this agenda, is requested to complete a "Request to Speak" form available at the door. The completed form is to be submitted to the TAC Chair prior to an individual being heard. Whenever possible, lengthy testimony should be presented to the TAC in writing and only pertinent points presented orally. A speaker's comments shall be limited to three minutes.

ADMINISTRATION

- 1. OCCOG TAC Meeting Minutes (Chair Equina) TAC 4
Draft OCCOG TAC minutes for the March 1, 2022 meeting
Recommended Action: Approve OCCOG TAC minutes for the March 1, 2022 meeting, as presented or amended

PRESENTATIONS, DISCUSSION AND ACTION ITEMS, REPORTS

- | | | | |
|----|---|--|---------|
| 2. | <p>Center of Demographic and Research (CDR) Update</p> <ul style="list-style-type: none"> • 2022 Orange County Projections- Projections Data Review • 2021 Housing Inventory System (HIS) Data Collection • 2020 Census Count Question Resolution Program (CQR) • Orange County Data Acquisition Partnership (OCDAP) & OC GIS User Group <p><u>Recommended Action:</u> Receive report.</p> | (Ruby Zaman, Center for Demographic Research (CDR)) 20 minutes | TAC 11 |
| 3 | <p>SCAG Technical Working Group</p> <p><u>Recommended Action:</u> Receive report.</p> | (Chair Equina) – 10 minutes | TAC 17 |
| 4. | <p>REAP Status Report</p> <ul style="list-style-type: none"> • HE Statuses/Technical and Resource Assistance Questionnaire • Introduce Baird + Driskell: ADU-related planning support • What's ahead for REAP 2021 <p><u>Recommended Action:</u> Receive report.</p> | (Executive Director Primmer) 25 minutes | |
| 5. | <p>WSP Geospatial Planning/3D Tools Project Update</p> <p><u>Recommended Action:</u> Receive report.</p> | (Executive Director Primmer) 15 minutes | TAC 112 |
| 6 | <p>Legislative Update</p> <p><u>Recommended Action:</u> Receive report.</p> | (Chair Equina) 10 minutes | TAC 120 |

REPORT FROM CHAIR/VICE CHAIR

- State Auditor’s RHNA Fact Sheet and Report

Fact Sheet: <https://www.auditor.ca.gov/pdfs/factsheets/2021-125.pdf>
 Full Report: <https://www.auditor.ca.gov/pdfs/reports/2021-125.pdf>

REPORT FROM THE OCCOG EXECUTIVE DIRECTOR

- OCCOG CDLAC Comment Letter

MATTERS FROM OCCOG TAC MEMBERS

ANNOUNCEMENTS FROM NON-MEMBERS

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ITEMS FOR NEXT MEETING

IMPORTANT DATES OR UPCOMING EVENTS

Adjourn to: MAY 3, 2022



AGENDA ITEM # 1

Minutes

Draft Action Minutes

The Orange County Council of Governments Technical Advisory Committee (OCCOG TAC) meeting of March 1, 2022, was called to order at 9:30 am by Chair Justin Equina, City of Irvine. The meeting was held through video and telephone conferencing.

PUBLIC COMMENT:

There were no public comments at this time.

ADMINISTRATION

1. OCCOG TAC Meeting Minutes

There were no changes proposed to the minutes. Jennifer Savage, City of San Clemente, made a motion to approve the OCCOG TAC meeting minutes of February 1, 2022. Vice Chair Ben Zdeba, City of Newport Beach, seconded the motion and the minutes were unanimously approved by the TAC.

PRESENTATIONS, DISCUSSION AND ACTION ITEMS, REPORTS

6. California Debt Limit Allocation Committee (CDLAC) Update

Chair Justin Equina, City of Irvine, took this item out of order due to the presenter's schedule. Grace Stepter, Housing Programs Manager for the City of Anaheim, presented on newly proposed changes to CDLAC that will affect how money is allocated. She encouraged each jurisdiction to review how these changes will impact individual needs for funding and noted the comment deadline is early April 2022.

Chad Ortlieb, City of Orange, requested an overview of the 4-percent tax credit program.

Melanie McCann, City of Santa Ana, inquired about outreach for the changes.

Jennifer Savage, City of San Clemente, noted it would be helpful to engage affordable housing developers to know if they have any concerns about the changes.

For additional information, please contact Grace Stepter at 714-765-4315 or gstepter@anaheim.net.



2. Center of Demographic and Research (CDR) Update

CDR Director Deborah Diep provided updates on several efforts:

2021 Housing Inventory System (HIS) Data Collection

It was noted that verification forms will be sent to each jurisdiction for approval. Cities can submit data to CDR using the 2020 HIS form located at <http://www.fullerton.edu/cdr/HISform.xls>.

For HIS questions, please contact Michelle Baehner, CDR's Demographic Analyst at 657-278-3417 or mibaehner@fullerton.edu.

U.S. Census Bureau Consolidated Boundary and Annex Survey (CBAS)

CBAS is a voluntary survey that is important to participate in, as the Census Bureau uses the information for data collection, tabulation, and dissemination of its censuses and surveys. Correct boundaries also ensure governments receive funds and have the best data available for their decision-making processes. It was reported that 28 of the 35 OCCOG jurisdictions delegated boundary review to CDR for CBAS and that updated boundary annexation information would be submitted by March 1, 2022 (the deadline for submitting corrections). All official boundary changes occurring in 2022 will be reported in January 2023.

For more information, please contact Teresa Victoria, CDR tvictoria@fullerton.edu.

2020 Census Count Question Resolution Program (CQR)

The CQR provides an opportunity for government entities to request a review by the Census Bureau of their boundaries and/or housing counts by block to correct any errors. In December 2021, the Census Bureau announced the operation of the CQR and subsequently began accepting submissions from eligible entities on January 3, 2022. The Census Bureau will accept case submissions until June 30, 2023. All results will be provided to impacted government entities by September 30, 2023. For more information, visit the Census Bureau's webpage here: <https://www.census.gov/programs-surveys/decennial-census/decade/2020/planning-management/evaluate/cqr.html>

2022 Orange County Projections

It was reported that the OCCOG Board approved the OCP-2022 County control totals on January 27, 2022, and that CDR has begun working on the disaggregation of draft traffic analysis zoned (TAZ) data to bridge the OCP-208 dataset to the new geographies for OCP-2022.



Starting March 2022, CDR staff and SCAG staff will meet with jurisdictional staff to go over the data review packets. The meetings will provide an overview of the update process, data, and maps, along with a preliminary discussion on planned and proposed housing and employment growth in each jurisdiction. It was encouraged that directors, OCP contacts and any other staff members responsible for data reporting attend the meeting.

In May and June 2022, CDR will incorporate feedback and provide an updated dataset to SCAG for its draft growth forecast for the 2024 RTP/SCS. It is expected a final electronic dataset will be provided to each jurisdiction at the end of 2022.

Orange County Data Acquisition Partnership (OCDAP) & OC GIS User Group

Cycle 2 for the term of ~ July 2022-June 2024 is under development with the County of Orange taking over as lead agency from SCAG. An RFP is expected to go out by the end of 2021 and estimated costs for Cycle 2 will be shared once available. Cycle 2 imagery is planned to be collected in summer 2022. For interest in Cycle 1 participation, please contact Javier Aguilar, SCAG aguilar@scag.ca.gov. For interest in Cycle 2 participation, please contact Deborah Diep, CDR ddiep@fullerton.edu to be added to the interest list.

In addition, it was shared that the County of Orange is working to bring back the quarterly OC GIS User Group. If interested, please email Cameron Smith, OC Public Works GIS Manager, at cameron.smith@ocpw.ocgov.com to be added to the distribution list.

3. CDR OCP-2022 Data Review Kickoff

Ms. Deborah Diep, CDR, provided an overview of the items included in the 2022 Orange County Projections data packet, as well as the review instructions and the deadlines. Meetings will be scheduled virtually via Zoom during the month of March with the 35 OCCOG jurisdictions. It was noted that members could email Ruby Zaman, CDR, at ruzaman@fullerton.edu to sign up for a meeting.

The meetings serve to provide an overview of the update process, data and maps, along with primer discussions on planned and proposed housing and employment growth in the respective jurisdictions.

To submit comments and corrections on the OCP-2022 Data, please send them to CDR by emailing Ms. Diep at ddiep@fullerton.edu no later than May 27, 2022.

4. SCAG Updates

Marnie Primmer, OCCOG Executive Director, provided a brief overview of the latest developments relating the SCAG Housing Working Group and the Regional Data Platform (RDP). To access the RDP, please visit <https://hub.scag.ca.gov>.



Kevin Kane and Tom Vo of SCAG provided the following contact information if there are any questions on the RDP and the Local Data Exchange (LDX) process: list@scag.ca.gov.

Jaime Murillo, City of Newport Beach, inquired as to whether the Orange County Transit Authority (OCTA) will review the high quality transit area (HQTA) data on the maps for accuracy and noted that some HQTAs were mapped in the past that did not meet the necessary criteria on certain segments of the bus lines.

5. REAP Updates

Executive Director Primmer provided the REAP Update. The OCCOG Board approved a partnership with Urban Land Institute to support jurisdictions implementing AB1398. A survey will also be released to the TAC to determine on-call resources that will be most beneficial for jurisdictions. Additionally, it was announced that WSP is available for training and for professional consulting services for 3D site renderings.

REPORT FROM CHAIR/VICE CHAIR

There were no items to report from the Chair/Vice Chair.

THE EXECUTIVE DIRECTOR

MATTERS FROM OCCOG TAC MEMBERS

- Chair Equina announced a virtual Housing Element support group hosted by Jennifer Savage, City of San Clemente.
- Deborah Diep, CDR, announced that SCAG staff will present the soft launch of the Local Data Exchange at this Thursday's CEHD meeting.

ANNOUNCEMENTS FROM OCCOG TAC NON-MEMBERS

There were no items to report from non-OCCOG TAC Members.

ITEMS FOR NEXT MEETING

There were no items for next meeting.

IMPORTANT DATES OR UPCOMING EVENTS

Three important upcoming dates were shared with the TAC.



Orange County Council of Governments

Technical Advisory Committee April 5, 2022

March 3, 2022

SCAG CEHD Committee from 9:30 – 11:30 a.m.

SCAG Regional Council Meeting from 12:30 – 2 p.m.

March 9, 2022

OCCOG Geospatial Training Session #3: Dashboard Capabilities and Experience Builder from 9 a.m. – 1 p.m.

March 17, 2022

SCAG Technical Working Group from 10 a.m. – 12 p.m.

ADJOURNMENT

The meeting was adjourned by Chair Equina until Tuesday, April 5, 2022, via video and teleconferencing.

Submitted by:

Benjamin Zdeba, City of Newport Beach
OCCOG TAC Vice Chair



Attendees:

Name	Agency
Anthony Viera	Laguna Beach
Belinda Deines	Dana Point
Benjamin Zdeba	Newport Beach
Brian James	Fountain Valley
Chad Ortlieb	Orange
Charles Guiam	Anaheim
Chris Chung	Garden Grove
Chris Wright	San Clemente
Cindy Salazar	County of Orange
Dan Campagnolo	Newport Beach
David Lopez	La Habra
Deborah Diep	CDR
Derek Bingham	Rancho Santa Margarita
Erica Demkowicz	Tustin
Grace Stepter	Anaheim
Jaime Murillo	Newport Beach
Jay Wu	Laguna Hills
Jennifer Mansur	Lake Forest
Jennifer Savage	San Clemente
Joanne Hwang	Anaheim
Justin Arios	Costa Mesa
Justin Equina	Irvine
Justin Urbanski	Villa Park
Kevin Kane	SCAG
Melanie McCann	Santa Ana
Michelle Baehner	CDR
Nicolle Aube	Huntington Beach
Nick Lagura	Mission Viejo
Paige Montojo	Stanton
Rose Rivera	Aliso Viejo
Ruby Zaman	CDR
Sarah McMillan	Mission Viejo
Tiffany Chhan	Orange
Tim Throne	County of Orange
Tom Oliver	Los Alamitos
Tom Vo	SCAG
Virginia Gomez	TCA



Technical Advisory Committee April 5, 2022

Orange County Council of Governments

Warren Whiteaker
Wendy Starks
Yuritzy Randle

OCTA
Rancho Santa Margarita
County of Orange



AGENDA ITEM # 2

Center for Demographic Research (CDR) Updates

STAFF RECOMMENDATION

Receive reports and discussion.

1. 2022 Orange County Projections- Projections Data Review

Comments and corrections to the draft OCP-2022 TAZ data are to be submitted to CDR at ddiep@fullerton.edu by May 27, 2022.

- OCP-2022 TAZ data review packets were distributed in March 2022.
- In March 2022, CDR and SCAG staff met with all 35 Orange County jurisdictions to review the requested data
- CDR feedback is due May 27, 2022.
- December 2, 2022 is the deadline for the SCAG geographic data and local input survey.
- CDR will aggregate all the local input and take the final draft OCP-2022 through the approval process this summer: CDR TAC, CDR MOC, OCCOG TAC & OCCOG Board to meet SCAG's

Follow up and additional tips from meetings:

1. If housing element rezone sites are projected to be redeveloped and some or all employment on site would be replaced with housing, employment growth could be negative for that TAZ.
2. Updated Excel files with the minimum redistribution of three new types of housing growth.
3. Include information on hotels/motels that have been or will be permanently converted to housing for Project HomeKey. This would change employment and housing numbers. Permanent conversions would also be reported to CDR for HIS.
4. Don't zero out the housing growth.
5. Once OCP goes through the approval process, it will be transmitted to SCAG on behalf of local jurisdictions for use in the 2024 RTP/SCS/Connect SoCal 2024. There is no guarantee SCAG will use the local data without changes. Copies of the final OCP-2022 will be provided to each jurisdiction after final approval for their files.
6. SCAG's Toolbox Tuesday RDP & Local Data Exchange March 15, 2022 direct recording link https://www.youtube.com/watch?v=B_yJ3jVG5ol (1:22 hours)
7. SCAG's Toolbox Tuesday materials & records
 - a. <https://scag.ca.gov/toolbox-tuesday-online-training-materials>
8. SCAG data layers: three multi-benefit asset maps and the associated 10 individual input layers are expected to be added to LDX in ~May 2022. Jurisdictions can request individual layers for their jurisdiction by emailing LIST@scag.ca.gov.
9. SCAG data: Jurisdictions are strongly encouraged to review the following data and provide SCAG input by the December 2, 2022 deadline:
 - a. 2019 Existing Land Use (original & SCAG's standardized classifications)
 - b. General Plan land use (original & SCAG's standardized classifications)



- c. Zoning (original & SCAG’s standardized classifications)
- d. Entitlements- CDR encourages jurisdictions to submit any entitlements within your jurisdiction in order to ensure entitled growth for the projects submitted are not redistributed to other areas within your jurisdiction or to other areas within the county.
- e. Neighborhood Mobility Areas (NMAs): TAZs that are more likely to have/higher potential for active transportation or short trips. (Note: this layer was not included in the OCP maps, but are areas that SCAG will likely target for more growth as the likelihood for GHG reduction is higher in these areas. Reference the SCAG data map book for these areas to consider for potential growth.)

SCAG Data Map Book p. 3 (PDF page 5) <https://scag.ca.gov/local-data-exchange>

ANTICIPATED AVAILABILITY	CATEGORY	LAYER NAME	REVIEW TYPE
Feb 2022	Land Use	General Plan	Update/Corrections
		Zoning	Update/Corrections
		Existing Land Use	Update/Corrections
		Specific Plan Land Use	Update/Corrections
		Key Entitlements	Update/Corrections
Feb 2022	Priority Development	Neighborhood Mobility Areas	Optional
		Livable Corridors	Optional
		Job Centers	Optional
		Housing Trajectory	Update/Corrections and site inventory upload
Feb 2022	Transportation	High Quality Transit Areas	Reference Only
		Transit Priority Areas	Reference Only
		Regional Bikeways	Optional
		Regional Truck Routes	Optional
Feb 2022	Green Region Resource Areas (SB 375)	Resilience (Flood areas, coastal inundation, wildfire risk)	Reference Only
		Open Space/Habitat (Open space and parks, endangered species and plants, sensitive habitat areas, natural community and habitat conservation plans)	Reference Only
		Administrative/Working Lands (Tribal nations, military installations, farmlands)	Reference Only
Feb 2022	Geographical Boundaries	City Boundary and Sphere of Influence	Reference Only
		Census Tract	Reference Only
		TAZ	Reference Only
May 2022	Growth	Jurisdiction-level projections of households and employment (2019-2050)	Update/Corrections
		TAZ-level projections of households and employment (2019-2050)	Update/Corrections

These are the items recommended for priority review by 12/2/2022



2. 2021 Housing Inventory System (HIS) Data Collection

Verification forms for the 2021 HIS data will be sent to jurisdictions for approval and return back to CDR by May 27, 2022. Review should also be coordinated with OCP-2022 review.

Please submit data to CDR using the 2020 HIS form located at

<http://www.fullerton.edu/cdr/HISform.xls> Revisions to prior years may use either the new or old form. Please verify that the same data reported to CDR is also provided to DOF in their annual Housing Unit Change Survey. HIS submission forms were updated in 2020 to include additional sample entries, clarifications in the instructions, and an updated HIS unit flow chart to better explain how to record unit activity when attached ADUs are involved. This is similar to DOF's new housing survey flow chart DOF, but is tailored to CDR's 4 ADU types. An additional optional column was added "Building Permit Date Issued" to assist in compiling HIS, DOF and HCD APR data. For HIS questions, please contact Michelle Baehner, CDR's Demographic Analyst at 657-278-3417 or mibaehner@fullerton.edu.

3. 2020 Census Count Question Resolution Program (CQR)

The 2020 Census Count Question Resolution Operation (CQR) provides an opportunity for tribal, state, and local governmental units to request that the Census Bureau review their boundaries and/or housing counts by block to correct any in-scope errors affecting the inclusion and/or geographic allocation of housing and population counts. The Census Bureau will accept CQR cases requesting a review of legal boundaries (boundary case), a review of housing counts by 2020 census tabulation block (housing count case), or a review of both, and will research each case received. If certain geographic or processing errors are discovered during research, the Census Bureau will resolve the errors and distribute revised counts to all affected governmental units. Any corrections made will not impact the apportionment counts, redistricting data, or any other 2020 Census data products. They would, however, be used in the Census Bureau's Population Estimates and other future programs that use 2020 Census data.

Types of CQR Cases

Governments with questions about their counts can request a review in the following situations:

- Boundary cases. The Bureau will review legal government unit boundaries in effect as of January 1, 2020, and the associated addresses affected by the boundaries.
- Count cases. The Bureau will review the geographic location or placement of housing and associated population as well as the census results to determine whether census processing error(s) excluded valid housing and associated population data.

The 2020 Census CQR schedule spans from December of 2021 through June of 2023:

- December 2021: The Census Bureau announces the operation by distributing the introduction letter and flyer to all eligible governmental units.
- January 3, 2022: The Census Bureau begins accepting and researching case submissions from eligible tribal, state, and local governmental units.
- **June 30, 2023:** The Census Bureau stops accepting cases and provides results to affected governmental units by no later than September 30, 2023.



- September 30, 2023: Deadline for the Census Bureau to provide results to impacted governmental units.

For more information visit the [2020 Census Count Question Resolution Operation: https://www.census.gov/programs-surveys/decennial-census/decade/2020/planning-management/evaluate/cqr.html](https://www.census.gov/programs-surveys/decennial-census/decade/2020/planning-management/evaluate/cqr.html). The Demographic Research Unit at the California Department of Finance has developed the California CQR Case Explorer tool to assist local governments in identifying potential CQR cases: [California Demographic Research Unit Data Portal](#).

During the disaggregation of the 2020 Census data to the OCP geographies, CDR identified a number of potential census errors that will be flagged for jurisdiction review during the OCP review process in spring 2022. CDR can assist jurisdictions in their CQR submissions and would like to be informed if CQR submissions are made.

4. Orange County Data Acquisition Partnership (OCDAP) & OC GIS User Group

The County of Orange is leading the resurrection of the quarterly OC GIS User Group. Interested parties can email Cameron Smith, OC Public Works GIS Manager at cameron.smith@ocpw.ocgov.com to be added to the distribution list.

OCDAP Cycle 2 for the term of ~ July 2022-June 2024 is under development with the County of Orange taking over as lead agency from SCAG. An RFP is expected to go out by the end of 2021 and estimated costs for Cycle 2 will be shared once available. Cycle 2 imagery is planned to be collected in summer 2022.

Expected deliverables for Cycle 2 include:

- 3" aerial/ortho imagery with infrared for all Orange County (tif, ecw...) flown in summer 2022
- Building Footprints benchmarked to the 2022 aerial imagery
- Ability to download and retain local copies of above data to use in GIS and/or CAD systems software
- Vendor-hosted online software application for unlimited non-GIS users to view data listed above and perform data analysis
- Training for all participants
- One price for two years' worth of access
- Tentative: LiDAR (Light Detection and Ranging)—a remote sensing method used to examine the surface of the Earth
- Contours

For interest in Cycle 1 participation, please contact Javier Aguilar, SCAG aguilar@scag.ca.gov

For interest in Cycle 2 participation, please contact Deborah Diep, CDR ddiep@fullerton.edu to be added to the interest list.



STAFF REPORT April 5, 2022

Orange County Council of Governments

Placeholder costs fees for agency budgeting for Cycle 2’s two-year period is approximately \$6,500 for the larger cities of Anaheim, Irvine & Santa Ana and \$3,000 for the other cities. Once the RFP is complete and deliverables selected, Cycle 2 costs will be finalized and shared.

Agency	Cycle 1 FY 2020/21-2021/22	Cycle 2 FY 2022/23-2023/24
City of Anaheim	Pending*	interested
City of Brea	Active	interested
City of Buena Park	Active	interested
City of Costa Mesa	Pending*	interested
City of Dana Point	No	interested
City of Fountain Valley	Active	interested
City of Garden Grove	Active	interested
City of Irvine	Active	interested
City of Laguna Hills	Active	interested
City of Laguna Niguel	Active	interested
City of Lake Forest	Active	interested
City of Los Alamitos	Active	interested
City of Mission Viejo	Active	interested
City of Newport Beach	Active	interested
City of Orange	No	interested
City of San Clemente	Active	interested
City of San Juan Capistrano	Active	interested
City of Santa Ana	Active	interested
City of Seal Beach	No	interested
City of Tustin	Active	interested
City of Westminster	Interested	interested
City of Yorba Linda	Active	Yes
County of Orange	No	Yes
Municipal Water District of Orange County	Active	Yes
Orange County Council of Governments	Active	Yes
Orange County Fire Authority	Active	Yes
Orange County Water District	Active	No
Southern California Association of Governments	Active	Yes

*Paid but Participation Agreement not received



STAFF CONTACTS

Contact: Ms. Deborah Diep, Director, Center for Demographic Research
657/278-4596 ddiep@fullerton.edu

Employment data: Ms. Ruby Zaman, Assistant Director, CDR
657/278-4709 ruzaman@fullerton.edu

For GIS: Ms. Teresa Victoria, GIS Analyst, CDR
657/278-4670 tvictoria@fullerton.edu

For HIS: Ms. Michelle Baehner, Demographic Analyst, CDR
657/278-3417 mibaehner@fullerton.edu



AGENDA ITEM # 3

SCAG Technical Working Group

STAFF RECOMMENDATION

Receive reports and discussion.

On March 17, 2022, SCAG held the Technical Working Group (TWG) meeting for regional planning and growth. Such topics included:

- Equity Analysis Approach (formerly Environmental Justice Analysis)
- Draft Connect SoCal 2024 Goals & Performance Measures for Plan Evaluation
- Regional Data Platform (RDP) and Local Data Exchange (LDX) Soft Launch and Next Steps

The purpose of the meeting was to discuss and receive feedback on the Connect SoCal 2024 draft Goals and Vision and Performance Measures. SCAG staff also laid out the steps for generating the Forecasted Regional Development Pattern for Connect SoCal 2024. The next TWG meeting is scheduled for May 17, 2022. During the meeting SCAG staff will have a discussion on a developing a process that ensures that locally-reviewed growth allocations are consistent with plan goals. Any input or feedback regarding this item can be sent to Kevin Kane, at kane@scag.ca.gov by **April 30th**.

Attachments:

1. March 17, 2022 - TWG Agenda



SOUTHERN CALIFORNIA
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Energy & Environment

David Pollock, Moorpark

Transportation

Sean Ashton, Downey

MEETING OF THE

TECHNICAL WORKING GROUP

***Thursday, March 17, 2022
10:00 a.m. – 12:00 p.m.***



JOIN ZOOM MEETING

[HTTPS://SCAG.ZOOM.US/J/142774637](https://scag.zoom.us/j/142774637)

OR

DIAL BY YOUR LOCATION

+1 669 900 6833 US TOLL

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MEETING ID: 142 774 637

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Kevin Kane at (213) 236-1828 or kane@scag.ca.gov. Agendas for the Technical Working Group are also available at <https://scag.ca.gov/technical-working-group>

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) 630-1402. 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.

Agenda

1. Equity Analysis Approach (formerly Environmental Justice Analysis)
30 minutes
Anita Au / Annaleigh Ekman
[Packet Page 6](#)
2. Draft Connect SoCal 2024 Goals & Performance Measures for Plan Evaluation
15 minutes
Sarah Dominguez
[Packet Page 18](#)
3. February 23rd Regional Data Platform (RDP) and Local Data Exchange (LDX) Soft Launch and Next Steps
25 minutes
Kevin Kane / Tom Vo
[Packet Page 43](#)
4. LDX Survey
10 minutes
Lyle Janicek
[Packet Page 59](#)
5. Green Region Resource Areas – Methodology
15 minutes
Lorianne Esturas
[Packet Page 60](#)
6. Draft Regional Advanced Mitigation Policy (RAMP) Framework
25 minutes
Kimberly Clark
[Packet Page 76](#)

JANUARY 20, 2022: MEMBERSHIP ATTENDANCE

LAND USE AUTHORITIES

Aube, Nicolle	Senior Analyst	City of Huntington Beach
Champion, Siri	Senior Planner	City of Rialto
Farnsworth, Nate	Planning Manager	City of Yorba Linda
Gable, Emily	City Planner	City of Los Angeles
Gibson, Sean	Deputy Environmental Services Dir.	City of Simi Valley
Glesne, Matt	Senior City Planner	City of Los Angeles
Kim, Susan	Director of Community & Economic Dev.	City of La Habra
McCann, Melanie	Principal Planner	City of Santa Ana
Pallini-Tipton, Conni	Senior City Planner	City of Los Angeles
Poynter, Marika	Principal Planner	City of Irvine
Shimoto-Lohr, Gail	Regional Planning Consultant	City of Mission Viejo
Siques, Joaquin	Deputy Director of Transportation	City of Pasadena
Thai, Minh	Executive Director, PBA	City of Santa Ana
Wong, Jimmy	Associate Planner	City of Santa Fe Springs

REGIONAL PARTNERS

Gray, Chris	Deputy Executive Director	WRCOG
Guizado, Jillian	Planning and Program Manager	RCTC
Huddleston, Lori	Transportation Planning Manager	LA Metro
Lee, Josh	Chief of Planning	SBCTA
Logasa, Brianne	Management Analyst	SGVCOG
McFall, Valarie	Deputy Chief Executive Officer	TCA
Primmer, Marnie	Executive Director	OCCOG
Simpson, James	Planning and Programming Manager	RCTC
Whiteaker, Warren	Principal Transportation Analyst	OCTA

REGULATORY & COORDINATING AGENCIES

None in attendance

FIELD EXPERTS

Diep, Deborah	Director	CDR/CSUF
Rodnyansky, Seva	Assistant Professor	Occidental College

ALTERNATES, SELF-IDENTIFIED NON-MEMBERS & PUBLIC ATTENDEES

Equina, Justin	Associate Planner	City of Irvine
Gackstetter, Ryan	Senior Planner	City of Chino Hills
Guiam, Charles	Planner	City of Anaheim
Jacobs, Christy	Associate GIS Planner	City of Riverside
Koblasz, Ginger	Senior Planner	SBCTA
Smith, Steve	Director of Planning	SBCTA
Wages, Shannon	Principal Planner	Environmental Science Associates

SCAG TECHNICAL WORKING GROUP MEETING SUMMARY

January 20, 2021

10:00 a.m. – 12:00 p.m.

1. 2022 UPDATE ON THE RACIAL EQUITY BASELINE CONDITIONS REPORT

Anita Au presented on the Racial Equity Baseline Conditions Report, initially released in March 2021, and provided an overview of the initial findings and the process to update the report and its associated equity indicators in 2022. Deborah Diep (CDR/CSUF), Gail Shiimoto-Lohr (City of Mission Viejo), Josh Lee (SBCTA), Warren Whiteaker (OCTA), and Shannon Wages (ESA) provided comments and questions for follow up on after the meeting.

2. RECAP OF GREENHOUSE GAS REDUCTIONS FROM CONNECT SOCAL 2020

Sarah Dominguez provided an overview of the greenhouse gas (GHG) reductions strategies from Connect SoCal, the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), their relative GHG reduction amounts, and how SCAG communicates these strategies to the California Air Resources Board through the Technical Methodology. Gail Shiimoto-Lohr (City of Mission Viejo), Deborah Diep (CDR/CSUF), and Warren Whiteaker (OCTA) provided comments and questions for discussion.

3. GREENPRINT STATUS UPDATE

Kimberly Clark provided a quick status update on the SoCal Greenprint. There were no comments or questions.

4. REGIONAL DATA PLATFORM (RDP) STATUS UPDATE

Tom Vo presented an update on the Regional Data Platform, sharing that the RDP is anticipated to launch in late February. Warren Whiteaker (OCTA) provided a question for discussion.

5. CONNECT SOCAL 2024 PRELIMINARY REGIONAL AND COUNTY GROWTH PROJECTIONS

Gigi Moreno and Kevin Kane presented on the preliminary regional and county growth projections to be used for Connect SoCal 2024. These numbers were shared with the TWG on Dec. 13, with minor changes and tunings to self-employment, household formation rates and labor force participation rates. Warren Whiteaker (OCTA), Conni Pallini-Tipton (City of Los Angeles), Deborah Diep (CDR/CSUF), and Josh Lee (SBCTA) provided comments and questions for discussion.


6. LOCAL DATA EXCHANGE (LDX): PRELIMINARY DATA/MAP BOOK AND WORK PLAN

Kevin Kane shared an overview of the upcoming Local Data Exchange process and the Data/Map Book, with a focus on the data layers, timeline and work plan. The LDX soft launch is scheduled for February 2022 alongside the RDP. Discussion participants included Melanie McCann (City of Santa Ana), Warren Whiteaker (OCTA), Deborah Diep (CDR/CSUF), Conni Pallini-Tipton (City of Los Angeles), Gail Shiimoto-Lohr (City of Mission Viejo), and Josh Lee (SBCTA).

Equity Analysis (Previously EJ Analysis)

Connect SoCal 2024

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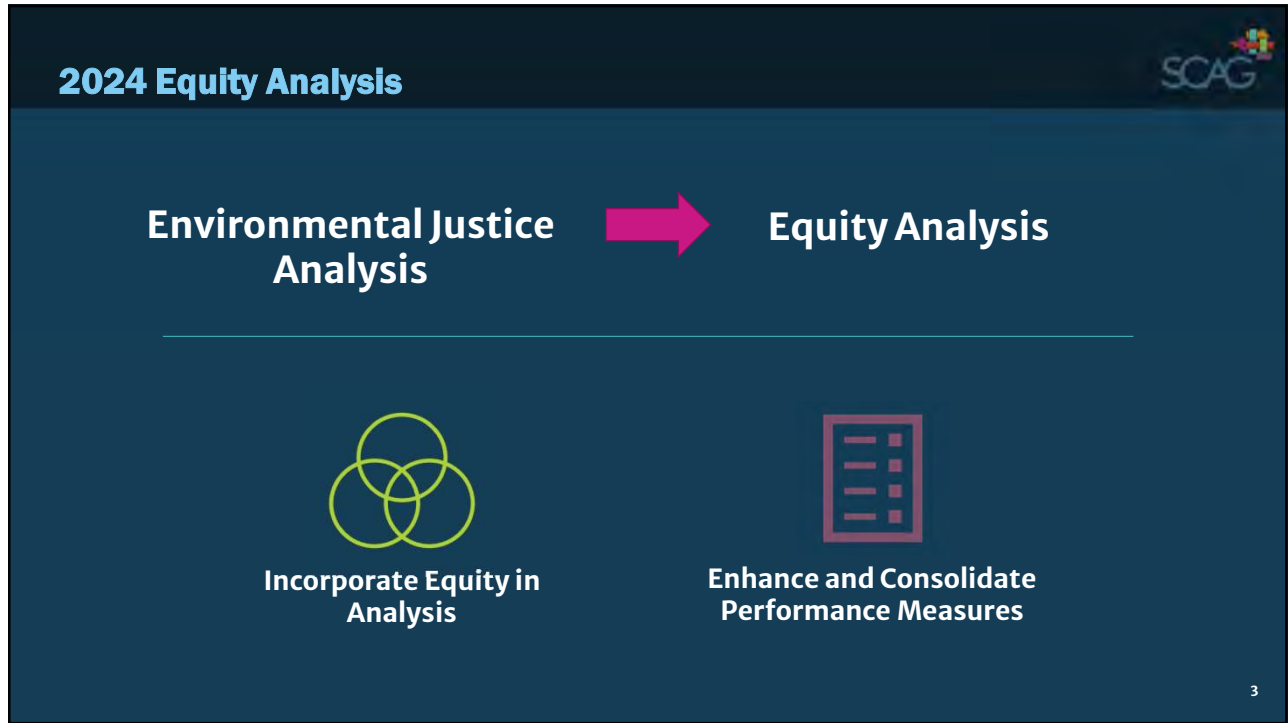
EJ Research and Equity Considerations



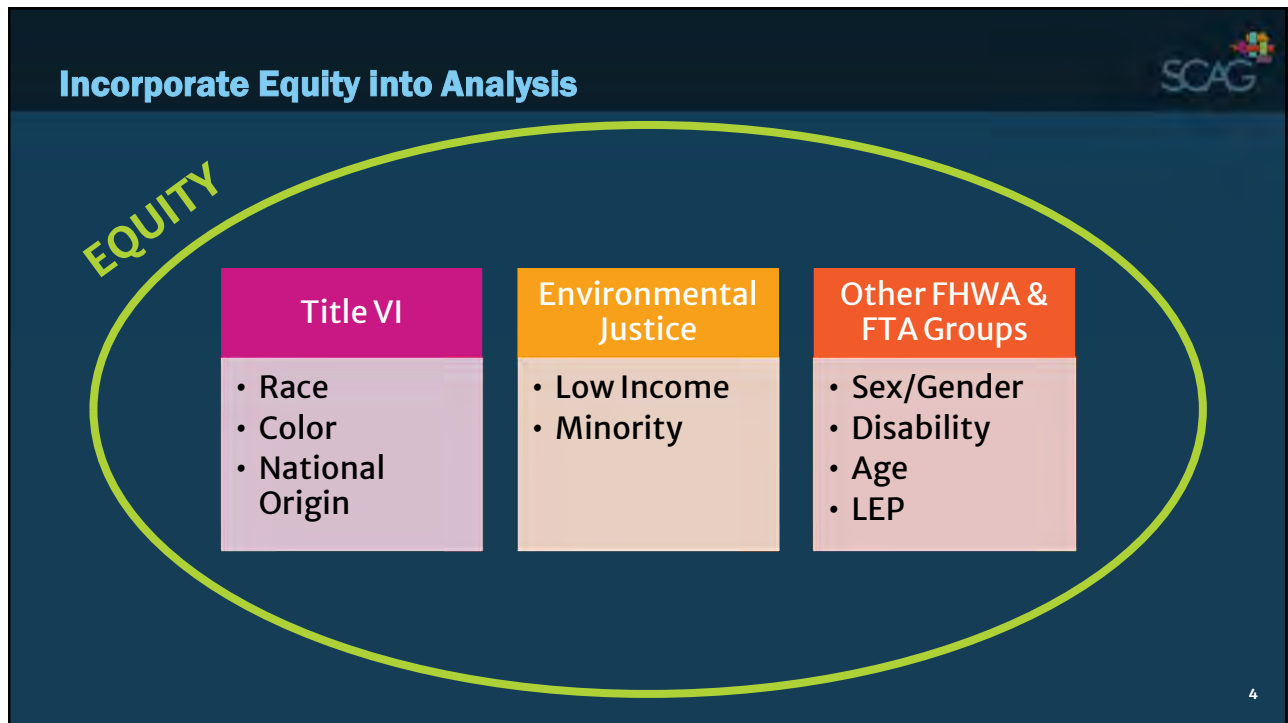
- **Conducted** extensive research
 - MPO EJ Methodology Factsheets
- **Aligned** with Federal and State equity efforts
- **Grounded** in best practices



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2020 EJ Analysis Populations and Communities

POPULATIONS

Minority Populations

- African American
- Hispanic
- Asian/Pacific Islander
- Native American and Alaskan Native
- Other

Low-Income Households

- Family of three earning less than \$19,105 in 2016
- By Poverty Levels
- By Quintiles

Other Populations

- Young Children
- Seniors
- Disabled/Mobility Limited
- Non-English Speakers
- w/o High School Diploma
- Foreign Born
- Zero-Vehicle Households

COMMUNITIES

Environmental Justice Areas

- Transportation Analysis Zones (TAZs) (similar to census tract block groups) that have a higher concentration of minority population or low-income households than is seen in the region as a whole

SB 535 Disadvantaged Communities

- Census tracts that have been identified by the California Environmental Protection Agency (Cal/EPA) as DAC based on the requirements set forth in SB 535, which sought to identify areas disproportionately burdened by and vulnerable to multiple sources of pollution

Communities of Concern

- Census Designated Places (CDP) and the City of Los Angeles Community Planning Areas (CPA) that fall in the upper one-third of all communities in the SCAG region for having the highest concentration of minority population and low-income households

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2024 Equity Analysis Populations and Areas

POPULATIONS

Minority Populations

- African American
- Hispanic
- Asian/Pacific Islander
- Native American and Alaskan Native
- Other

Low-Income Households

- Family of three earning less than \$19,105 in 2016
- By Poverty Levels
- By Quintiles

Other Populations

- Young Children
- Older Adults
- Disabled/Mobility Limited
- Non-English Speakers
- w/o High School Diploma
- Foreign Born
- Zero-Vehicle Households

➔

➔

➔

Renamed to People of Color


Updated with base year poverty threshold and incorporating one income level analysis

Incorporated in Prioritized Equity Populations and Areas (PEPA)

6

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2024 Equity Analysis Populations and Areas



COMMUNITIES

Environmental Justice Areas

- Transportation Analysis Zones (TAZs) (similar to census tract block groups) that have a higher concentration of minority population or low-income households than is seen in the region as a whole

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- Census tracts that have been identified by the California Environmental Protection Agency (Cal/EPA) as DAC based on the requirements set forth in SB 535, which sought to identify areas disproportionately burdened by and vulnerable to multiple sources of pollution

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- Census Designated Places (CDP) and the City of Los Angeles Community Planning Areas (CPA) that fall in the upper one-third of all communities in the SCAG region for having the highest concentration of minority population and low-income households

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Incorporated in Prioritized Equity Populations and Areas (PEPA)


Incorporated in Prioritized Equity Populations and Areas (PEPA)

Incorporated in Prioritized Equity Populations and Areas (PEPA)

7

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2024 Equity Analysis Populations and Areas



POPULATIONS

People of Color

- African American
- Hispanic
- Asian/Pacific Islander
- Native American and Alaskan Native
- Other

Low-Income Households

- Base Year Federal Poverty Level
- Analysis By Quintiles

➔

Prioritized Equity Populations and Areas (PEPA)


- Census tracts that have a concentration of BOTH low-income households and people of color
- Census tracts that have a concentration of either low-income households or people of color AND 4 or more of the 8 additional criteria.











COMMUNITIES

8

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2024 Prioritized Equity Populations and Areas (PEPA)




STATUTORILY REQUIRED	 People of Color	PREVIOUSLY ANALYZED	 Older Adults	 People with Disabilities	 People with Limited English Proficiency	NEW	 Female-Led Households
	 Low-Income Households		 Zero-Vehicle Households	 People without a High School Diploma	 Disadvantaged Communities		 Rent-Burdened Households


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2024 Prioritized Equity Populations and Areas (PEPA)



Census tracts that have a concentration of BOTH low-income households and people of color

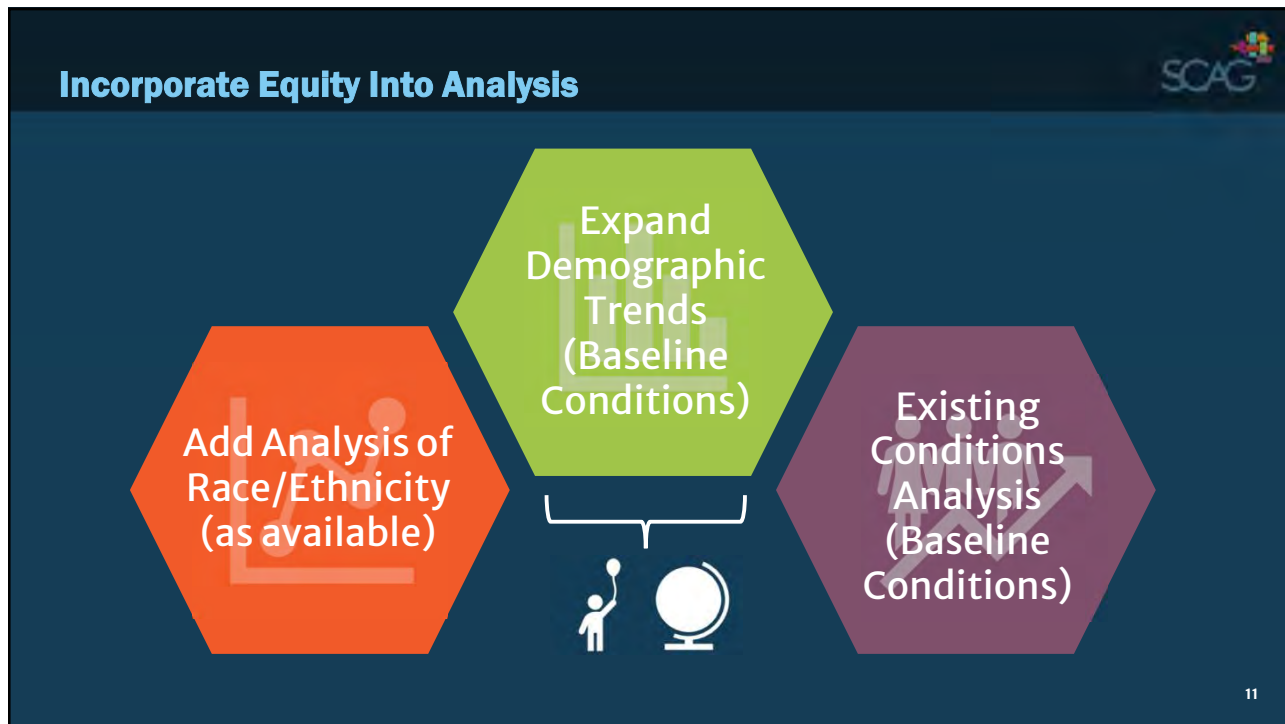


Census tracts that have a concentration of either low-income households or people of color AND 4 or more of the 8 additional criteria.



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11

-
- 2020 Environmental Justice Performance Indicators**
- SCAG
- Eighteen (18) Performance Indicators**
- How will this impact quality of life?
- Jobs–Housing Imbalance
 - Neighborhood Change and Displacement
 - Accessibility to Employment and Services
 - Accessibility to Parks and Educational Facilities
- How will this impact transportation costs?
- Share of Transportation System Usage
 - Revenue Sources In Terms of Tax Burdens
 - Investments vs. Benefits
 - Geographic Distribution of Transportation Investments
 - Impacts from Mileage–Based User Fee
- How will this impact health and safety?
- Active Transportation Hazards
 - Climate Vulnerability
 - Public Health Analysis
 - Aviation Noise Impacts
 - Roadway Noise Impacts
 - Emissions Impacts Analysis (PM2.5 & CO)
 - Emissions Impacts Along Freeways
- How will this impact the commute?
- Travel Time and Travel Distance Savings
 - Rail–Related Impacts
- 12

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Revisiting Equity Performance Measures



CONNECT SOCIAL GOALS



Economy



Communities



Mobility



Environment


14

Equity
Performance
Indicators

13

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Proposed Equity Performance Indicators - 2024



Economy	Communities	Mobility	Environment
<ul style="list-style-type: none"> Revenue Sources In Terms of Tax Burdens * Investments vs. Benefits Geographic Distribution of Transportation Investments Impacts from Mileage-Based User Fee * 	<ul style="list-style-type: none"> Jobs-Housing Imbalance * Neighborhood Change and Displacement * Rail-Related Impacts * 	<ul style="list-style-type: none"> Accessibility to Employment, Services, and Parks * Active Transportation Hazards * Travel Time and Travel Distance Savings Share of Transportation System Usage 	<ul style="list-style-type: none"> Resilience and Climate Vulnerabilities * Emissions Impacts Analysis * Noise Impacts * Public Health Impacts

* = indicator with notable data or methodology modifications

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Proposed Changes - Economy



Economy

- Revenue Sources In Terms of Tax Burdens *
- Investments vs. Benefits
- Geographic Distribution of Transportation Investments
- Impacts from Mileage-Based User Fee *


Enhancements

- Looking to add racial/ethnic disaggregation for **Impacts from Mileage-Based User Fee and Revenue Sources In Terms of Tax Burdens**

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Proposed Changes - Communities



Communities

- Jobs-Housing Imbalance *
- Neighborhood Change and Displacement *
- Rail-Related Impacts *


Enhancements

- Looking to add racial/ethnic disaggregation for **Jobs-Housing Imbalance and Neighborhood Change and Displacement**
- Incorporating greater focus on cultural changes for **Neighborhood Change and Displacement**
- Adding railyards as areas that could impact surrounding communities for **Rail-Related Impacts**

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Proposed Changes - Communities



Communities

- **Jobs-Housing Imbalance ***
- **Neighborhood Change and Displacement ***
- **Rail-Related Impacts ***


Consolidation

- Potential shift of analysis to housing-related sections with cross-referencing for **Jobs-Housing Imbalance** and **Neighborhood Change and Displacement**

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Proposed Changes - Mobility



Mobility

- Accessibility to Employment, Services, and Parks *
- **Active Transportation Hazards ***
- Travel Time and Travel Distance Savings
- Share of Transportation System Usage


Enhancements

- Updating collision data for **Active Transportation Hazards**
- Adding number and rate of collision-related fatalities & serious injuries, including active transportation modes, for **Active Transportation Hazards**
- Adding overlays with High Injury Network and bicycle infrastructure for **Active Transportation Hazards**

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Proposed Changes - Mobility



Mobility

- Accessibility to Employment, Services, and Parks *
- Active Transportation Hazards *
- Travel Time and Travel Distance Savings
- Share of Transportation System Usage


Consolidation

- Combining and renamed from “Accessibility to Employment & Services” and “Accessibility to Parks & Education Facilities” to “Accessibility to Employment, Services & Parks”

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Proposed Changes - Environment



Environment

- Resilience and Climate Vulnerabilities *
- Emissions Impacts Analysis *
- Noise Impacts *
- Public Health Impacts


Enhancements

- Adding extreme heat and tree canopy analyses to Resilience and Climate Vulnerability
- Updating datasets for Resilience and Climate Vulnerability

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Proposed Changes - Environment



Environment

- Resilience and Climate Vulnerabilities *
- Emissions Impacts Analysis *
- Noise Impacts *
- Public Health Impacts


Consolidation

- Renamed from “Climate Vulnerability” to “Resilience and Climate Vulnerability”
- Combining Emissions Impact Analysis and Emissions Impacts Along Freeways and Highly Traveled Corridors analyses
- Combining Aviation Noise Impacts and Roadway Noise Impact analyses
- Removing dedicated Public Health Impacts indicator

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Proposed Equity Performance Indicators - 2024



Economy	Communities	Mobility	Environment
<ul style="list-style-type: none"> • Revenue Sources In Terms of Tax Burdens * • Investments vs. Benefits • Geographic Distribution of Transportation Investments • Impacts from Mileage-Based User Fee * 	<ul style="list-style-type: none"> • Jobs-Housing Imbalance * • Neighborhood Change and Displacement * • Rail-Related Impacts * 	<ul style="list-style-type: none"> • Accessibility to Employment, Services, and Parks * • Active Transportation Hazards * • Travel Time and Travel Distance Savings • Share of Transportation System Usage 	<ul style="list-style-type: none"> • Resilience and Climate Vulnerabilities * • Emissions Impacts Analysis * • Noise Impacts * • Public Health Impacts

* = indicator with notable data or methodology modifications

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Thank you!

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Connect SoCal 2024

Draft Vision, Goals, and Performance Measures

Technical Working Group

March 17, 2022

www.scag.ca.gov



1

Overview: **Connect SoCal 2024**



- **Vision Statement**

- What do we want the region to become?
- Where do we want to go?

- **Four Simplified Goals**

- Mobility, Communities, Environment, and Economy
- Further defined through sub-goals

- **Through lines**

- Equity
- Resilience

2

What kind of region do we want in 2050?

Working Drafts:

- **Option 1:** “A healthy, equitable and resilient region that works together to plan effectively for the challenges of tomorrow.”
- **Option 2:** “A healthy, accessible and connected region for a more resilient and equitable future.”

3

Build & maintain a robust transportation network.

- Support investments that are well-maintained and operated, coordinated, and resilient, and result in improved safety and air quality and minimize greenhouse gas emissions.
- Ensure reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high need communities.
- Support planning for people of all ages, abilities, and backgrounds

4

Develop, connect, & sustain communities that are livable & thriving.

- Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances
- Produce and preserve diverse housing types in an effort to improve affordability, accessibility, and opportunities for all households.

5

Create a healthy region for the people of today & tomorrow.

- Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change.
- Integrate the region's development pattern and transportation network to improve air quality and reduce greenhouse gas emissions.
- Conserve the region's resources.

6

Support a sustainable, efficient, & productive regional economic environment that provides opportunities for all residents.

- Improve access to jobs and educational resources
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air, and quality of life for our communities.

7

1. **Build & maintain a robust transportation network. (Mobility)**
2. **Develop, connect, & sustain communities that are livable & thriving. (Communities)**
3. **Create a healthy region for the people of today & tomorrow. (Environment)**
4. **Support a sustainable, efficient, & productive regional economic environment that provides opportunities for all residents. (Economy)**

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Connect SoCal 2024: Performance Measures

- Performance measures correspond to goals
- Evaluate plan's investments & strategies relative to goals
- Support ongoing monitoring of progress toward achieving goals & targets
- Address federal performance reporting requirements for transportation conformity, MAP-21, & Environmental Justice
- Address state GHG reduction requirements



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Connect SoCal 2024: Draft Performance Measures - Mobility

- Average distance traveled (work trips & all trips)
- Travel time distribution by mode
- Travel time to work
- Mode share for work trips & all trips
- Transit seat utilization & boardings per capita
- Share of major destinations accessible by transit
- Active transportation mode share (work, non-work, & all trips)
- NHS pavement & bridge condition



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Connect SoCal 2024: Draft Performance Measures - Mobility

- Highway non-recurrent delay
- Person-delay per capita & by facility type
- Peak hour excessive travel delay per capita
- Travel time reliability for automobiles
- Transit mode share & travel time distribution
- Percent of reliable person-miles traveled on NHS
- Percent utilization of regional transportation system during peak demand
- HOT lane utilization (all time periods)



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Connect SoCal 2024: Draft Performance Measures - Communities

- Percent of trips less than 3 miles
- Share of regional employment growth occurring in HQTAs (TPAs)
- Share of regional households located in HQTAs (TPAs)
- Percent of households located within 500' of high-volume roadways
- Share of parks reachable w/in 30 mins by automobile
- Public health issues & costs
- Ratio of infill residential to all new residential
- Share of household income devoted to housing costs



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Connect SoCal 2024: Draft Performance Measures - Environment



- GHG emission reductions per capita
- Vehicle Miles Traveled (VMT) per capita
- Criteria pollutant emissions
- Pollution-related respiratory disease
- Energy consumption per capita
- Urban water consumption per capita
- Total square miles of greenfield & rural lands converted to urban use



13

Connect SoCal 2024: Draft Performance Measures - Environment



- Percent of population living in flood hazard, wildfire risk, sea level rise, & extreme heat areas
- Percent of housing units expected to be constructed in climate hazard areas
- Percent of Williamson Act contract acres impacted by growth or transportation projects



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Connect SoCal 2024: Draft Performance Measures - Economy

- Number of new jobs added to regional economy directly related to RTP/SCS transportation system investments
- Number of new jobs added due to improved regional economic competitiveness
- Transportation system investment benefit/cost ratio
- Share of employment destinations reachable w/in 30 mins by automobile
- Percent Interstate system mileage providing reliable truck travel time
- Truck delay by facility type
- Travel delay/cost relationship
- Port/distribution facilities efficiency
- Warehouse origin/destination assessment



15

Feedback & Timeline

Questions for Feedback:

- Is there anything missing?
- How can we better integrate equity & resilience?



Timeline:

- **Now to April 2022:** Share draft goals & vision statement with Regional Planning Working Groups
- **June 2022:** Share draft goals & performance measures with SCAG Policy Committees



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Thank you!

Questions/Feedback?

Goals/Vision | Sarah Dominguez, dominguezs@scag.ca.gov
Performance Measures | Courtney Aguirre, aguirre@scag.ca.gov

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Connect SoCal 2024

Draft Performance Measures: Equity*

Category	Subcategory*	Performance Measures	Plan Evaluation Measure	Definition	New, Existing, Revised, Removed	Notes
Economy	Revenue Sources In Terms of Tax Burdens	Proportion of Connect SoCal revenue sources		Proportion of Connect SoCal revenue sources (taxable sales, income, and gasoline taxes) generated from low income households and people of color	Revised	Looking to add racial/ethnic disaggregation
Economy	Investments vs. Benefits	Transportation system investment benefit/cost ratio	X	Analysis of Connect SoCal investments by income quintile and race/ethnicity	Existing	Continue to 2024.
Economy	Geographic Distribution of Transportation Investments	Geographic distribution of transportation investments by mode	X	Evaluation of Connect SoCal transit, roadway, and active transportation infrastructure investments in various communities throughout the region	Existing	Continue to 2024.
Economy	Impacts from Mileage-Based User (MBU) Fee	MBU fee impacts		Examination of potential impacts from implementation of a mileage-based user fee on low income households and people of color in the region	Revised	Looking to add racial/ethnic disaggregation
Communities	Jobs-Housing Imbalance	Jobs-house balance		Comparison of median earnings for intra-county vs intercounty commuters for each county; analysis of relative housing affordability and jobs throughout the region	Revised	Looking to add racial/ethnic disaggregation; Improvements pending internal discussion; potentially shifting analysis to housing-related analysis (if
Communities	Neighborhood Change and Displacement	Neighborhood change trends		Examination of historical and projected demographic and housing trends for areas surrounding rail transit stations	Revised	Looking to add racial/ethnic disaggregation; Improvements pending internal discussion; Incorporate a greater focus on cultural changes; potentially shifting analysis to housing-related analysis



Connect SoCal 2024

Draft Performance Measures: Equity*

Category	Subcategory*	Performance Measures	Plan Evaluation Measure	Definition	New, Existing, Revised, Removed	Notes
Communities	Rail-Related Impacts	Proximity to rail corridors		Breakdown of population by demographic group for areas in close proximity to rail	Revised	Adding railyards as a rail-related entity; potentially renaming indicator
Communities	Rail-Related Impacts	Proximity to planned grade separations		Breakdown of population by demographic group for areas in close proximity to planned grade separations	Revised	Adding railyards as a rail-related entity; potentially renaming indicator
Communities	Rail-Related Impacts	Proximity to railyards		Breakdown of population by demographic group for areas in close proximity to railyards	Revised	Adding railyards as a rail-related entity; potentially renaming indicator
Mobility	Accessibility to Employment, Services, and Parks	Job access	X	Share of employment reachable within 30 minutes by automobile or 45 minutes by transit during evening peak period (5 - 7 P.M.)	Revised	Combining and renaming from "Accessibility to Employment and Services" and "Accessibility to Parks and Education Facilities"
Mobility	Accessibility to Employment, Services, and Parks	Shopping access		Share of shopping centers reachable within 30 minutes by automobile or 45 minutes by transit during evening peak period (5 - 7 P.M.)	Revised	Combining and renaming from "Accessibility to Employment and Services" and "Accessibility to Parks and Education Facilities"
Mobility	Accessibility to Employment, Services, and Parks	Parks access	X	Share of park acreage reachable within 30 minutes by automobile or 45 minutes by transit during mid-day period (9 a.m. - 3 p.m.)	Revised	Combining and renaming from "Accessibility to Employment and Services" and "Accessibility to Parks and Education Facilities"
Mobility	Active Transportation Hazards	Bike and pedestrian collisions	X	Analysis of population by demographic group for areas that experience highest rates of bicycle and pedestrian collisions	Revised	Updating with collision data; overlays with High Injury Network and bicycle infrastructure



Connect SoCal 2024

Draft Performance Measures: Equity*

Category	Subcategory*	Performance Measures	Plan Evaluation Measure	Definition	New, Existing, Revised, Removed	Notes
Mobility	Travel Time and Travel Distance Savings	Distribution of travel time	X	Assessment of comparative benefits received as a result of Connect SoCal investments by demographic group in terms of travel time for 30 minutes auto and 45	Existing	Continue to 2024.
Mobility	Travel Time and Travel Distance Savings	Distribution of travel distance	X	Assessment of comparative benefits received as a result of Connect SoCal investments by demographic group in terms of travel distance savings for 30 minutes auto and 45 minute transit	Existing	Continue to 2024.
Mobility	Share of Transportation System Usage	Mode share	X	Comparison of transportation system usage by mode for low income and minority households relative to each group's regional population share	Existing	Continue to 2024.
Environment	Resilience and Climate Vulnerabilities	Percentage of population with substandard housing		Population analysis by demographic group for areas potentially impacted by substandard housing (housing without plumbing)	Revised	Updating datasets, adding extreme heat and tree canopy analysis, and renaming from "Climate Vulnerability" indicators
Environment	Resilience and Climate Vulnerabilities	Percentage of population in climate risk areas	X	Population analysis by demographic group for areas potentially impacted by sea level rise, wildfire risk, flood hazard risk, or extreme heat effects related to climate change	Revised	Updating datasets, adding extreme heat and tree canopy analysis, and renaming from "Climate Vulnerability" indicators



Connect SoCal 2024

Draft Performance Measures: Equity*

Category	Subcategory*	Performance Measures	Plan Evaluation Measure	Definition	New, Existing, Revised, Removed	Notes
Environment	Emissions Impacts Analysis	Emissions impacts (CO and PM2.5)	X	Comparison of Plan and Baseline scenarios; identification of areas that are lower performing as a result of the Plan	Revised	Combining from "Emissions Impact Analysis" and "Emissions Impacts Along Freeways and Highly Traveled Corridors" indicators
Environment	Emissions Impacts Analysis	Proximity to freeways and highly traveled corridors	X	Comparison of Plan and Baseline scenarios; identification of communities in close proximity to freeways and highly traveled corridors	Revised	Combining from "Emissions Impact Analysis" and "Emissions Impacts Along Freeways and Highly Traveled Corridors" indicators
Environment	Noise Impacts	Percentage of population impacted by roadway noise		Comparison of Plan and Baseline scenarios, identification of areas that are low performing due to Connect SoCal investments; breakdown of population for impacted areas by ethnicity and income	Revised	Combining and renaming from "Aviation Noise Impacts" and "Roadway Noise Impacts"; shifting to qualitative analysis
Environment	Noise Impacts	Percentage of population impacted by aviation noise		Comparison of Plan and Baseline scenarios, identification of areas that are low performing due to Connect SoCal investments; breakdown of population for impacted areas by ethnicity and income	Revised	Combining and renaming from "Aviation Noise Impacts" and "Roadway Noise Impacts"; shifting to qualitative analysis
Environment	Public Health	N/A		Summary of historical emissions and health data for areas with high concentrations of minority and low income population	Removed	Public health is addressed in DACs and incorporated throughout the Equity Analysis

*Formerly referenced as "Environmental Justice (EJ)"

**Subcategories are different from the Draft Performance Measures subcategories to account for alignment with previous EJ Analysis Indicators.



Connect SoCal 2024

Draft Performance Measures: Plan Evaluation

Category	Subcategory	Performance Measure	Equity* Measure	Definition	New, Existing, Revised, Remove	Notes
Mobility	Accessibility	Major destination access		Share of major destinations accessible within 45 minutes by transit during evening peak period (5-7 pm)	Revised	Need to determine if morning peak period may also be modeled (in addition to evening peak period). Evaluate modeling feasibility of suggested revision.
Mobility	Accessibility	Job access	X	Share of regional employment centers reachable within 30 minutes by automobile, 45 minutes by transit, & 45 minutes by local bus during evening peak period (5-7 pm)	Revised	Need to determine if morning peak period may also be modeled (in addition to evening peak period). Evaluate modeling feasibility of suggested revision.
Mobility	Infrastructure	HOT lane utilization		High-occupancy toll (HOT) lane utilization at all time periods	New	Evaluate modeling feasibility. Need to determine if this may be modeled, extracted from NPMRDS, or obtained through private data firm.
Mobility	Infrastructure	Lost highway lane miles		Percent utilization of regional transportation system during peak demand	Remove	Recommend removing this measure because the data source is not defined, & its evaluation & monitoring utility is not established.
Mobility	Miles Traveled	Trip distance	X	Average distance (in miles) traveled for work & for all trips, including share of work trip lengths that are 10 miles or less & 25 miles or less	Existing	Continue to 2024.
Mobility	Mode Share	Mode share	X	Percentage of total work trips & all trips by mode: auto, bus, commuter rail, urban rail, non-motorized, & other. Includes transit mode share & active transportation mode share	Existing	Continue to 2024.



Connect SoCal 2024

Draft Performance Measures: Plan Evaluation

Category	Subcategory	Performance Measure	Equity* Measure	Definition	New, Existing, Revised, Remove	Notes
Mobility	Transit	Transit seat utilization		Seat capacity utilization (during peak hour & in peak direction) based on available seats across all transit types. Transit boardings per capita.	New	CARB requested for analysis. Evaluate modeling feasibility.
Mobility	Travel Delay	Congestion bottlenecks		Assessment of regional freeways and major arterials to identify specific locations where recurrent congested conditions impact regional traffic flow.	New	Desired, but data availability/ methodology questions exist. Need to determine if this can be modeled or relabel data sources exist. Needs to be a specific quantitative metric.
Mobility	Travel Delay	Person hours of delay by facility type (mixed flow, HOV, & arterials)		Excess travel time resulting from the difference between a reference speed & actual speed	Existing	Continue to 2024.
Mobility	Travel Delay	Person-delay per capita		Daily amount of delay experienced per capita due to traffic congestion	Existing	Continue to 2024.
Mobility	Travel Delay	Truck delay by facility type (highways/arterials)		Excess heavy duty truck travel time resulting from the difference between a reference speed & actual speed	Existing	Continue to 2024.
Mobility	Travel Time	Commute time		Average travel time to work (in minutes) by travel modes (bike/walk, bus/rail, car, & carpool)	Revised	Evaluate modeling feasibility of suggested revision. Suggest adding average travel time for non-work trips to understand travel time to other destinations. Need to determine if non-work trip travel time can be modeled in addition to work trips.



Connect SoCal 2024

Draft Performance Measures: Plan Evaluation

Category	Subcategory	Performance Measure	Equity* Measure	Definition	New, Existing, Revised, Remove	Notes
Mobility	Travel Time	Travel time by mode	X	Travel time distribution by mode for transit, single occupancy vehicles (SOV), & high-occupancy vehicles (HOV)	Existing	Continue to 2024.
Environment	Climate	Vehicle miles traveled		Daily vehicle miles traveled (VMT) per capita (automobiles & light trucks)	Revised	Evaluate modeling feasibility of suggested revision. Suggest using updated SPM transportation module to assess VMT impact of various land use configurations supplemental to standard VMT per capita metric.
Environment	Climate	Housing most vulnerable to impacts		Percent of housing units expected to be constructed in hazard areas (including wildland-urban interface areas)	New	Evaluate modeling feasibility. Need to determine if climate risks may be modeled through SPM.
Environment	Climate	Greenhouse gas emissions		Percent reduction in GHG emissions per capita (from 2005 levels)	Existing	Continue to 2024.
Environment	Climate	Population most vulnerable to impacts	X	Percent of population living in flood hazard, wildfire risk, sea level rise, & extreme heat areas	New	Evaluate modeling feasibility. Need to determine if climate risks may be modeled through SPM.
Environment	Conservation	Land use for urban purposes		Total square miles of greenfield & rural lands converted to urban use	Existing	Continue to 2024.
Environment	Health	Parks access	X	Share of park acreage reachable within 30 minutes by automobile, 45 minutes by transit, or 45 minutes by local bus during mid-day period (9 am-3 pm)	Existing	Continue to 2024.



Connect SoCal 2024

Draft Performance Measures: Plan Evaluation

Category	Subcategory	Performance Measure	Equity* Measure	Definition	New, Existing, Revised, Remove	Notes
Environment	Public Health	Criteria pollutant emissions	X	ROG, CO, NOx, PM10, & PM2.5 emissions (tons per day)	Existing	Continue to 2024.
Environment	Public Health	Percent of households located within 500' of high-volume roadways	X	Share of households within 500 feet of a high volume roadway (over 100,000 vehicles per day in urban areas, or 50,000 vehicles per day in rural areas)	Existing	Continue to 2024.
Environment	Resource Efficiency	Energy consumption		Energy (electricity, natural gas, vehicle fuel) consumption per capita	Existing	Continue to 2024.
Environment	Resource Efficiency	Water consumption		Urban water consumption per capita	Existing	Continue to 2024.
Economy	Employment	New jobs added due to transportation system investments		Number of new jobs added to regional economy directly related to RTP/SCS transportation system investments	Existing	Continue to 2024.
Economy	Employment	Number of new jobs added due to improved regional economic competitiveness		Number of new jobs added to the regional economy as a result of improved transportation conditions	Existing	Continue to 2024.



Connect SoCal 2024

Draft Performance Measures: Plan Evaluation

Category	Subcategory	Performance Measure	Equity* Measure	Definition	New, Existing, Revised, Remove	Notes
Economy	Employment	Share of regional employment growth occurring in High Quality Transit Areas (HQTAs)		Percent of the region's total employment growth occurring within HQTAs	Revised	Evaluate modeling feasibility for generalizing to Priority Development Areas (PDAs) to determine possibility of assessing household & employment growth in PDAs in addition to HQTAs.
Economy	Infrastructure	Transportation system investment benefit/cost ratio	X	Ratio of monetized user & social benefits to transportation system investment costs	Existing	Continue to 2024.
Economy	Travel Delay	Travel delay/cost relationship		Costs for travel delays	New	Evaluate modeling feasibility for assessing costs related to travel delay. INRIX data is available in house. Need to determine if this can be modeled.
Communities	Accessibility	Percent of trips less than 3 miles		Share of work & non-work trips which are less than 3 miles in length	Existing	Continue to 2024.
Communities	Accessibility	Share of regional households located in High Quality Transit Areas (HQTAs)		Percent of the region's total households located within HQTAs	Revised	Evaluate modeling feasibility for generalizing to PDAs. Need to determine possibility of assessing household & employment growth in PDAs in addition to HQTAs.
Communities	Housing	Housing cost burden		Share of annual household income spent on housing-related expenses	New	Evaluate modeling feasibility.
Communities	Housing	Accessory Dwelling Unit (ADU) potential		Assessment of potential for ADU development within Priority Development Areas (PDAs)	New	Evaluate modeling feasibility.



Connect SoCal 2024

Draft Performance Measures: Plan Evaluation

Category	Subcategory	Performance Measure	Equity* Measure	Definition	New, Existing, Revised, Remove	Notes
Communities	Housing	Residential development distribution		Ratio of infill residential units to all new residential units constructed	New	Evaluate modeling feasibility. Assess whether evaluation can occur for PDAs.
Communities	Public Health	Physical activity-related health measures		Physical activity/weight-related health issues & costs	Existing	Continue to 2024.
Communities	Public Health	Air pollution-related public health issues & costs		Costs related to public health conditions	Existing	Continue to 2024.

* Formerly referenced as 'Environmental Justice' (EJ)

* Assessing whether performance measures can be evaluated for all households and households with low incomes



Connect SoCal 2024

Draft Performance Measures: On-going Regional Monitoring

Category	Subcategory	Performance Measure	Equity* Measure	Definition	New, Existing, Revised, Remove	Notes
Mobility	Accessibility	Mode share for work trips & all trips	X	Percentage of total work trips by travel mode (SOV, HOV, active transportation, transit, work from home)	Existing	Continue to 2024. Used for both plan scenario assessment & on-going performance monitoring.
Mobility	Accessibility	Annual hours of peak hour excessive delay per capita		Total annual hours of delay experienced per capita during peak travel periods	Existing	Continue to 2024. MAP-21 PM3 measure.
Mobility	Accessibility	Travel time reliability for automobiles		Travel time reliability for automobiles	Existing	Continue to 2024. MAP-21 PM3 measure.
Mobility	Accessibility	Peak hour excessive travel delay per capita		Peak hour excessive travel delay per capita	Existing	Continue to 2024. MAP-21 PM3 measure.
Mobility	Accessibility	Percent of reliable person-miles traveled on the NHS (Interstate & non-Interstate)		Share of total person miles traveled on NHS roadways that produce dependable travel times as compared to expected travel times.	Existing	Continue to 2024. MAP-21 PM3 measure.
Mobility	Accessibility	Average commute travel time		Average travel time to work (in minutes) in total & by travel mode	Revised	Continue to 2024. Include average travel time for non-work trips to understand travel time to other destinations.
Mobility	Accessibility	Active transportation mode share	X	Share of total trips (work trips & all trips) that use bicycle or pedestrian travel mode.	Existing	Continue to 2024. Used for both plan scenario assessment & on-going performance monitoring.



Connect SoCal 2024

Draft Performance Measures: On-going Regional Monitoring

Category	Subcategory	Performance Measure	Equity* Measure	Definition	New, Existing, Revised, Remove	Notes
Mobility	Accessibility	Daily amount of walking and biking		Percent of population having walk or bike trips & number of minutes of walking & biking for those who had walk or bike trips	Existing	Continue to 2024.
Mobility	Infrastructure	National Highway System (NHS) bridge condition		Share of total regional NHS bridge deck area in 'Good' & in 'Poor' condition	Existing	Continue to 2024. MAP-21 PM2 measure.
Mobility	Infrastructure	National Highway System (NHS) pavement condition		Share of total regional NHS pavement lane miles in 'Good' & in 'Poor' condition	Existing	Continue to 2024. MAP-21 PM2 measure.
Mobility	Infrastructure	Local roads pavement condition		Local roads pavement condition	Existing	Continue to 2024.
Mobility	Safety	Number of active transportation fatalities & serious injuries	X	Total annual number of collision-related bicycle & pedestrian fatalities & serious injuries	Existing	Continue to 2024.
Mobility	Safety	Number & rate of collision-related fatalities		Total annual number & rate of motor vehicle collision-related fatalities	Existing	Continue to 2024.
Mobility	Safety	Number & rate of collision-related serious injuries		Total annual number & rate of motor vehicle collision-related serious injuries	Existing	Continue to 2024.
Mobility	Transit	Transit boardings per capita		Number of annual transit boardings per capita	Existing	Continue to 2024.



Connect SoCal 2024

Draft Performance Measures: On-going Regional Monitoring

Category	Subcategory	Performance Measure	Equity* Measure	Definition	New, Existing, Revised, Remove	Notes
Mobility	Transit	Number of transit system fatalities, injuries, safety events, & system reliability		Total annual number of transit system fatalities, injuries, & safety events	Existing	Continue to 2024. MAP-21 Transit Safety.
Mobility	Transit	Transit equipment, rolling stock, infrastructure, & facility condition		Assessment of regional transit system equipment, rolling stock, infrastructure, & facility condition	Existing	Continue to 2024. MAP-21 Transit Asset Management (TAM).
Mobility	Transit	Transit seat utilization		Peak hour transit capacity utilization based on number of available seats	New	CARB requested for trend analysis.
Environment	Climate	Vehicle Miles Traveled (VMT) per capita		Annual VMT generated per capita in the SCAG region	Revised	Continue to 2024. Determine possibility of assessing VMT impact by various land use configurations to supplement standard VMT per capita metric
Environment	Climate	Percent of population in climate risk areas	X	Share of regional population living in flood hazard, wildfire risk, sea level rise, & extreme heat areas	New	Expanding on climate vulnerability performance measures.
Environment	Climate	New housing units to be constructed in climate hazard areas		Percent of new housing units expected to be constructed in climate hazard areas including wildland-urban interface areas	New	Expanding on climate vulnerability performance measures.



Connect SoCal 2024

Draft Performance Measures: On-going Regional Monitoring

Category	Subcategory	Performance Measure	Equity* Measure	Definition	New, Existing, Revised, Remove	Notes
Environment	Climate	Urban Heat Island reduction strategies		Rate of implementation of strategies to reduce urban heat island impacts through development of urban tree canopy	New	Expanding on climate vulnerability performance measures.
Environment	Conservation	Total square miles of greenfield & rural land uses converted to urban use		Total amount of previously agricultural or otherwise rural land uses converted to urban land use	Existing	Continue to 2024. Used for both plan scenario assessment & on-going performance monitoring.
Environment	Conservation	Habitat connectivity investments		Total value of regional investments to enhance habitat connectivity & safety	New	Evaluate feasibility.
Environment	Conservation	Nature-based mitigation programs		Tracking of regional nature adaptation strategies & programs	New	Needs to be specific & quantitative.
Environment	Conservation	GHG sequestration		GHG sequestration of natural & agricultural lands	New	Evaluate feasibility.
Environment	Conservation	Williamson Act contract acres impacted		Percent of Williamson Act contract acreage impacted by urban growth or transportation projects	New	Evaluate feasibility.
Environment	Public Health	Air quality by air basin		Existing air quality condition in the various SCAG region air basins	Existing	Continue to 2024.



Connect SoCal 2024

Draft Performance Measures: On-going Regional Monitoring

Category	Subcategory	Performance Measure	Equity* Measure	Definition	New, Existing, Revised, Remove	Notes
Environment	Public Health	Percent of households located within 500' of high-volume roadways	X	Share of households within 500 feet of a high volume roadway (over 100,000 vehicles per day in urban areas, or 50,000 vehicles per day in rural areas)	Existing	Continue to 2024.
Environment	Public Health	Number of acres of parks for every 1,000 residents		Number of acres of parks (local, regional, & beach parks) for every 1,000 residents	Existing	Continue to 2024.
Economy	Accessibility	Percent of Interstate system mileage providing reliable truck travel time		Share of total Interstate mileage that produce dependable truck travel times as compared to expected travel times.	Existing	Continue to 2024. MAP-21 PM3 measure.
Communities	Affordability	Share of median household income dedicated to housing		Share of median household income expended on housing costs	Existing	Continue to 2024.
Communities	Public Health	Asthma incidence		Share of population in the region who were ever diagnosed with asthma	Existing	Continue to 2024.
Communities	Public Health	Asthma exacerbation		Share of population already diagnosed with asthma who had asthma related emergency room visit in previous 12 months	Existing	Continue to 2024.
Communities	Public Health	Premature deaths due to PM2.5		Number of premature deaths due to long-term exposure to particulate matter (estimated from monitored or modeled PM2.5 concentrations)	Remove	Recommend removal of this measure from the on-going regional performance monitoring program as the data source is not reliable.



Connect SoCal 2024

Draft Performance Measures: On-going Regional Monitoring

Category	Subcategory	Performance Measure	Equity* Measure	Definition	New, Existing, Revised, Remove	Notes
Communities	Public Health	Percent of residents within 1/2 mile walk to open space		Share of residents living within 1/2 mile walk to parks or open space	Existing	Continue to 2024.

* Formerly referenced as 'Environmental Justice' (EJ)

Item 3: February 23rd Regional Data Platform (RDP) and Local Data Exchange (LDX) Soft Launch and Next Steps

SCAG Technical Working Group, 3/17/2022

Key Links

- Data/Map Books for all 197 jurisdictions: <http://scag.ca.gov/local-data-exchange>
- Regional Data Platform: <https://hub.scag.ca.gov>
- RDP LDX Web: <https://hub.scag.ca.gov/pages/ldx>
- Email contact for RDP and LDX: list@scag.ca.gov

Key Dates

- **February 23, 2022: RDP 1.0 / LDX “soft launch”**
 - o All public components of RDP went live at <https://hub.scag.ca.gov>
 - o Jurisdictions can get credentials for RDP’s LDX web (<https://hub.scag.ca.gov/pages/ldx>) and begin reviewing and editing most datasets
 - o Jurisdictions can continue to get ESRI licenses at <https://license-rdp.scag.ca.gov/>
- **May 2022: LDX Complete Launch**
 - o SCAG’s preliminary growth forecast at the jurisdiction/TAZ level will be available for review in Data/Map Books and digitally.
 - o Additional data layers for reference may be available through RDP LDX
 - o LDX Survey opens
- **December 2nd, 2022: Deadline** for jurisdictions to provide input on data layers and survey for Connect SoCal 2024

Key Activities

- **Feb. to May 2022: RDP/LDX External Presentations so far** (*Stock presentation is attached to the TWG agenda for reference*):
 - o 2/1 – Orange County – OCCOG TAC (follow-up 4/5 and 5/3)
 - o 2/23 – San Bernardino County – SBCTA PDTF (follow-up 3/23 and 4/27)
 - o 2/24 – Imperial County – ICTC TAC
 - o 3/3 – SCAG Community, Economic, and Human Development Committee
 - o 3/10 – Riverside County – WRCOG Planning Director’s Forum
- **May 5-6th, 2022: SCAG General Assembly and Regional Conference**
 - o Visit the RDP Table to learn more, or review maps for your jurisdiction
- **One-on-one meetings with jurisdictions:**
 - o 3/7 – 3/28: Orange County jurisdictions, coordinated with Cal State Fullerton Center for Demographic Research (CDR)

- *Note: CDR is providing a separate jurisdictional/TAZ-level projections for local review. Importantly, CDR and SCAG’s preliminary household and employment projections for 2050 are consistent. Preliminary projections at smaller geographies are likely to differ prior to local review (see Forecasted Regional Development Pattern section below).*
 - Starting May 4th until complete – Imperial, Los Angeles, Riverside, San Bernardino, and Ventura counties
 - *Note: SBCTA is coordinating one-on-one meetings for San Bernardino County cities; however, SCAG is providing preliminary forecasts.*

Data Layers in LDX (see Data/Map Books RDP LDX Module)

CATEGORY	LAYER NAME	REVIEW TYPE
Land Use	General Plan	Update/Corrections
	Zoning	Update/Corrections
	Existing Land Use	Update/Corrections
	Specific Plan Land Use	Update/Corrections
	Key Entitlements	Update/Corrections
Priority Development	Neighborhood Mobility Areas	Optional
	Livable Corridors	Optional
	Job Centers	Optional
	Housing Trajectory	Update/Corrections and site inventory upload
Transportation	High Quality Transit Areas	Reference Only
	Transit Priority Areas	Reference Only
	Regional Bikeways	Optional
	Regional Truck Routes	Optional
Green Region Resource Areas (SB 375)	Resilience (Flood areas, coastal inundation, wildfire risk)	Reference Only
	Open Space/Habitat (Open space and parks, endangered species and plants, sensitive habitat areas, natural community and habitat conservation plans)	Reference Only
	Administrative/Working Lands (Tribal nations, military installations, farmlands)	Reference Only
Geographical Boundaries	City Boundary and Sphere of Influence	Reference Only
	Census Tract	Reference Only
	TAZ	Reference Only
Growth	Jurisdiction-level projections of households and employment (2019-2050)	Update/Corrections
	TAZ-level projections of households and employment (2019-2050)	Update/Corrections

Connect SoCal 2024 Forecasted Regional Development Pattern

The below description was shared with the TWG on January 20, 2022. In particular, SCAG staff seeks TWG input and further discussion on items 2 and 3 below:

The data layers reviewed during the Local Data Exchange process will form the basis for the policies and strategies which will be part of Connect SoCal 2024. Of particular focus, Government Code 65080(b)(2)(B) et seq. requires that SCAG “set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board and will allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C Sec. 7506).”

SCAG staff proposes the following principles in order to work with local jurisdictions during the LDX process to generate a forecasted regional development pattern which meets these objectives:

1. **Rooted in local planning policies.** The forecasted regional development pattern will use local general plans as a starting point and local jurisdictions will be asked to update and review the forecast with their expertise of local planning context and pending/upcoming planning work.
2. **Steered by a regional vision.** The forecasted regional development pattern will integrate growth strategies adopted by the SCAG Regional Council as part of the adoption of Connect SoCal in September 2020 and follow regional and county forecast totals as guided by the Panel of Experts.
3. **Aligned with state policy.** The forecasted regional development pattern will reflect the 6th cycle RHNA and housing element process and be assessed against SCAG’s SB 375 greenhouse gas emission reduction targets.

Separately, SCAG will seek input from County Transportation Commissions (CTCs) on planned transportation infrastructure. SCAG staff proposes the below process in order to generate the forecasted regional development pattern:

1. SCAG will engage with jurisdictions one-on-one through the Local Data Exchange process.
2. Available during the complete launch of the LDX, SCAG’s preliminary growth forecast (PGF) of households and employment at the jurisdictional and TAZ-level will:
 - a. Follow regional and county control totals established in the regional growth forecast framework.
 - b. Integrate sustainable growth strategies from the previous plan including priority development areas and green region resource areas.
 - c. Assess and reflect the impacts of the 6th cycle RHNA and housing element update process.
 - d. Use local general plans as a principal guide.
 - e. Be available in the Data/Map Book and digitally.

3. This PGF will be shared with local jurisdictions for review. This locally-reviewed PGF will be known as the draft forecasted regional development pattern and will:
 - a. Integrate local strategies toward achieving regional objectives including those related to housing and sustainability.
 - b. Be assessed against regional and county growth control totals.
 - c. Be assessed against SCAG's regional transportation conformity standards and GHG emissions targets set by federal and state regulators.¹
 - d. Only undergo further scenario development and modification if (b) and (c) are not met. This potential modification process would be conducted in consultation with SCAG's Technical Working Group.
 - e. Form a basis for additional land use and transportation strategies to reduce per-capita GHG which do not require changing the location of forecasted growth.
 - f. Be available in an updated Data/Map Book and digitally following the conclusion of the LDX process.
4. Additional development of GHG reduction strategies will be based on the draft forecasted regional development pattern. These will be solicited from local jurisdictions, CTCs, and other stakeholders through regional collaboration prior to inclusion in the draft SCS, as well as the general public in accordance with SB 375 and SCAG's public participation plan.
5. Pursuant to CEQA, SCAG will also develop PEIR alternatives which will differ from the draft forecasted regional development pattern.

RDP Demo (Tom Vo)

RDP Introduction

1. SCAG's [Regional Data Platform \(RDP\)](#) is a revolutionary system for collaborative data sharing and planning designed to facilitate better and more efficient planning at all levels – from cities and counties of all sizes up to the region as a whole. The RDP provides tools to standardize regionally significant datasets, opportunities for local jurisdictions to update their data in real-time and draw insights from local trends
2. The information will support regional and local planning for the implementation of the RTP/SCS by enhancing SCAG's existing data system capability for data-driven decision-making, promoting governmental transparency, encouraging collaborative regional and

¹ Final transportation network data and additional plan strategies to assist in achieving these targets will not be fully available at the time of assessment by SCAG. As such, assessment may not constitute a full travel demand model run and could include comparison against prior performance and measures such as growth in PDAs, housing/development type, assessment of likely travel demand between different locations, and other sketch-planning measures, in consultation with TWG.

community planning, expanding SCAG's data infrastructure system, improving regional data standardization, performing best practices for improvements on data updates, data sharing, and data visualization

RDP Demo

Regional Hub Overall (<https://hub.scag.ca.gov>)

1. The **landing page** (1st page of the Regional Hub, hub.scag.ca.gov) provides a brief RDP background information, resources, and tools within the RDP. On this page you can find:
 - a. RDP Introduction
 - b. Find Data, Maps, And Documents
 - c. Local Data Exchange (LDX)
 - d. SoCal Atlas: Explore Southern California
 - e. Regional Land Use Applications
 - f. Planner's Corner
 - g. Collaborate Across the Region
 - h. Request Technical Assistance
2. The **Content Library** page is a place that holds all products on the Regional Hub like geospatial data, tabular data, documents, and apps. This is similar to our current SCAG Open Data Portal
3. The **Apps & Maps** page provides a repository of applications and maps created by SCAG to assist with regional and local planning activities
4. The **Planner's Corner** page is intended to be a space for local jurisdictions and other partners in the SCAG region to access training resources, materials, and technical assistance. Local jurisdictions may also leverage the Planner's Corner to showcase their innovative planning-related projects to their peers

Local Data Exchange Page (<https://hub.scag.ca.gov/pages/ldx>)

The **Local Data Exchange (LDX)** page provides information about the process and instructions on how to access the system. There are two versions of this page: public and private. The private LDX page provides different tools and resources for jurisdictions to utilize to provide inputs to SCAG on several regionally significant datasets.


- How to request access to the LDX system
- How to provide inputs to SCAG

Regional Data Platform & Local Data Exchange


Presentation to SCAG Subregional Technical Audience

Tom Vo & Kevin Kane, PhD
Program Managers, Planning Division
February – April 2022

www.scag.ca.gov



1




Presentation Outline


- 1) Connect SoCal 2024
- 2) Local Information Services Team (LIST)
- 3) Local Data Exchange Process (LDX)
- 4) Data/Map Books
- 5) Regional Data Platform (RDP)
- 6) RDP – LDX System Demo

2

Connect SoCal 2024: What is an RTP/SCS?





- Long-term vision and investment framework
- State Requirements (SB 375)
 - Integrated regional development pattern & transportation network
 - Reduce GHG emission to meet targets for passenger vehicles
- Federal Requirements
 - Updated every 4 years
 - 20+ years into the future
 - Revenues = Costs
 - Meets regional emission standards
 - Public involvement



3

Connect SoCal 2024: Development Update

COMPLETED


- ✓ Regional & County Forecast
- ✓ Relunched Working Groups
- ✓ Regional Data Platform Launch

LOCAL DATA EXCHANGE (LDX)


- Soft Launch – February 23rd
- Complete Launch – May 4th
- Input Deadline – December 2nd

4

Local Information Services Team (LIST) Introduction




- Purpose – Coordinate, plan, and develop a system to (1) link SCAG’s value-added products (e.g., data, applications, etc.) to help address local information needs, (2) deliver technical assistance, and (3) provide local staff an opportunity to offer feedback on how SCAG can improve our products to facilitate better collaboration, regionally and locally
- LIST is focusing on the Local Data Exchange (LDX) process to solicit inputs from local jurisdictions
- Request technical assistance at list@scag.ca.gov

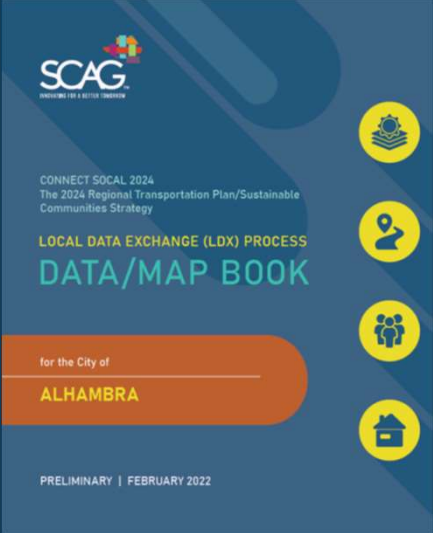


5

Local Data Exchange (LDX)




- Main objective: Present and review roughly 30 data layers related to RTP/SCS development:
 - Available in Data/Map Books and RDP
 - Soliciting **local update and corrections** on core land use layers and preliminary forecast
 - **Feedback and editing opportunity** on certain regional growth & transportation data
 - Third-party data related to regional growth objectives included **for reference**
- Also...
 - Only time in the 4-year plan cycle where SCAG “visits” every jurisdiction
 - Chance to share regional priorities and tools
 - Chance to discuss local concerns and visions for the future
 - *Chance to align local and regional visions*



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Objective: Forecasted Regional Development Pattern

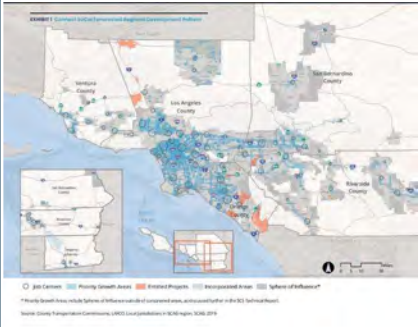


"set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board, and (viii) allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506)." California Government Code 65080(b)(vii)

2050 Preliminary Projections (1,000s), SCAG Region

Category	2019 Actual	2050 Projected	Change (Δ)
Population	18,832	20,500	9.1%
Households	6,192	7,400	23.6%
Employment	8,986	10,300	13.2%

Source: Connect SoCal 2024 Preliminary Projections




Source: Connect SoCal 2020 Forecasted Regional Development Pattern


LDX GETS HERE BY BEING:

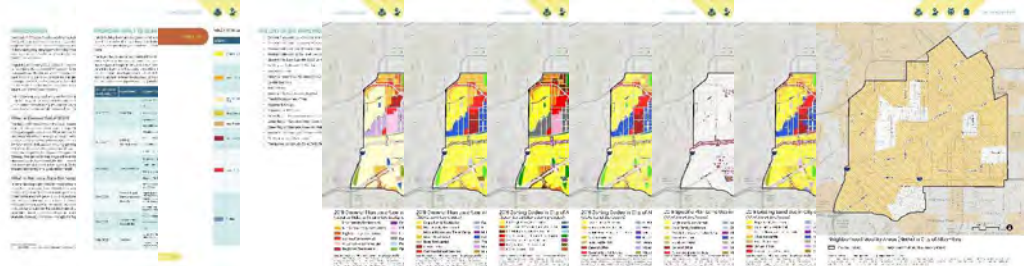
- ✓ Rooted in local planning
- ✓ Steered by a regional vision
- ✓ Aligned with state and federal policy


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SCAG Data/Map Book Sample (Local Data Exchange Page)











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SCAG Technical Working Group 3/17/2022; Agenda packet recommended 3/25/2022

Packet Page 51

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SCAG Data/Map Book Contents

CATEGORY	LAYER NAME	REVIEW TYPE	CATEGORY	LAYER NAME	REVIEW TYPE	
Land Use	General Plan	Update/Corrections	Green Region Resource Areas (SB 375)	Resilience (Flood areas, coastal inundation, wildfire risk)	Reference Only	
	Zoning	Update/Corrections		Geographical Boundaries	Open Space/Habitat (Open space and parks, endangered species and plants, sensitive habitat areas, natural community and habitat conservation plans)	Reference Only
	Existing Land Use	Update/Corrections			Administrative/Working Lands (Tribal nations, military installations, farmlands)	Reference Only
	Specific Plan Land Use	Update/Corrections			City Boundary and Sphere of Influence	Reference Only
	Key Entitlements	Update/Corrections			Census Tract	Reference Only
Priority Development	Neighborhood Mobility Areas	Optional	Growth (available May 2022)	TAZ (Tier2)	Reference Only	
	Livable Corridors	Optional		Jurisdiction-level projections of households and employment (2019-2050)	Update/Corrections	
	Job Centers	Optional	Growth (available May 2022)	TAZ-level projections of households and employment (2019-2050)	Update/Corrections	
	Housing Trajectory	Update/Corrections and site inventory upload				
Transportation	High Quality Transit Areas	Reference Only				
	Transit Priority Areas	Reference Only				
	Regional Bikeways	Optional				
	Regional Truck Routes	Optional				

Digital versions of these data layers will be available to local jurisdictions through their RDP LDX login.

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LDX Timeline

EVENT	ANTICIPATED DATE
Local Data Exchange - Soft Launch. Data/Map book Local Data Exchange Soft Launch. Data layers (except growth) available for local review through Data/Map Books and Regional Data Platform.	February 23, 2022
Subregional outreach and trainings on LDX and RDP. LIST team available for questions and consultation.	Feb - Apr 2022
Local Data Exchange Complete Launch. Data/Map Book and RDP updated to include preliminary growth data.	Estimated May 4, 2022
One-on-one meetings with local jurisdictions to review the data package and feedback opportunity.	Beginning May 2022
Deadline for local jurisdictions to provide feedback for possible inclusion in Connect SoCal 2024.	Dec 2, 2022
Regional collaboration on plan development. Continued development of Connect SoCal 2024 strategies with stakeholders, working groups, and the general public.	Early 2023
Draft Connect SoCal 2024 release	Fall 2023
Final Connect SoCal 2024 adoption	April 2024

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Local Data Exchange Process – Outreach



Most meetings with local jurisdictions will be virtual.

- Subregional and General Outreach, one-on-one upon request – February to May 2022
- One-on-one meetings – Beginning in May 2022
- Conducted by the Local Information Services Team (LIST) – list@scag.ca.gov

11

Regional Data Platform (RDP) Goals



1. Provide access to data, modern tools, and best practices that support stronger planning and information-based decision making at all levels
2. Streamline the exchange of data with jurisdictions and partners across the region while establishing procedures and standards for geospatial data consistency
3. Establish a community of planners, GIS professionals, and practitioners to foster collaboration and collective learning, as well as guide the long-term growth and evolution of the RDP

Supporting *regionally aware* local planning
 And *locally informed* regional planning
 For a more cohesive and sustainable region...

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SCAG's Regional Data Platform (RDP) Launched on February 23rd, 2022

...Supporting Planning and Data Sharing Workflows Across Jurisdictions

Accessible Data and Information

Regional Hub

SoCal Atlas

Explore

Planning & Engagement Tools

HELPR

Parcel Explorer

General Plan Update Initiative Templates

Data Sharing Tools & Workflows

Local Data Exchange

SCAG Regional Data Platform (RDP)

Empowering planners and residents. . . . To create more sustainable communities

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RDP Data & Information Tools

Member Agency Only Publicly Accessible

Regional Hub

Provides one-stop access to data, tools, and information as well as a platform for two-way engagement. Features and capabilities include:


- Rich content catalogue with data, maps, apps, policy resources, and more
- "Planner's Corner" full of planning-specific resources
- Public and private access
- Collaboration workspace for regional programs and initiatives (*coming soon*)
- Ability to request one-on-one technical assistance from SCAG

SoCal Atlas


A web-based experience allowing member agencies, other regional stakeholders, and the general public to explore data, statistics, and maps across topics and geographies.

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RDP Planning & Engagement Tools




Member Agency Only




Publicly Accessible




HELPR 


Provides the ability to evaluate which parcels within a jurisdiction may have potential for residential development based on parcel attribute information and recommended filters.

Parcel Locator 





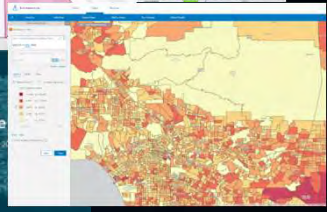
A self-service resource for planners, residents, or other stakeholders (such as developers) to find and discover rich information about specific parcels.

Local General Plan Update Site (template) 

A ready-to-use template for web-based General Plans for use by Member Agencies to communicate and engage with residents around their General Plan update.


Off-the-Shelf Planning & Engagement Tools 

Esri products, provided to member agencies, along with resources, templates, and best practices to support a broad range of common planning and resident engagement workflows. This includes Business Analyst Web, ArcGIS Urban, and ArcGIS Pro








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RDP's Local Data Exchange (LDX) Tools




Member Agency Only




Publicly Accessible




LDX Website 


A central location for member agencies and other stakeholders to access data sharing tools and related Local Data Exchange resources, view information and statistics on the state of data in the region and request technical assistance from SCAG.

Data Editor 






A web-based application for jurisdictions and other key stakeholders to explore, review, and update/comment on data shared with SCAG through the Local Data Exchange process for their jurisdiction.

Data Sharing 

Additional mechanisms for member agencies to provide data to SCAG as part of the Local Data Exchange process, including GIS data file upload and sharing an approved plan in ArcGIS Urban.

Data Reviewer 

A workflow allowing member agencies to review and approve edits to data within their jurisdiction before edits are sent to SCAG and incorporated to the regional layers

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RDP Tools Summary



Member Agency Only

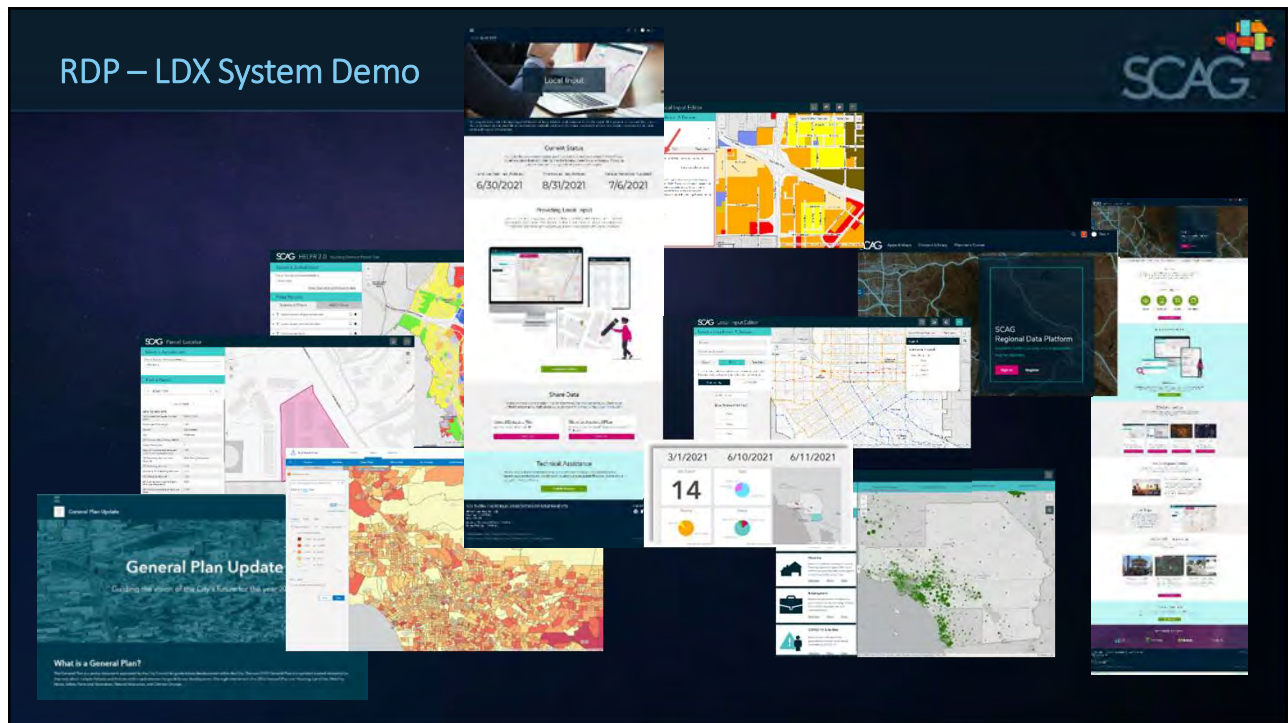


Publicly Accessible




RDP Tools and Capabilities	URL	Accessible to
Regional Hub	https://hub.scag.ca.gov/	
SoCal Atlas	https://rdp.scag.ca.gov/social-atlas/	
HELPR	https://rdp.scag.ca.gov/helpr/	
Parcel Locator	https://rdp.scag.ca.gov/parcel-locator/	
Local General Plan Update Site Templates	https://hub.scag.ca.gov/pages/planners-corner	
Off-the-Shelf Planning & Engagement Tools	https://hub.scag.ca.gov/pages/planners-corner	
LDX Website	https://hub.scag.ca.gov/pages/ldx	
LDX Data Editor	https://rdp.scag.ca.gov/ldx-editor/	
LDX Data Sharing	https://rdp.scag.ca.gov/portal/apps/sites/#/ldx-web	
LDX Data Reviewer	https://rdp.scag.ca.gov/portal/apps/sites/#/ldx-web	

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Local Data Exchange – Next Steps 

For local jurisdictions:

- 1) Request ArcGIS licenses at <https://hub.scag.ca.gov/pages/planners-corner>
- 2) Request LDX Web access at <https://hub.scag.ca.gov/pages/ldx>
- 3) SCAG LIST will start contacting cities in late March to onboard
- 4) SCAG General Assembly (May 5-6) – visit the LDX Table
- 5) One-on-one meeting with SCAG between May and ~ September
- 6) Submit all feedback by December 2nd

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Thank You!

<https://scag.ca.gov/local-data-exchange>
<https://hub.scag.ca.gov>
list@scag.ca.gov

Tom Vo and Kevin Kane, PhD
 Program Managers, Planning Division
 vo@scag.ca.gov and kane@scag.ca.gov
www.scag.ca.gov



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Acronyms



- LIST – Local Information Services Team
- LDX – Local Data Exchange
- Connect SoCal – Regional Transportation Plan/Sustainable Communities Strategy
- PEIR – Program Environmental Impact Report
- RDP – Regional Data Platform
- HELPR – Housing Element Parcel Tool
- SED – Socioeconomic Dataset
- TAZ – Transportation Analysis Zone
- HQTA – High Quality Transit Area
- TPA – Transit Priority Area
- NMA – Neighborhood Mobility Area

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Local Data Exchange (LDX) Survey – Connect SoCal 2024

SURVEY PURPOSE:

Purposes of the survey include:

- Collecting feedback to refine established Connect SoCal Sustainable Communities Strategy (SCS), including but not limited to land use tools;
- Understanding opportunities and constraints facing local governments in implementing the SCS; and
- Identifying potential new and/or more effective land use and mobility strategies that support a forecasted regional development pattern that is integrated with the transportation network and reduces greenhouse gas emissions from automobiles and light trucks.

SURVEY PRINCIPLES

The LDX survey is intended to support the LDX process and inform strategies which leverage the forecasted regional development pattern to yield GHG reductions. Feedback received will inform strategies and tools to be incorporated into Connect SoCal 2024/SCS.

The following principles are intended to guide survey development, since they align with the existing LDX process:

- **Rooted in local planning policies:** The survey questions shall help illuminate the local planning context (in SCS/GHG-reduction terms)
- **Support regional vision:** The questions shall clearly connect to regional strategies included in the adopted SCS and emphasize regional/county growth forecast totals.
- **Aligned with State/Federal policies:** The questions shall recognize established and emerging State and Federal policies, such as the ongoing RHNA/housing element process and federal transportation conformity requirements.

SURVEY GOALS

- Be open to feedback from local regional stakeholders.
- Be clear on survey purpose to local jurisdiction staff
- Ask succinct, clear questions to generate clear responses that have specific practical utility for developing Connect SoCal goals, tools and strategies.
- Share survey feedback with regional policymakers and local agencies in an accessible, timely and transparent way.

SURVEY PROCESS

1. Staff will review the previous survey developed and deployed to support Connect SoCal 2020, and re-evaluate the practicality and utility of feedback received.
2. Based on this review, staff will update tone, format, and questions to support the updated survey's purpose, principles and goals.
3. Staff will seek internal input from Planning Division Departments, including direct outreach to Business Units, before finalizing the survey and distributing to external agencies/cities during the overall LDX process.
4. After survey results are received, consultant assistance will provide support to staff on the analysis of feedback and results. This will include developing narrative and technical methodologies for new/updated land use and mobility strategies to support Connect SoCal 2024.

Green Region Resource Areas Methodology
Connect SoCal 2024

Lorianne Esturas
Sustainable & Resilient Development Department
March 17, 2022

www.scag.ca.gov



1



SUSTAINABILITY
**SUSTAINABLE
COMMUNITIES STRATEGY**

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

**CONNECT
SoCal**

TECHNICAL REPORT
ADOPTED ON SEPTEMBER 3, 2020



2

Connect SoCal 2020: Sustainable Communities Strategy



Promote a Green Region

- Support development of local climate adaptation and hazard mitigation plans
- Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration
- Integrate local food production into the regional landscape
- Promote more resource efficient development focused on conservation, recycling and reclamation
- Preserve, enhance and restore regional wildlife connectivity
- Reduce consumption of resource areas, including agricultural land
- Identify ways to improve access to public park space

3

3

Connect SoCal 2020: Growth Constraints



Absolute Constraints

- Military
- Existing open space (i.e., parks)
- Conserved land (conservation easements and protected areas)
- Land anticipated to be impacted with a 2 ft. sea level rise
- Tribal Lands
- Agriculture – Prime & Unique farmland within unincorporated counties


Variable Constraints

- Wildland-Urban Interface
- Agriculture- Grazing Land
- Agriculture within incorporated cities
- 500-year flood plains
- Wildfire prone areas (Cal Fire Very High Severity: State and Local)
- Natural lands and habitat corridors

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Connect SoCal 2024: Green Region Resource Areas



- Derived from SB 375 + Connect SoCal 2020 strategies
- Highlight areas where future growth is not encouraged due to sensitivity to natural hazards, biological sensitivities, and resilience to a changing climate
- Layers are consistent with Connect SoCal 2020 Plan but have been updated to reflect the latest & greatest data
- Green Region Resources Areas (GRRAs) consist of 10 topics, spanning three categories:
 - *Resilience*
 - *Habitat*
 - *Administrative/Working Lands*
- GRRRA maps consist of 10 topic maps + 3 multi-benefit asset maps

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Connect SoCal 2024: Green Region Resource Areas (GRRRA)



GRRRA Topics (10)

GRRRA Categories	Resilience	<ul style="list-style-type: none"> • 100-Year Flood Plains • Coastal Inundation (Sea Level Rise) • Wildfire Risk
	Habitat	<ul style="list-style-type: none"> • Open Space & Parks • Endangered Species & Plants • Sensitive Habitat Areas
	Administrative/ Working Lands	<ul style="list-style-type: none"> • Tribal Nations • Military Installations • Farmlands

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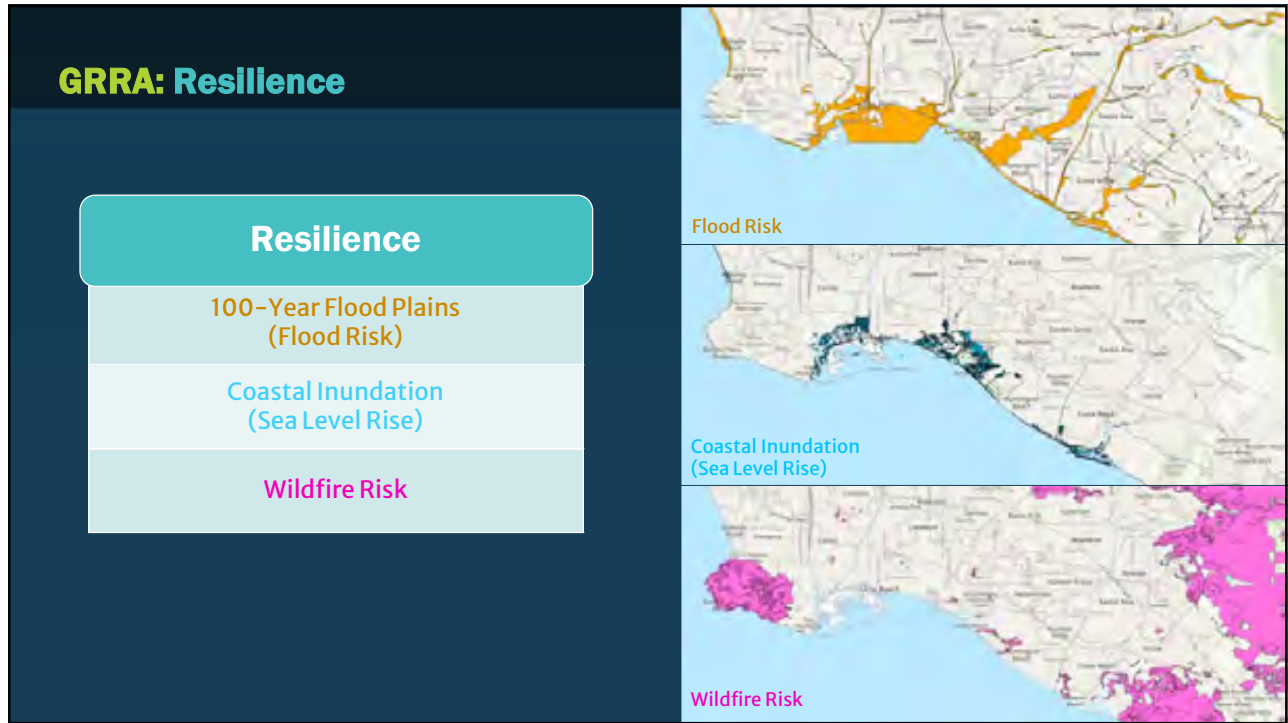
Connect SoCal 2024: GRRR Datasets

GRRR Category	GRRR Topic	Underlying Dataset(s)
Resilience	Flood Areas	FEMA Effective: 100-Year Floodplains, 2017, FEMA
	Coastal Inundation (Sea Level Rise)	Coastal Storm Modeling System (CoSMoS) for Southern California, v3.0, Phase 2, 2018, USGS
	Wildfire Risk	Fire Hazard Severity Zones Local Responsibility Areas Maps, 2008, CAL FIRE
		Fire Hazard Severity Zones State Responsibility Areas Maps, 2007, CAL FIRE
Habitat	Open Space and Parks	Save Our Agricultural Resources (SOAR), 2017, County of Ventura
		California Conservation Easement Database (CCEd), 2021, Multiple sources
		California Protected Areas Database (CPAD), 2021, Multiple sources
	Endangered Species and Plants	California Natural Diversity Database, 2017, CA Department of Fish and Wildlife
	Sensitive Habitat Areas	National Wetlands Inventory, 2020, US Fish and Wildlife Services
		2015 Areas of Conservation Emphasis (ACEIv2), 2015, CA Department of Fish and Wildlife
	Natural Community and Habitat Conservation Plans	Connect SoCal 2020 Habitat Connectivity Layer, 2020, SCAG; South Coast Missing Linkages (SCML) Wildlife Corridors, 2018, Conservation Biology Institute; and California Essential Habitat Connectivity Project, 2010, CA Department of Fish and Wildlife
Conservation Plan Boundaries, Habitat Conservation Plans (HCPs) and Natural Community Conservation Plans (NCCPs), 2021, CA Department of Fish and Wildlife		
Administrative/ Working Lands	Tribal Nations	American Indian Reservations / Federally Recognized Tribal Entities, 2021, CalOES
	Military Installations	USA Department of Defense Lands, 2018, US Department of Defense
	Farmlands	California Important Farmland, Farmland Mapping & Monitoring Program (FMMP), 2018, CA Department of Conservation

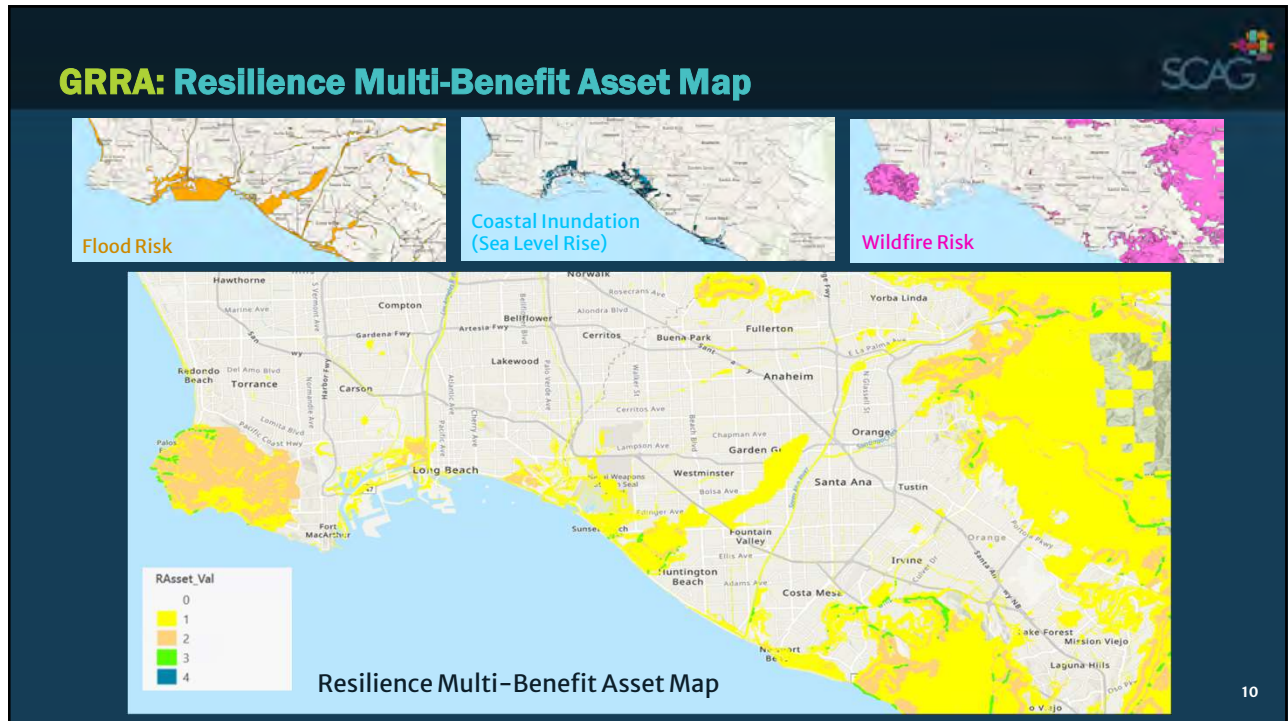
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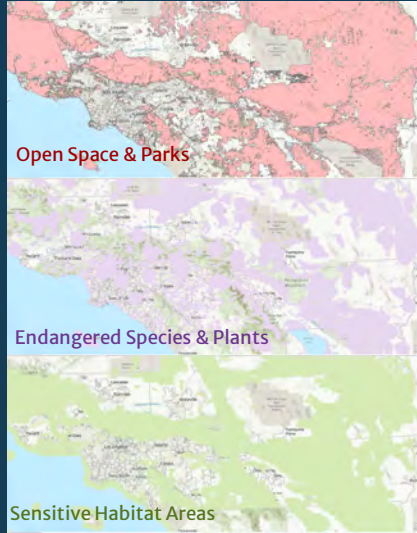


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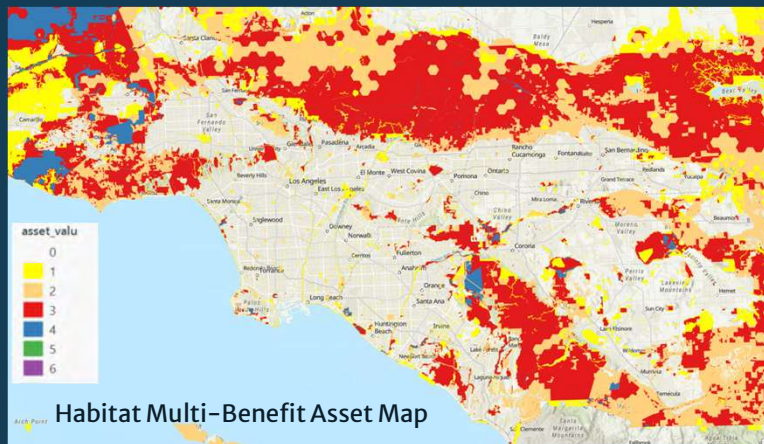
GRRRA: Habitat



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GRRRA: Habitat Multi-Benefit Asset Map

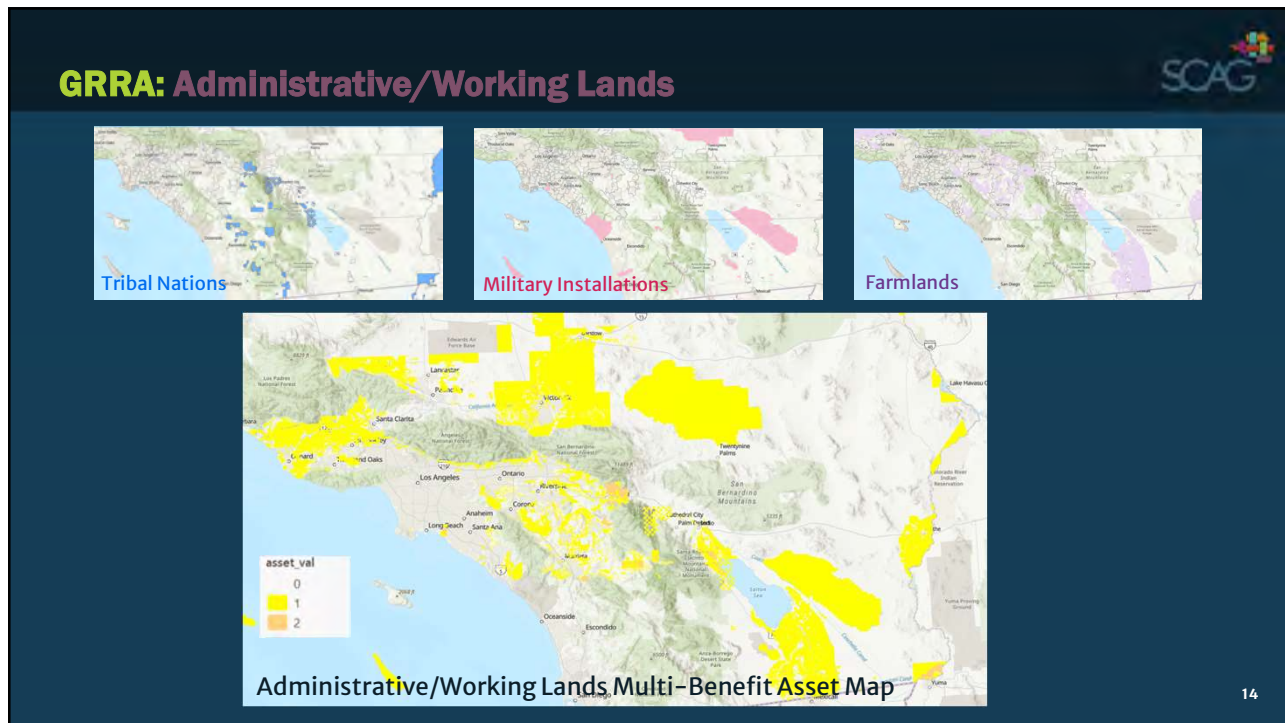


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GRRRA

Resilience

- 100-Year Flood Plains
- Coastal Inundation (Sea Level Rise)
- Wildfire Risk

Habitat

- Open Space & Parks
- Endangered Species & Plants
- Sensitive Habitat Areas

**Administrative/
Working Lands**

- Tribal Nations
- Military Installations
- Farmlands

CONNECT SOCAL 2024
The 2024 Regional Transportation Plan/Sustainable Communities Strategy

LOCAL DATA EXCHANGE (LDX) PROCESS

DATA/MAP BOOK

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GRRRA: Multi-Benefit Asset Maps (MBAMs)

Resilience

Habitat

Administrative/Working Lands

Source: SCAG Local Data Exchange (LDX) Process, Preliminary Data/Map Book for City of Brawley, February 2022

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GRRRA: Multi-Benefit Asset Maps (MBAMs) - Methodology

Resilience

Resilience Multi-Benefit Assets in City of Brawley

Resilience Asset Value

1 2 3 4

Data Source: Federal Emergency Management (FEMA) Digital Flood Insurance Rate Map (DFIRM); Coastal Storm Modeling System (CoSMoS for Southern California (V3.0, Phase 2); Fire Hazard Severity Zones Local Responsibility Areas Maps, 2008, CAL FIRE; Fire Hazard Severity Zones State Responsibility Areas Maps, 2007, CAL FIRE; and Wildland Urban Interface, 2020, CAL FIRE
Data Updated: 2021 | Map Created: 2/9/2022

Disclaimer: This map was created as a part of SCAG Data/Map Books to solicit feedback from local jurisdictions during Connect SoCal 2024 Local Data Exchange (LDX) process. SCAG shall not be responsible for user's misuse or misrepresentation of the map. For the details regarding the data sources, methodologies and contents of this map, please refer to the SCAG Data/Map Book or contact LDX@scag.ca.gov/

- Determined by number of overlapping layers
- Asset values vary across the three GRRRA MBAMs
 - *Resilience: 1 – 4*
 - *Habitat: 1-6*
 - *Administrative/Working Lands: 1-3*

Source: SCAG Local Data Exchange (LDX) Process, Preliminary Data/Map Book for City of Brawley, February 2022

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GRRRA: Next Steps

SCAG
March 2022 (PG 1 OF 11) | February

CONNECT SOCAL 2024
The 2024 Regional Transportation Plan/Sustainable
Communities Strategy

**LOCAL DATA EXCHANGE (LDX) PROCESS
DATA/MAP BOOK**

for the City of
BRAWLEY

PRELIMINARY | FEBRUARY 2022

- Continued review of GRRAs through the Local Data Exchange (LDX) Process
- Review of SCAG region growth capacity based on GRRRA data and preliminary analysis
- Integration of GRRAs into Connect SoCal 2024 Growth Allocation Methodology

Source: SCAG Local Data Exchange (LDX) Process, Preliminary Data/Map Book for City of Brawley, February 2022

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Questions?

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DRAFT Green Region Resource Areas (GRRRA) Growth Methodology

- 1) Assemble GRRRA data
 - a. Union-ed and clipped to 6-county SCAG region
- 2) Intersect GRRRA with parcels and tabulate potential growth capacity in GRRRA areas by jurisdiction
- 3) Using preliminary jurisdictional growth projections through 2050, and reduce overall jurisdictional growth based on impacted growth capacity from Step #2
 - a. This approach would assume zero growth in GRRAs
 - b. Overall growth would still need to be consistent with the six cycle RHNA allocations
- 4) For avoided growth in GRRAs, identify other areas (particularly PDAs) where additional growth can be accommodated (outside of GRRAs).
- 5) Ensure that overall county-level growth is consistent with the Panel of Experts' projections
- 6) If there is limited capacity for growth within a jurisdiction, GRRRA layers will be prioritized for avoiding growth

- 7) Establish growth priorities based on the following asset values for each GRRR layer (two potential methods):
- a. Method 1 – Individually weighted GRRR scores

i.

GRRR Topic	GRRR Layer(s)	Baseline Asset Value per parcel
Flood		1
Coastal Inundation (Sea Level Rise)		10 ⁵
Wildfire Risk ¹	“Very High”	10 ⁵ (avoid growth)
	“High”	10 ⁵
	“WUI”	1
Open Space & Parks		10 ^{2.5}
Endangered Species & Plants		1
Sensitive Habitat		2 ²
HCPs & NCCPs		10 ⁵
Tribal Nations		10 ⁵
Military Installations		10 ⁵
Farmlands		2 ¹

- ii. Use the asset values above to calculate GRRR risk values based on overlapping datasets (1 = lowest risk; 10+ = highest risk, avoid growth).
 1. For example, in a parcel with *Flood* (asset value = 1) and *Wildfire Risk* (asset value = 1) data, any overlapping areas containing both flood and wildfire will have a risk value of 2, with following exceptions:
 - a. For areas with *Flood* and *Sensitive Habitat* overlap, increase total risk value by +1.
 - b. For areas with *Endangered Species & Plants* and *Farmlands* overlap, increase total risk value by +1.
 - c. For areas with *Wildfire Risk* and *Farmlands* overlap, increase asset value by +1.²
 2. An overview of the overlapping risk values, by GRRR topic area, is shown in the table below to provide a guide to Step 7. Assume all blank squares lead to a risk value of 2.

GRRR Topic	Flood	SLR	WFR_FHSZ	WFR_WUI	OS&P	ES&P	SenHab	HCPs	Tribal	Military	Farlands
Flood	1						4				
SLR		10									
WFR_FHSZ			10								4
WFR_WUI				1							11
OS&P					10						
ES&P						1					4
SenHab	4						2				
HCPs								10			
Tribal									10		
Military										10	
Farmlands			4	11		4					2

iii. Assign areas where growth may be allocated (“developable”) and where growth needs to be avoided (“undevelopable”):

1. Developable: Risk value = 1 – 4
2. Undevelopable: Risk value = 5+

b. Method 2 – Weighted GRRAs scores by Multi-Benefit Asset Map (MBAM)

i.

MBAM	Weight
Resilience ³	0.35
Habitat ⁴	0.35
Admin/Working Lands	0.3

ii. Use the weighted asset values to identify GRRAs of highest risk and areas to avoid growth (1 = lowest risk, growth can be placed within parcel; 10+ = highest risk, avoid growth within parcel)

8) Compare growth allocation dependent on Method 1 versus Method 2

9) See [Connect SoCal 2050 Growth Allocation Methodology](#), Step 3 – Develop TAZ allocation

GRRR Underlying Datasets

GRRR Category	GRRR Topic	Underlying Dataset(s)	Link to Dataset(s)
Resilience	Flood Areas	FEMA Effective: 100-Year Floodplains, 2017, FEMA	FEMA Best Available Maps (BAM): https://gis.bam.water.ca.gov/bam/ FEMA 100-Year Floodplains, ArcGIS REST Services Directory: https://gis.water.ca.gov/arcgis/rest/services/Boundaries/bam_viewer/MapServer/4
	Coastal Inundation (Sea Level Rise)	Coastal Storm Modeling System (CoSMoS) for Southern California, v3.0, Phase 2, 2018, USGS	https://www.sciencebase.gov/catalog/item/57f1d4f3e4b0bc0bebfee139
	Wildfire Risk	Fire Hazard Severity Zones Local Responsibility Areas Maps, 2008, CAL FIRE	FHSZ Maps by County (LRA and SRA): https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/ FHSZ LRA Maps, ArcGIS REST Services Directory: https://egis.fire.ca.gov/arcgis/rest/services/FRAP/FHSZ/MapServer/0
		Fire Hazard Severity Zones State Responsibility Areas Maps, 2007, CAL FIRE	FHSZ Maps by County (LRA and SRA): https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/ FHSZ SRA Maps, ArcGIS REST Services Directory: https://egis.fire.ca.gov/arcgis/rest/services/FRAP/FHSZ/MapServer/1
		Wildland Urban Interface, 2020, CAL FIRE	https://frap.fire.ca.gov/mapping/gis-data/#panel-6ebba334-7394-403e-8d3b-cfd53fc81dcf
Habitat	Open Space and Parks	Save Our Agricultural Resources (SOAR), 2017, County of Ventura	https://www.ventura.org/gis-and-mapping/regulatory-boundaries-rma/
		California Conservation Easement Database (CCED), 2021, Multiple sources	https://data.cnra.ca.gov/dataset/california-conservation-easement-database
		California Protected Areas Database (CPAD), 2021, Multiple sources	https://www.calands.org/cpad/
	Endangered Species and Plants	California Natural Diversity Database, 2017, CA Department of Fish and Wildlife	https://wildlife.ca.gov/Data/CNDDDB/Data-Updates
		National Wetlands Inventory, 2020, US Fish and Wildlife Service	https://www.fws.gov/node/264586

	Sensitive Habitat Areas	2015 Areas of Conservation Emphasis (ACEIIv2), 2015, CA Department of Fish and Wildlife	https://databasin.org/datasets/d5ae610954114029acae112386eee8c9/
		Connect SoCal 2020 Habitat Connectivity Layer, 2020, SCAG: South Coast Missing Linkages (SCML) Wildlife Corridors, 2018, Conservation Biology Institute; and California Essential Habitat Connectivity Project, 2010, CA Department of Fish and Wildlife	<p><i>Derived from Connect SoCal 2020 Habitat Connectivity Layer, comprised of two datasets:</i></p> <p>South Coast Missing Linkages (SCML) Wildlife Corridors, 2018, Conservation Biology Institute: https://map.dfg.ca.gov/metadata/ds2867.html</p> <p>California Essential Habitat Connectivity Project, 2010, CA Department of Fish and Wildlife: https://map.dfg.ca.gov/metadata/ds0619.html?5.96.99</p>
	Natural Community and Habitat Conservation Plans	Conservation Plan Boundaries, Habitat Conservation Plans (HCPs) and Natural Community Conservation Plans (NCCPs), 2021, CA Department of Fish and Wildlife	https://map.dfg.ca.gov/metadata/ds0760.html
Administrative/ Working Lands	Tribal Nations	American Indian Reservations / Federally Recognized Tribal Entities, 2021, CalOES	https://gis-calema.opendata.arcgis.com/datasets/CalEMA:indian-lands-and-native-entities/about
	Military Installations	USA Department of Defense Lands, 2018, US Department of Defense	https://www.arcgis.com/home/item.html?id=6b911a60a5a4465a85fd5c42668bf907#overview
	Farmlands	California Important Farmland, Farmland Mapping & Monitoring Program (FMMP), 2018, CA Department of Conservation	https://gis.conservation.ca.gov/portal/home/item.html?id=c278df0ef3bc4476bb890e5509bcc5cf

1. Based on land use strategies within Plan Bay Areas 2050: Environment – Wildfire Mitigation & Adaptation, https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Environment_October_2021.pdf#page=22; Plan Bay Areas 2050 restricts growth in the highest fire hazard severity zones, as identified by CAL FIRE. “Restriction of growth is made feasible by the identification of other safer, more easily mitigated areas of the region to accommodate growth” (p. 22).
2. Increased value due to carbon sequestration benefits; Plan Bay Areas 2050: Environment, http://https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Environment_October_2021.pdf; H-GAC Regional Conservation Initiative: Ecosystem Benefits Matrices, <http://https://www.h-gac.com/getmedia/f555f36c-c941-4423-b0c9-5f733cac4ba2/Ecosystem-Service-Benefits>
3. Greater weight given to *Resilience MBAM* due to increased risk associated with underlying climate change hazards (wildfire, flood, coastal inundation), as well as potential exacerbated risk caused by vegetation and/or other land characteristics that contribute to the intensity of wildfire risk. Plan Bay Areas 2050: Environment – Wildfire Mitigation & Adaptation, https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Environment_October_2021.pdf#page=22
4. Greater weight given to *Habitat MBAM* due to benefits of “green infrastructure” (carbon sequestration, flood mitigation, protection of surface and groundwater quality, public health and quality of life); City of Houston, Resilient Houston <https://www.houstontx.gov/mayor/Resilient-Houston-20200518-single-page.pdf#page=107>;
5. Value based off of Connect SoCal 2020 growth constraints https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_sustainable-communities_strategy.pdf#1006092097#page=19

SCAG Regional Advanced Mitigation Draft Policy Framework

SCAG Technical Working Group

Kim Clark, AICP
SCAG Sustainable & Resilient Development Department
March 17, 2022

www.scag.ca.gov



1

October 7th Regional Council Action & Next Steps



Regional Council Action

Continued the pause on implementation of the SoCal Greenprint, allowing further engagement with stakeholders to ensure the tool advances required PEIR mitigation measures and is aligned with regional policy objectives

Next Steps

- Establish policy framework & white paper for advance mitigation
- Develop Greenprint with focus on cities, counties & transportation agencies
- Review and revise proposed data layers with feedback from strategic & scientific advisors, stakeholders, and RAMP-ATG members
- Conduct user testing
- Disclosure statement & acknowledgement
- Return to RC to seek feedback and remove the pause

2

Realizing Connect SoCal



RAMP is part of the vision outlined in Connect SoCal to advance the region's economic vitality, improve mobility options, and grow in a sustainable way that builds healthy and vibrant communities

3

RAMP Can Help Support Connect SoCal Goals



Enhance the preservation, security, and resilience of the regional transportation system



Reduce greenhouse gas emissions and improve air quality



Support healthy and equitable communities



Adapt to a changing climate and support an integrated regional development pattern and transportation network



Promote conservation of natural and agricultural lands and restoration of habitats

4

RAMP Can Help Implement Connect SoCal Strategies

- Preserve, enhance and restore regional wildlife connectivity;
- Reduce consumption of resource areas, including agricultural land;
- Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration;
- Promote more resource efficient development focused on conservation, recycling and reclamation;
- Identify ways to improve access to public park space

5

Climate Change Action Resolution



- Regional Council unanimously adopted Resolution 21-628-1 in January 2021
- Affirmed the climate change crisis in Southern California
- Committed SCAG to a series of actions, including to:
 - "develop a regional advanced mitigation program (RAMP) as envisioned in Connect SoCal for regionally significant transportation projects to mitigate environmental impacts."***

6

Addressing Environmental Impacts in California

- (a) **Avoiding** the impact altogether by not taking a certain action or parts of an action;
- (b) **Minimizing** impacts by limiting the degree or magnitude of the action and its implementation;
- (c) **Rectifying** the impact by repairing, rehabilitating, or restoring the impacted environment;
- (d) **Reducing** or eliminating the impact over time by preservation and maintenance operations during the life of the action; and
- (e) **Compensating** for the impact by replacing or providing substitute resources or environment.

7

Challenges with Project-by-Project Mitigation

- Infrastructure
 - **Inefficient** project-by-project analysis
 - **Costly** and difficult to manage mitigation sites
 - **Delayed** project delivery
- Environment
 - **Isolated** islands of habitat, disconnected from natural systems
 - **Missed** opportunities for other benefits

CaLandTrusts.org

8

Benefits of Regional Advanced Mitigation

- Multiple agency collaboration and cooperation
- Increased certainty in project delivery
- Reduced time in the environmental review process
- Reduced costs for compensatory mitigation investments
- Improved watershed and ecosystem health
- Increased connectivity and conservation



Regional advance mitigation programs (RAMP) allow state and federal agencies to consider the environmental impacts and mitigation needs of multiple planned infrastructure projects and urban development all at once, and satisfy those mitigation requirements early in the project planning and environmental review process

- SCAG Draft RAMP Policy Framework

CaLandTrusts.org

9

County Transportation Commissions Feedback Summary

- Potential Benefits of RAMP:
 - Address **data gaps**, providing input on **land use**, **sharing data**
 - Enhance **cross-jurisdictional and cross-county collaboration**
 - Encourage **continued collaboration** between SCAG and CTCs to address mitigation project-by-project & at a county scale
 - **Incentives** for advanced mitigation
 - Provide **solutions** for reducing the impacts of projects

10

Summary of Feedback from CTCs (con't)

- Concerns on establishing a RAMP:
 - Potential **duplication and/or conflicting mitigation efforts** between regional, county, and local approaches
 - May hold a **gap in direct application to local conditions**
- Suggestions on establishing a RAMP:
 - RAMP can be **valuable across multiple sectors**, not just transportation
 - Menu of **mitigation options and approaches for each county**
 - Focus on **water resources in addition to biological resources**
 - **Transparent engagement** with CTCs, partner agencies, utility agencies

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DRAFT Regional Advance Mitigation (RAMP) Policy Framework

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RAMP Policy Framework

1. Background

2. Framework for Advance Mitigation

- Regional Advance Mitigation Program & Advisory Task Group
- Regional Policy Foundation: Connect SoCal Goals and PEIR Requirements
 - Connect SoCal Goals
 - Natural and Farm Lands Conservation and Climate Resolution 21-628-1
 - PEIR Mitigation Measures
- RAMP Opportunity & Challenge Areas
- Goals for Regional Advanced Mitigation

3. Data Needs & Resources to Support RAMP

- Science Based Approach
- Data Policies
- Governance Standards
- User Guidelines
- Data Selection Criteria
- Data Parameter Requirements

Appendix A – Established RAMPs in SCAG Region

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Goals for Regional Advanced Mitigation

- 1) Expedite project delivery;
- 2) Improve predictability for project funding;
- 3) Examine potential environmental impacts at the early stages of project development, utilizing the SoCal Greenprint tool, to help expedite the CEQA process;
- 4) Reduce costs, risks, and permitting time for responsible development;
- 5) Improve and reinforce regulatory agency partnerships;
- 6) Balance future growth and economic development with conservation and resilience; and
- 7) Achieve meaningful, regional-scale conservation outcomes.

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Implementing Goals for Regional Advanced Mitigation

SCAG will seek to:

- 1) **Be a resource** for local partners to consider actions in a regional context;
- 2) **Focus on the transportation sector**, and consider opportunities to expedite and streamline mitigation needs for other sectors including housing, energy and utilities;
- 3) **Identify ways to establish or supplement regional conservation and mitigation banks** and other approaches to more effectively address impacts for projects that support reduction of per-capita vehicle miles traveled;
- 4) **Support** long term management and stewardship of conserved properties;
- 5) **Pursue a study to assess RAMP governance structures** that will complement existing advanced mitigation efforts in the region, fill gaps where programs do not exist, and ascertain best ways to collaborate with partner agencies and permitting entities;

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Implementing Goals for Regional Advanced Mitigation (con't)

SCAG will seek to:

- 6) **Pursue partnerships** and collaborative resource development with state agencies and other MPOs to leverage funding and align efforts beyond SCAG's jurisdictional boundaries;
- 7) **Be a data resource** with widely accessible data tools to assist in defining a RAMP that can provide the best available scientific data to help municipalities and transportation agencies make better land use and transportation infrastructure decisions and conserve natural and farm lands, consistent with Connect SoCal's PEIR Mitigation Measure AMM AG-2 and SMM BIO-2; and
- 8) **Identify potential partnerships** to foster the long-term maintenance of the SoCal Greenprint tool.

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Data Needs & Resources to Support RAMP

- Science Based Approach for Regional Advanced Mitigation

*As noted by an Federal Highway Administration (FHWA) funded study looking at advanced mitigation nation-wide, “**improved environmental information is needed on the front end of the project delivery process.** Under the current process, state DOTs retrieve environmental data from a variety of sources and then assess environmental impacts and constraints. **A central data clearinghouse...could improve assessment processes and mitigation outcomes.**”*

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Data Needs & Resources to Support RAMP: Draft Data Policies

- 1) SCAG will continue to **promote data-driven decision making**, government transparency, and data as a public engagement tool to accelerate progress toward achieving regional planning goals consistent with policies included in the Agency’s final Future Communities Framework;
- 2) Data included in the SoCal Greenprint tool **must be publicly available**, meaning that existing datasets are available online or can be accessed if requested and/or licensed;
- 3) Data available through the SoCal Greenprint tool **will not be identified, qualified, or defined as constraints on future development or growth**, or in any way endorsed by the regional council as official policy of the agency;
- 4) Publicly available data to be made accessible through the SoCal Greenprint **are not adopted by SCAG and are not an expression of regional policy**;

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Data Needs & Resources to Support RAMP: Draft Data Policies

- 5) The SoCal Greenprint will utilize **the best available scientific data** and will be vetted for inclusion by a selection of scientists across the region with regional knowledge and expertise;
- 6) Scientists providing vetting will be drawn principally from **regional colleges and universities, public agencies, and non-governmental organizations** for their expertise in natural science, climate science, energy resources, and water resources;
- 7) **A timeline and process for periodically updating datasets** will be established to ensure continuous use of the best available scientific data;
- 8) **SCAG will seek feedback broadly on all proposed data layers** for inclusion in the tool to identify, investigate, and address valid data security concerns;
- 9) **Data elements will be regionally comprehensive** to the extent feasible, and data depicted will not be altered from their original source;

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Data Needs & Resources to Support RAMP: Draft Data Policies

- 10) Consistent with policies included in SCAG's final Future Communities Framework, **SCAG will continue to promote data-driven decision making, government transparency,** and data as a public engagement tool to accelerate progress toward achieving regional planning goals;
- 11) SCAG will endeavor to **increase the availability of civic data** and information to reduce costs and increase the efficiency of public services; and
- 12) SCAG will support development and use of data tools to **increase opportunities for public engagement** and advocacy to inform local and regional policy

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Data Needs & Resources to Support RAMP: Draft Governance Standards



- 1) To convey limitations and foster its proper use as well as emphasize to users that the SoCal Greenprint tool is a non-regulatory tool with no legal effect on land-use decisions made by local agencies or property owners, the final, publicly available version of the tool will include a “popup screen” displaying disclosure language and will require user acknowledgment of the data’s limitations; and
- 2) Prior to using the tool, users will be required to acknowledge and agree to the terms of use, containing the aforementioned disclosures and data limitations, through a “clickwrap” statement that is reasonably and prominently visible to all users. This will require the active, affirmative acknowledgement of each user; and will be written to be easily understood by the average user.

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Data Needs & Resources to Support RAMP: Draft User Guidelines



- 1) The SoCal Greenprint will be web-based and easily accessible; and
- 2) The SoCal Greenprint will help identify potential priority conservation areas based on user needs using the best available scientific data to support decision making for municipalities, transportation agencies, conservation groups, developers, and researchers.

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Data Needs & Resources to Support RAMP: Draft Data Selection Criteria



- 1) SCAG staff will **prioritize selection of data accessible** through the tool by rigorously applying the foregoing data policies, governance standards, and user guidelines;
- 2) SCAG staff shall explicitly instruct scientists providing vetting to **identify data that supports regional advance mitigation planning for cities, counties and transportation agencies** as the highest priority for inclusion in the tool;
- 3) SCAG staff shall **actively engage with local partners through an open and transparent process** and in consultation with established Regional Planning Working Groups, the Technical Working Group, as well as other strategic advisors representing key users to help inform data selection ensuring that the SoCal Greenprint tool can support decision making for municipalities, transportation agencies, conservation groups, developers, and researchers as required by Connect SoCal's PEIR mitigation measure;

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Data Needs & Resources to Support RAMP: Draft Data Selection Criteria (con't)



- 4) Data will be organized in **seven thematic areas**, which are **aligned with feedback from stakeholders and based on local planning needs** in support of RAMP:
 - a) Agriculture and Working Lands;
 - b) Built Environment;
 - c) Environmental Justice, Equity and Inclusion;
 - d) Habitat and Biodiversity;
 - e) Vulnerabilities and Resilience;
 - f) Water Resources;
 - g) Context;

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Data Needs & Resources to Support RAMP: Draft Data Selection Criteria (con't)



- 5) Through outreach conducted with municipalities, transportation agencies, conservation groups, developers, and researchers, the following data topics have been identified as **valuable for land use and transportation infrastructure decisions as well as conserving natural and farm lands**, and are listed under each thematic area;
- 6) A **timeline and process for periodically updating data sets** will be established to ensure continuous use of the best available scientific data.

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Data Needs & Resources to Support RAMP: Draft Data Selection Criteria (con't)



Agriculture and Working Lands:

- Prime agricultural land;
- Williamson Act contracts;
- Soil ratings;
- Irrigation;
- Groundwater recharge areas for agricultural land;



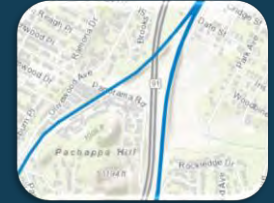
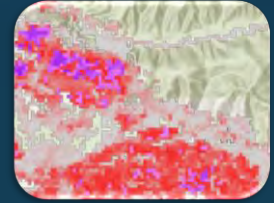
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Data Needs & Resources to Support RAMP: Draft Data Selection Criteria (con't)



Built Environment:

- Impervious surfaces;
- Vehicle miles traveled (VMT);
- Light pollution;
- Noise;
- Public transit facilities;
- Sewer network;
- Airports;
- Entitlements;
- Clusters of parcels meeting CEQA streamlining definitions;



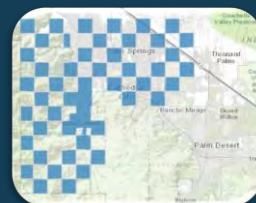
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Data Needs & Resources to Support RAMP: Draft Data Selection Criteria (con't)



Environmental Justice, Equity and Inclusion:

- Gentrification and displacement;
- Historic redlining areas;
- Tribal nations;
- Affordable housing opportunity areas;
- Park access equity;



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Data Needs & Resources to Support RAMP: Draft Data Selection Criteria (con't)



Habitat and Biodiversity:

- Habitat connectivity;
- Fish passage barriers;
- Soil/above ground/wildland carbon production;
- Species biodiversity;
- Species requiring mitigation;
- Areas with least conflict for solar energy development;
- Existing conservation plans;



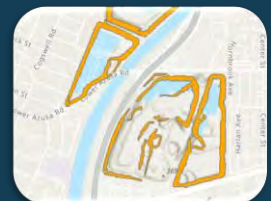
29

Data Needs & Resources to Support RAMP: Draft Data Selection Criteria (con't)



Vulnerabilities and Resilience:

- Urban heat islands;
- Earthquake hazard zones;
- Earthquake shaking potential;
- Fire hazard severity zones and risks to communities;
- Historic wildlife perimeters;
- Landslide zones;
- Liquefaction zones;
- Projected high heat days;
- Sea level rise impact areas;
- Tsunami inundation zones;



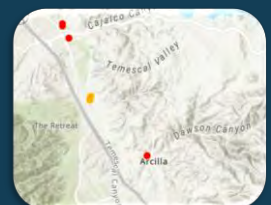
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Data Needs & Resources to Support RAMP: Draft Data Selection Criteria (con't)



Water Resources:

- Water districts;
- Altered streams;
- Water quality monitoring sites;
- Groundwater recharge areas;
- Points of diversion;
- Runoff;
- Wells and change in groundwater levels;
- Water stress;
- Watersheds;
- Water quality index;



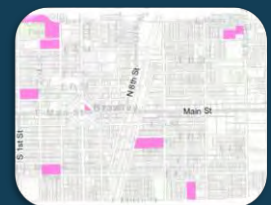
31

Data Needs & Resources to Support RAMP: Draft Data Selection Criteria (con't)



Context:

- Land cover;
- General Plan Land use;
- Zoning;
- Protected open space areas;



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Data Needs & Resources to Support RAMP: Draft Data Parameter Requirements



Consistent with SCAG's past and current practice, all data layers included in the SoCal Greenprint will feature individual **background information on methods, limitations, sourcing, as well as guidance on their proper use**, including:

- 1) The SoCal Greenprint shall feature a **glossary and methods section** that will provide **full transparency to users on data elements featured**, and will include:
 - a) **Narrative definitions** that cite the data sources, explain the data in accurate and user friendly terms, and offer guidance on how the information can be used;
 - b) **A description of the methodology**, reporting framework, and processing methods used to develop the data; c. Dataset names and URLs of original data sources;

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Data Needs & Resources to Support RAMP: Draft Data Parameter Requirements (con't)



- c) **Data creation date** and anticipated update schedules;
- d) **Geographic constraints** identifying the geographic unit of accuracy for the dataset. In some instances, data is accurate at larger areas but is not accurate when zoomed in to a smaller geography. For these instances, the minimum reporting size, or minimum level of geographic accuracy, will be displayed alongside the glossary entry (note that this reporting threshold will be used in the tool to hide reporting for measures that are not precise enough for a given area of interest report);

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Data Needs & Resources to Support RAMP: Draft Data Parameter Requirements (con't)



- 2) Layers will be consolidated in a single database for download and the database will include **metadata consistent with the Geospatial Metadata Standards and Guidelines** established by the Federal Geographic Data Committee (FGDC):
 - a) **Identification information** (originator, publication date, title, abstract, purpose, time period for content, currentness, progress, maintenance, etc.);
 - b) **Data quality information** (attribute accuracy, completeness, positional accuracy, etc.);
 - c) **Spatial data organization information** (indirect spatial reference for locating data without using coordinates);
 - d) **Spatial reference information** (geographic coordinate system, latitude and longitude, etc.);

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Data Needs & Resources to Support RAMP: Draft Data Parameter Requirements (con't)



- e) **Entity and attribute information** (detailed description of dataset, overview description, attribute domain values, etc.);
- f) **Distribution information** (contact information for the individual or organization that distributes the data, a statement of liability assumed by the distributing individual or organization); and
- g) **Metadata reference information** (date metadata was written, contact information for the metadata author, metadata standard, metadata access constraints, metadata use constraints).

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Feedback Opportunity on the RAMP Policy Framework



DEADLINE FOR FEEDBACK ON THE RAMP POLICY FRAMEWORK
5:00pm on April 1, 2022

Comments can be provided to SCAG at
scaggreenregion@scag.ca.gov

A summary of feedback received will be presented at the April
meeting of the RAMP-Advisory Task Group

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Thank you!

scaggreenregion@scag.ca.gov

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Comprehensive Geospatial Planning Solution and Site Visualization Services



OCCOG Technical Advisory Committee

April 5, 2022

Project Outcomes

Support jurisdictions advancing housing element policies and other land use initiatives. Provide a suite of tools grounded in ArcGIS to:

Select opportunity sites based on customizable indicators and metrics

Create visualizations to engage the community on development and possible changes to zoning regulations

Provide training for staff to learn tools and apply them to future planning processes

Live Polling

Question #1

Do you feel like everyone in your department who could take advantage of these services is aware?

- Yes
- No
- Unsure

Question #2

What types of services would also be helpful for your respective needs?

Select all that apply (you can submit multiple answers)

- 3D visualizations
- Rezoning assistance
- Housing Element assistance

Question #3

What types of services would also be helpful for your respective needs?

Select all that apply (you can submit multiple answers)

- Realistic 3D visualizations
- Massing studies
- Land use training
- Other (type your answer in the chat!)

Question #4

How do you like training sessions structured?

Select all that apply (you can submit multiple answers)

- Virtual
- Hybrid
- In-person: 1 large room
- In-person: smaller spaces with limited seating
- Two 2-hour training sessions
- One 4-hour training session



AGENDA ITEM # 10

LEGISLATIVE UPDATE

STAFF RECOMMENDATION

Approve the following recommended positions on legislation: Oppose AB 1778, AB 1976 and SB 930, Support AB 1944, SB 942 and SB 922, and Watch AB 2449 and SB 886.

SUMMARY

The Legislative Update is provided to keep the OCCOG Board apprised of legislative and regulatory actions that address land use and housing, energy, mobility, air quality and water issues. This report provides an overview of pending state legislation of interest to OCCOG.

BACKGROUND

State Update

The Governor delivered the annual State of the State Address on March 8, 2022. In the address, the Governor proposed providing funds to Californians to help offset rising gas prices, tapping lithium reserves in California for electric vehicles, expand healthcare coverage, and addressing the mental health care needs for the homeless and those unable to care for themselves.

In addition, as the Legislature approaches policy committee deadlines in the next 6 weeks, the bills below are recommended for consideration by the OCCOG Board of Directors.

Recommended Legislation for Consideration

AB 1778 (Garcia, D-Bell Gardens) State transportation funding: freeway widening: poverty and pollution: Department of Transportation

Recommended Position: Oppose

AB 1778 would prohibit the use of any state funds or personnel time from being used to fund or permit freeway widening projects in areas with high rates of pollution and poverty. The bill omits specific definitions of what constitutes a freeway widening project as well as how high rates of pollution and poverty would be determined. The impacts of this bill could be widespread, having impacts on both existing and future projects throughout the region by the wholesale elimination of



a particular project type without any consideration of potential economic or community benefits that would be realized by a potential project.

AB 1778 represents an unnecessary intrusion into the local project selection, planning and funding processes. In addition, this bill could significantly impact projects proposed to be delivered even if entirely funded by local revenue sources.

AB 1778 has been referred to the Assembly Transportation Committee and has not yet been set for hearing. The bill is opposed by the Orange County Transportation Authority. A more substantive list of support and opposition is not yet available from the committee.

An oppose position is recommended for AB 1778, consistent with OCCOG's adopted legislative policy guidelines which oppose policies to link or reprioritize local and state transportation funding to support the state's greenhouse gas reduction initiatives as well as supporting policies that protect the authority of regional agencies to set regional priorities and program funding.

AB 1976 (Santiago, D-Los Angeles) Planning and zoning: housing element compliance: very low and lower income households

Recommended Position: Oppose

AB 1976 would authorize the State Housing and Community Development Department (HCD), after notifying the City or County of the violation of the housing element provision and before notifying the Attorney General, either to complete the rezoning to accommodate 100% of the allocated need for housing for very low and lower income households on behalf of a local government within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, or Ventura that failed to complete that rezoning by the required deadline. HCD may alternatively impose administrative civil penalties upon the local government of up to \$10,000 per day until the local government is no longer in violation of State law or HCD decides to refer the violation to the Attorney General.

AB 1976 is pending before the Assembly Housing and Community Development Committee and has not yet been set for hearing. A more substantive list of support and opposition is not yet available from the committee.

An oppose position is recommended for AB 1976 as it makes little sense to punish jurisdictions that submitted their housing elements on time when the certifications are being held up by HCD. This recommendation is consistent with the adopted OCCOG Legislative Policy Guidelines which oppose policies that usurp local zoning authority or that favor a "one size fits all" approach to housing development and support local control of Regional Housing Needs Assessment (RNHA) allocations and site placements.



SB 886 (Wiener, D-San Francisco) California Environmental Quality Act: exemption: public universities: housing projects

Recommended Position: Watch

SB 886 would exempt a student housing project or a faculty and staff housing project carried out by a public university on property owned by the public university as long as the project meets certain requirements. In addition, to receive the exemption the project must not be located on a site that is within a special flood hazard area subject to inundation by a 100-year flood, in an area defined as prime farmland, in wetlands, within a very high fire hazard severity zone, in a hazardous waste site, in protected habitat, in conservation lands, or in specified earthquake fault zones. Lastly, the bill requires that university and the project contractors have an enforceable commitment to use a skilled and trained workforce that falls within an apprenticeable occupation in the building and construction trades.

This bill could provide benefits to Orange County's numerous public universities and community colleges; however, it is also likely to undergo additional amendments in the policy committee process and a watch position is recommended at the current time.

SB 922 (Wiener, D-San Francisco) California Environmental Quality Act: exemptions: transportation-related projects.

Recommended Position: Support

Under existing California Environmental Quality Act (CEQA) provisions, bicycle transportation plans for restriping of streets and highways, bicycle parking and storage, signal timing, and signage are exempt from CEQA through January 1, 2030. SB 922 makes these provisions permanent, expands the exemption beyond urbanized areas, and further applies the provisions to an active transportation or pedestrian plan. In addition, feasibility or planning studies for these project types would also be exempt from CEQA.

SB 922 was amended on March 16th to require Metropolitan Planning Organizations (MPOs) to identify potential areas of residential displacement as part of this process. The bill is pending in the Senate Environmental Quality Committee. No registered support or opposition has yet been released.

A support position is recommended for SB 922, consistent with OCCOG's adopted legislative policy guidelines which seek to support accelerated project delivery for infrastructure projects through the streamlining of environmental regulations.



SB 930 (Wiener, D-San Francisco) Housing Accountability Act.

Recommended Position: Oppose

SB 930 would allow the California Department of Housing and Community Development (HCD) to review, adopt, amend, and repeal the standards, forms, or definitions associated with implementing the Housing Accountability Act without having to comply with the Administrative Procedures Act.

The Housing Accountability Act prohibits a local agency from disapproving a housing development project that is in compliance with an applicable general plan, zoning, and subdivision standards and criteria. Local agencies are also prohibited from imposing conditions that the proposed development project be developed at a lower density unless specified conditions exist.

The Administrative Procedures Act outlines requirements and timelines for the adoption, publication, review, and implementation of regulations put forth by state agencies, with oversight by the Office of Administrative Law.

SB 930 was referred to the Senate Housing Committee and has not yet been set for hearing. No registered support or opposition has yet been released. SB 930 provides a path for HCD to approve modifications to the Housing Accountability Act outside of the process, requirements, and oversight established for the development of other state regulations without demonstrating a need for such modifications or ensuring adequate protections are in place to ensure the laws are properly enforced and local communities are protected. An oppose position is consistent with OCCOG's adopted legislative policy guidelines which oppose policies and regulations that usurp local authority over land use and zoning decisions.

SB 942 (Newman, D-Fullerton) Low Carbon Transit Operations Program: free or reduced fare transit program

Recommended Position: Support

SB 942 would authorize a transit agency to use Low Carbon Transit Operations Program (LCTOP) funds for free or reduced fare transit programs on an ongoing basis without having to continuously demonstrate compliance with LCTOP requirements. LCTOP is funded by cap-and-trade revenues allocated through the Greenhouse Gas Reduction Fund and requires that funds be used for transit operating or capital assistance projects that reduce greenhouse gases, with at least 50 percent of the funds benefitting disadvantaged communities.

This bill has been set for hearing on March 22, 2022 before the Senate Transportation Committee. As of the writing of this report, a list of support and opposition has not yet been released.



SB 942 is sponsored by the Orange County Transportation Authority (OCTA) in order to help provide an ongoing funding source for programs that have successfully increased ridership on public transit systems. A support position is recommended consistent with OCCOG's adopted legislative policy guidelines which support flexibility for the use of transit agency funding sources for operations or capital purposes.

AB 1944 (Lee, D-San Jose) Local government: open and public meetings.

Recommended Position: Support

During the COVID-19 pandemic, government agencies across the country were permitted to modify public meeting procedures to ensure continuity of government operations and protect public health while maintaining public access and transparency. As pandemic conditions continue to ebb and flow, AB 361 (Chapter 165, Statutes of 2021) was signed by the Governor last year to allow local agencies to continue to use modified Brown Act procedures to permit participation via teleconferencing without location notification and public access requirements during a declared state of emergency or imminent public health threat. This authority is currently set to expire on January 1, 2024.

AB 1944 provides an option for a more permanent remote participation option that would allow a member of the legislative body to teleconference from a location that is not public without having to disclose the address in a public notice or having to provide public access to that location. If the legislative body elects to permit participation via teleconference under these provisions, they must also provide a live video stream that is accessible to the public and provide an option for members of the public to address the legislative body through an audio visual or call-in option. AB 1944 does not require a state of emergency declaration and this authority would not expire.

AB 1944 has been referred to the Assembly Local Government Committee but has not yet been set for hearing. No registered support or opposition has yet been released. A support position is recommended for AB 1944 as this proposal most closely matches the remote participation needs of the OCCOG Board of Directors.

AB 2449 (Rubio, D-Baldwin Park) Open meetings: local agencies: teleconferences

Recommended Position: Watch

AB 2449 offers another option for continuing remote participation beyond the emergency conditions authorized under AB 361. This bill would authorize a local agency to use teleconferencing without complying with those specified teleconferencing requirements if at least a quorum of the



members of the legislative body participates in person from a location identified on the agenda that is open to the public and situated within the local agency's jurisdiction.

The bill also includes additional requirements including that elected officials participating remotely must participate through both audio and visual connections and members of the public shall also be provided with the opportunity to provide comment via a call-in or internet-based option. If those options are disrupted during the meeting, the meeting may not continue until those connections are restored.

AB 2449 has been referred to the Assembly Local Government Committee but has not yet been set for hearing. No registered support or opposition has yet been released. A watch position is recommended to monitor future amendments to the bill.

Key Legislative Deadlines

April 29	First House Policy Committee Deadline (Fiscal Bills)
May 6	First House Policy Committee Deadline (Non-Fiscal)
May 20	First House Fiscal Committee Deadline
May 27	Last Day for Bills Introduced in 2022 to Pass their House of Origin
June 15	Budget Deadline
July 1	Second House Policy Committee Deadline
July 1 – Aug 1	Summer Recess
August 12	Second House Fiscal Committee Deadline
August 25	Last Day to Amend Bills
August 31	Last Day to Pass Bills
September 30	Governor's Sign/Veto Deadline
November 30	Adjournment
December 5	2023-2024 Legislative Session Begins

Grant Update

Active Transportation Program Call for Projects

The California Transportation Commission released the 2023 Active Transportation Program Call for Projects on March 16, 2022, following the adoption of the 2023 program guidelines. Applications are due by June 15, 2022.



Eligible projects include capital costs for active transportation projects, projects that advance education and encourage the use of active transportation, and planning efforts for active transportation projects.

More information can be found at: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program>

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Attachment A OCCOG Bills with Positions

[AB 989](#)

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

Last Amend: 8/18/2021

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

Is Fiscal: Y

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

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	2 year	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Housing Accountability Act prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, specified housing development projects, including projects for very low, low-, or moderate-income households and projects for emergency shelters that comply with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time the application for the project is deemed complete, unless the local agency makes specified written findings based on a preponderance of the evidence in the record. This bill would, until January 1, 2029, establish an Office of Housing Appeals (office) within the department, administered by the director of the department, to review housing development projects that are alleged to have been denied or subject to conditions in violation of the Housing Accountability Act. The bill would establish housing appeals panels, consisting of administrative law judges with specified qualifications, within the office.

Notes: OCCOG - Oppose
League of California Cities - Oppose
ACC-OC - Oppose

[SB 6](#)

(Caballero D) Local planning: housing: commercial zones.

Last Amend: 8/23/2021

Status: 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was H. & C.D. on 8/23/2021)(May be acted upon Jan 2022)

Is Fiscal: Y

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

Desk	Policy	Fiscal	Floor	Desk	2 year	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Notes:
OCCOG - Oppose
ACCOC - Oppose
OCBC - Support If Amended
SCAG - Watch

[SB 12](#)

(McGuire D) Local government: planning and zoning: wildfires.

Last Amend: 7/1/2021

Status: 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was H. & C.D. on 6/24/2021)(May be acted upon Jan 2022)

Is Fiscal: Y

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

Desk	Policy	Fiscal	Floor	Desk	2 year	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Notes:

OCCOG - Oppose Unless Amended

BIA - Oppose Unless Amended

OCBC - Oppose Unless Amended

SB 15

(Portantino D) Housing development: incentives: rezoning of idle retail sites.

Last Amend: 5/20/2021

Status: 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was DESK on 6/1/2021)
(May be acted upon Jan 2022)

Is Fiscal: Y

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

Desk	Policy	Fiscal	Floor	2 year	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Notes:

OCCOG - Support

ACCOC - Support

OCBC - Watch

SCAG - Support

League of California Cities - Support

Total Measures: 4

Total Tracking Forms: 4

Attachment B OCCOG All Tracked Bills

[AB 106](#) (Salas D) Regions Rise Grant Program.

Last Amend: 5/3/2021

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

Is Fiscal: Y

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

Desk	Policy	Fiscal	Floor	Desk	2 year	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would establish the Regions Rise Grant Program within the Office of Planning and Research for the purpose of supporting inclusive, cross-jurisdictional, and innovative engagement processes that lead to inclusive strategies to address barriers and challenges confronting communities in creating economic prosperity for all. The bill would define "region" as a geographic area composed of one or more counties and cities that form a functional economy.

[AB 363](#) (Medina D) Carl Moyer Memorial Air Quality Standards Attainment Program.

Last Amend: 7/5/2021

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

Is Fiscal: Y

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

Desk	Policy	Fiscal	Floor	Desk	2 year	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

[AB 411](#) (Irwin D) Veterans Housing and Homeless Prevention Bond Act of 2022.

Last Amend: 1/24/2022

Status: 2/1/2022-In Senate. Read first time. To Com. on RLS. for assignment.

Is Fiscal: Y

Location: 2/1/2022-S. RLS.

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

Summary: Existing law, the Veterans Housing and Homeless Prevention Bond Act of 2014 (the 2014 bond act), authorizes the issuance of bonds in the amount of \$600,000,000, as specified, for expenditure by the California Housing Finance Agency, the Department of Housing and Community Development, and the Department of Veterans Affairs to provide housing to veterans and their families pursuant to the Veterans Housing and Homeless Prevention Act of 2014 (VHHPA). This bill 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. This bill contains other related provisions.

[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.

Last Amend: 3/17/2021

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

Is Fiscal: N

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

Desk	Policy	Fiscal	Floor	2 year	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

AB 500

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

Last Amend: 8/31/2021

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

Is Fiscal: Y

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

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	2 year	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Coastal Act generally requires each local government lying, in whole or in part, within the coastal zone to prepare a local coastal program for that portion of the coastal zone within its jurisdiction. This bill would require a local government lying, in whole or in part, within the coastal zone that has a certified land use plan or a fully certified local coastal program to adopt, by January 1, 2024, an amendment to that plan or program, as applicable, specifying streamlined permitting procedures in nonhazardous zones for the approval of (1) accessory dwelling units or junior accessory dwelling units, consistent with specified requirements relating to the rental of those units (2) projects in which a specified percentage of the units will be affordable to lower income households or designated for supportive housing, as those terms are defined, and (3) Low Barrier Navigation Centers, as defined. The bill would require that the amendment be submitted to, and processed and approved by, the commission consistent with the above-described requirements for the amendment of a local coastal program.

Notes: League of California Cities - Oppose
ACC-OC - Oppose

AB 585

(Rivas, Luz D) Climate change: Extreme Heat and Community Resilience Program.

Last Amend: 7/13/2021

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

Is Fiscal: Y

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

Desk	Policy	Fiscal	Floor	Desk	Policy	2 year	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would establish the Extreme Heat and Community Resilience Program for the purpose of coordinating state efforts and supporting local and regional efforts to mitigate the impacts of, and reduce the public health risks of, extreme heat and the urban heat island effect, and would require the Office of Planning and Research to administer the program through the Integrated Climate Adaptation and Resiliency Program.

Notes:
League of California Cities - Support

AB 682

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

Last Amend: 1/13/2022

Status: 1/27/2022-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

Is Fiscal: Y

Location: 1/27/2022-S. RLS.

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

Summary: Current law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct, among

other options, specified percentages of units for moderate-income, lower income, or very low income households and meets other requirements. This bill would additionally require that a density bonus be provided under these provisions to a developer who agrees to construct a housing development that is a cohousing building, as defined, that meets specified requirements and will contain either 10% of the total square footage for lower income households, as defined, or 5% of the total square footage for very low income households, as defined.

[AB 713](#) (Garcia, Cristina D) State Air Resources Board: greenhouse gas emissions scoping plan: comprehensive health analysis.

Last Amend: 5/24/2021

Status: 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 7/15/2021)(May be acted upon Jan 2022)

Is Fiscal: Y

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

Desk	Policy	Fiscal	Floor	Desk	Policy	2 year	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse This bill would require the state board to conduct a comprehensive health analysis in conjunction with the development of each update of the scoping plan that includes a framework to provide an overview of the breadth of health impacts and health benefits that may accrue from the outcomes in the scoping plan, as specified.

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

Last Amend: 7/14/2021

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

Is Fiscal: Y

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

Desk	Policy	Fiscal	Floor	Desk	Policy	2 year	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Notes:

League of California Cities - Support

[AB 950](#) (Ward D) Department of Transportation: sales of excess real property: affordable housing, emergency shelters, and feeding programs.

Last Amend: 7/13/2021

Status: 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. on 7/12/2021) (May be acted upon Jan 2022)

Is Fiscal: Y

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

Desk	Policy	Fiscal	Floor	Desk	Policy	2 year	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would authorize the Department of Transportation to sell its excess real property to the city, county, or city and county where the real property is located if the city, county, or city and county agrees to use the real property for the sole purpose of implementing affordable housing, emergency shelters, or feeding programs, as specified. The bill would exempt these sales from the California Environmental Quality Act, except the department would be required to file a notice of exemption with the Office of Planning and Research and the county clerk of the county in which the real property is located.

AB 989**(Gabriel D) Housing Accountability Act: appeals: Office of Housing Appeals.****Last Amend:** 8/18/2021**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/10/2021)(May be acted upon Jan 2022)**Is Fiscal:** Y**Location:** 9/10/2021-S. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	2 year	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Housing Accountability Act prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, specified housing development projects, including projects for very low, low-, or moderate-income households and projects for emergency shelters that comply with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time the application for the project is deemed complete, unless the local agency makes specified written findings based on a preponderance of the evidence in the record. This bill would, until January 1, 2029, establish an Office of Housing Appeals (office) within the department, administered by the director of the department, to review housing development projects that are alleged to have been denied or subject to conditions in violation of the Housing Accountability Act. The bill would establish housing appeals panels, consisting of administrative law judges with specified qualifications, within the office.

Notes: OCCOG - Oppose
 League of California Cities - Oppose
 ACC-OC - Oppose

AB 1001**(Garcia, Cristina D) Environment: mitigation measures for air and water quality impacts: environmental justice.****Last Amend:** 1/24/2022**Status:** 3/9/2022-Referred to Com. on RLS.**Is Fiscal:** Y**Location:** 2/1/2022-S. RLS.

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

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would authorize mitigation measures, identified in an environmental impact report or mitigated negative declaration to mitigate the adverse effects of a project on air or water quality of a disadvantaged community, to include measures for avoiding, minimizing, or compensating for the adverse effects on that community.

AB 1154**(Patterson R) California Environmental Quality Act: exemption: egress route projects: fire safety.****Last Amend:** 1/12/2022**Status:** 1/27/2022-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.**Is Fiscal:** Y**Location:** 1/27/2022-S. RLS.

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

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

AB 1260**(Chen R) California Environmental Quality Act: exemptions: transportation-related projects.****Last Amend:** 7/6/2021**Status:** 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/16/2021)(May be acted upon Jan 2022)

Is Fiscal: Y

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

Desk	Policy	Fiscal	Floor	Desk	Policy	2 year	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: CEQA includes exemptions from its environmental review requirements for numerous categories of projects, including, among others, projects for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use and projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission transit buses. This bill would further exempt from the requirements of CEQA projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission trains, provided certain requirements are met, including giving prior notice to the public and holding a noticed public meeting, as provided.

[AB 1384](#) (Gabriel D) Resiliency Through Adaptation, Economic Vitality, and Equity Act of 2022.

Last Amend: 8/26/2021

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

Is Fiscal: Y

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

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	2 year	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

[AB 1395](#) (Muratsuchi D) The California Climate Crisis Act.

Last Amend: 9/3/2021

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

Is Fiscal: Y

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

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	2 year	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill, the California Climate Crisis Act, would declare the policy of the state both to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 90% below the 1990 levels.

[AB 1401](#) (Friedman D) Residential and commercial development: remodeling, renovations, and additions: parking requirements.

Last Amend: 7/5/2021

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

Is Fiscal: Y

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

Desk	Policy	Fiscal	Floor	Desk	Policy	2 year	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would prohibit a public agency in a county with a population of 600,000 or more from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within 1/2 mile, as specified, of public transit, as defined. The bill would prohibit a public agency in a city with of 75,000 or more located in a county with a population of less than 600,000 from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the project is located within 1/4 mile, as specified, of public transit, as defined. The bill would create authorizations in this regard for a city or a county to which these prohibitions do not apply.

Notes: League of California Cities - Oppose

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

Last Amend: 1/3/2022

Status: 2/1/2022-In Senate. Read first time. To Com. on RLS. for assignment.

Is Fiscal: Y

Location: 2/1/2022-S. RLS.

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

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

[AB 1551](#) (Santiago D) Planning and zoning: development bonuses: mixed-use projects.

Last Amend: 1/13/2022

Status: 1/27/2022-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

Is Fiscal: Y

Location: 1/27/2022-S. RLS.

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

Summary: The Density Bonus Law requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Previously existing law, until January 1, 2022, required a city, county, or city and county to grant a commercial developer a development bonus, as specified, when an applicant for approval of a commercial development had entered into an agreement for partnered housing with an affordable housing developer to contribute affordable housing through a joint project or 2 separate projects encompassing affordable housing. This bill would reenact the above-described provisions regarding the granting of development bonuses to certain projects. The bill would require a city or county to annually submit to the Department of Housing and Community Development information describing an approved commercial development bonus. The bill would repeal these provisions on January 1, 2028.

[AB 1610](#) (Lackey R) State mandates: claims.

Status: 1/14/2022-Referred to Com. on L. GOV.

Is Fiscal: Y

Location: 1/14/2022-A. L. GOV.

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

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

[AB 1626](#) (Nguyen R) Motor Vehicle Fuel Tax Law: limitation on adjustment.

Status: 1/11/2022-From printer. May be heard in committee February 10.

Is Fiscal: Y

Location: 1/10/2022-A. PRINT

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

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

[AB 1638](#) (Kiley R) Motor Vehicle Fuel Tax Law: suspension of tax.

Status: 1/13/2022-From printer. May be heard in committee February 12.

Is Fiscal: Y

Location: 1/12/2022-A. PRINT

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

Summary: Would suspend the imposition of the tax on motor vehicle fuels for 6 months. The bill would direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation.

[AB 1640](#) (Ward D) Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans.

Status: 1/20/2022-Referred to Com. on NAT. RES.

Is Fiscal: Y

Location: 1/20/2022-A. NAT. RES.

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

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. Existing law establishes the Office of Planning and Research in state government in the Governor's office. Current law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office, through the program, to encourage the inclusion of eligible entities with land use planning and hazard mitigation planning authority into regional climate networks.

[AB 1695](#) (Santiago D) Affordable housing loan and grant programs: adaptive reuse.

Last Amend: 3/17/2022

Status: 3/17/2022-Referred to Com. on H. & C.D. From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended.

Is Fiscal: Y

Location: 3/17/2022-A. H. & C.D.

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

Summary: Current law establishes various programs and funding sources administered by the Department of Housing and Community Development to enable the development of affordable housing, including, among others, the Building Homes and Jobs Act, the Multifamily Housing Program, and the Housing for a Healthy California Program. This bill would provide that any notice of funding availability issued by the department for an affordable housing loan and grant program shall state that adaptive reuse of a property for affordable housing purposes is an eligible activity. The bill would define "adaptive reuse" to mean the repurposing and rehabilitation of an existing building for use as permanent or long-term residences.

[AB 1738](#) (Boerner Horvath D) Building standards: installation of electric vehicle charging stations: existing buildings.

Status: 2/10/2022-Referred to Coms. on H. & C.D. and ED.

Is Fiscal: Y

Location: 2/10/2022-A. H. & C.D.

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

Summary: Current law requires the Department of Housing and Community Development to propose to the California Building Standards Commission for consideration mandatory building standards for the installation of future electric vehicle charging infrastructure for parking spaces in multifamily dwellings, as specified. Existing law requires the commission to adopt, approve, codify, and publish mandatory building standards for the installation of electric vehicle charging infrastructure for parking spaces in multifamily dwellings and nonresidential development. This bill would recast these provisions to instead require mandatory building standards for the installation of electric vehicle charging stations with Level 2 or direct current fast charger electric vehicle supply equipment, as defined, to be proposed by the Department of Housing and Community Development for the installation in existing multifamily dwellings, hotels, and motels, by the Division of the State Architect for the installation in existing school buildings, and by the commission for the installation in existing nonresidential buildings, as specified.

[AB 1748](#) (Seyarto R) Exempt surplus land: regional housing need.

Status: 2/10/2022-Referred to Coms. on L. GOV. and H. & C.D.

Is Fiscal: N

Location: 2/10/2022-A. L. GOV.

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

Summary: Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines "surplus land" for these purposes to mean land owned in fee simple by any local agency for which the local agency's governing body takes formal action declaring that the land is surplus and is not necessary for the agency's use. Current law provides that an agency is not required to follow the requirements for disposal of surplus land for "exempt surplus land," except as provided. Current law categorizes as "exempt surplus land," surplus land that a local agency is transferring to another local, state, or federal agency for the agency's use. This bill would add to the definition of "exempt surplus land," surplus land that is zoned for a density of up to 30 residential units and is owned by a city or county that demonstrates adequate progress in meeting its share of regional housing need in its annual report, as specified, has constructed an adequate number of housing units to meet its share of regional housing need in the immediately preceding or current housing element cycle, as specified, or is designated as prohousing by the department.

[AB 1774](#) (Seiyarto R) California Environmental Quality Act: water conveyance or storage projects: judicial review.

Status: 2/10/2022-Referred to Coms. on NAT. RES. and JUD.

Is Fiscal: Y

Location: 2/10/2022-A. NAT. RES.

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

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would require the Judicial Council to adopt rules of court applicable to actions or proceedings brought to attack, review, set aside, void, or annul the certification or adoption of an environmental impact report for water conveyance or storage projects, as defined, 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 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 those projects.

[AB 1778](#) (Garcia, Cristina D) State transportation funding: freeway widening: poverty and pollution: Department of Transportation.

Status: 2/10/2022-Referred to Com. on TRANS.

Is Fiscal: Y

Location: 2/10/2022-A. TRANS.

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

Summary: Current law establishes the Department of Transportation and vests the department with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. Current law authorizes the department to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. Existing law requires the department to prepare and submit to the Governor a proposed budget, as provided. This bill would prohibit any state funds or personnel time from being used to fund or permit freeway widening projects in areas with high rates of pollution and poverty.

Notes: OCTA - Oppose

[AB 1830](#) (Seiyarto R) Department of Housing and Community Development: annual report: Homeless Housing, Assistance, and Prevention program.

Status: 2/18/2022-Referred to Com. on H. & C.D.

Is Fiscal: Y

Location: 2/18/2022-A. H. & C.D.

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

Summary: Current law establishes the Homeless Housing, Assistance, and Prevention (HHAP) 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. Under current law, grants under the HHAP program are allocated in 4 rounds

of funding, administered by the Homeless Coordinating and Financing Council, as provided. 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 assessment of the HHAP program.

[AB 1850](#) (Ward D) Public housing: unrestricted housing.

Status: 2/18/2022-Referred to Com. on H. & C.D.

Is Fiscal: N

Location: 2/18/2022-A. H. & C.D.

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

Summary: Would prohibit a city, county, city and county, joint powers authority, or any other political subdivision of a state or local government from acquiring unrestricted housing, as defined, unless each unit in the development meets specified criteria, including that the initial rent for the first 12 months postconversion is at least 10% less than the average monthly rent charged for the unit over the 12-month period prior to conversion and at least 20% less than the small area fair market rent.

[AB 1910](#) (Garcia, Cristina D) Publicly owned golf courses: conversion: affordable housing.

Status: 2/18/2022-Referred to Coms. on H. & C.D. and L. GOV.

Is Fiscal: Y

Location: 2/18/2022-A. H. & C.D.

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

Summary: Would, upon appropriation by the Legislature, require the Department of Housing and Community Development to administer a program to provide incentives in the form of grants to local agencies that enter into a development agreement to convert a golf course owned by the local agency into housing and publicly accessible open space, as specified. This bill would require the department to award funding in accordance with the number of affordable units a local agency proposes to construct.

Notes: ACC-OC - Watch

[AB 1938](#) (Friedman D) Transit and Intercity Rail Recovery Task Force.

Last Amend: 3/7/2022

Status: 3/8/2022-Re-referred to Com. on TRANS.

Is Fiscal: Y

Location: 3/3/2022-A. TRANS.

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

Summary: Current law provides for the funding of public transit and intercity rail, including under the Transportation Development Act. This bill would require the Secretary of Transportation, on or before July 1, 2023, to establish and convene the Transit and Intercity Rail Recovery Task Force to include representatives from the department and various local agencies, academic institutions, and nongovernmental organizations. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit and intercity rail ridership and improve transit and intercity rail operations for users of those services.

[AB 1944](#) (Lee D) Local government: open and public meetings.

Status: 2/18/2022-Referred to Com. on L. GOV.

Is Fiscal: Y

Location: 2/18/2022-A. L. GOV.

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

Summary: Current law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would specify that if a member of a legislative body elects to teleconference from a location that is not public, the address does not need to be identified in the notice and agenda or be accessible to the public when the legislative body has elected to allow members to participate via teleconferencing.

Notes: ACC-OC - Watch

AB 1976 (Santiago D) Planning and zoning: housing element compliance: very low and lower income households.

Last Amend: 3/17/2022

Status: 3/17/2022-Referred to Coms. on H. & C.D. and L. GOV. From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended.

Is Fiscal: Y

Location: 3/17/2022-A. H. & C.D.

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

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 and county, as provided. If the inventory of sites included in a housing element 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. This bill would authorize the department, after notifying the city or county of the violation of the housing element provision and before notifying the Attorney General, either to complete the rezoning to accommodate 100% of the allocated need for housing for very low and lower income households on behalf of a local government within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, or Ventura that failed to complete that rezoning by the required deadline, or to impose administrative civil penalties upon the local government of up to \$10,000 per day until the local government is no longer in violation of state law or the department decides to refer the violation to the Attorney General.

AB 2011 (Quirk-Silva D) Housing.

Status: 2/15/2022-From printer. May be heard in committee March 17.

Is Fiscal: N

Location: 2/14/2022-A. PRINT

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

Summary: Current law authorizes a city to sell, lease, exchange, quitclaim, convey, or otherwise dispose of real property or interest therein at less than fair market value, or purchase an interest in real property, to provide affordable housing under whatever terms and conditions the city deems best suited to the provision of affordable housing if the legislative body of a city determines that any real property or interest therein owned or to be purchased by the city can be used to provide housing affordable to persons and families of low or moderate income, as defined, and that this use is in the city’s best interests. This bill would make a nonsubstantive change to that provision.

AB 2049 (Villapudua D) Housing: EO N-06-19 State Land Affordable Housing Infrastructure, Demolition, Abatement, and Remediation Fund: grant program.

Status: 2/24/2022-Referred to Com. on H. & C.D.

Is Fiscal: Y

Location: 2/24/2022-A. H. & C.D.

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

Summary: Current law establishes the Department of General Services in the Government Operations Agency. By executive order, the Governor requires the department to create a digitized inventory of all state-owned parcels that are in excess of state agencies’ foreseeable needs, as provided, and to issue, in consultation with the Department of Housing and Community Development, requests for proposals on individual parcels and accept proposals from developers of affordable housing interested in entering into low-cost, long-term ground leases of these parcels, as described. This bill would establish the EO N-06-19 State Land Affordable Housing Infrastructure, Demolition, Abatement, and Remediation Fund and would make moneys in the fund available, upon appropriation by the Legislature, to an unspecified state agency for purposes of establishing and administering a grant program, as specified.

AB 2053 (Lee D) The Social Housing Act.

Status: 2/24/2022-Referred to Com. on H. & C.D.

Is Fiscal: Y

Location: 2/24/2022-A. H. & C.D.

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

Summary: Would enact the Social Housing Act and would create the California Housing Authority, as

an independent state body, the mission of which would be to produce and acquire social housing developments for the purpose of eliminating the gap between housing production and regional housing needs assessment targets, as specified. The bill would prescribe a definition of social housing that would describe, in addition to housing owned by the authority, housing owned by other entities, as specified, provided that all social housing developed by the authority would be owned by the authority. The bill would prescribe the composition of the California Housing Authority Board, which would govern the authority, and would be composed of appointed members and members who are elected by residents of social housing developments, as specified. The bill would prescribe the powers and duties of the authority and the board.

AB 2063 (Berman D) Density bonuses: affordable housing impact fees.

Status: 2/24/2022-Referred to Coms. on H. & C.D. and L. GOV.

Is Fiscal: Y

Location: 2/24/2022-A. H. & C.D.

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

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. Existing law prohibits affordable housing impact fees, including inclusionary zoning fees and in-lieu fees, from being imposed on a housing development's affordable units. This bill would prohibit affordable housing impact fees, including inclusionary zoning fees, in-lieu fees, and public benefit fees, from being imposed on a housing development's density bonus units.

AB 2086 (Kiley R) Housing.

Status: 2/15/2022-From printer. May be heard in committee March 17.

Is Fiscal: N

Location: 2/14/2022-A. PRINT

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

Summary: Current law sets forth the general responsibilities and roles of the Business, Consumer Services, and Housing Agency, the Department of Housing and Community Development, and the California Housing Finance Agency in carrying out state housing policies and programs. This bill would make nonsubstantive changes to those provisions.

AB 2094 (Rivas, Robert D) General plan: annual report: extremely low-income housing.

Status: 2/24/2022-Referred to Coms. on H. & C.D. and L. GOV.

Is Fiscal: Y

Location: 2/24/2022-A. H. & C.D.

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

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 requires the planning agency of a city or county to provide an annual report to certain specified entities by April 1 of each year that includes, among other information, the city or county's progress in meeting its 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 a city or county's annual report to include the locality's progress in meeting the housing needs of extremely low income households, as specified.

AB 2097 (Friedman D) Residential and commercial development: remodeling, renovations, and additions: parking requirements.

Status: 2/24/2022-Referred to Coms. on L. GOV. and H. & C.D.

Is Fiscal: Y

Location: 2/24/2022-A. L. GOV.

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

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 land use element and a conservation

element. This bill would prohibit a public agency from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile of public transit, as defined. When a project provides parking voluntarily, the bill would authorize a public agency to impose specified requirements on the voluntary parking. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a new multifamily or nonresidential development to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities.

[AB 2120](#) (Ward D) Transportation finance: federal funding: bridges.

Status: 2/24/2022-Referred to Com. on TRANS.

Is Fiscal: Y

Location: 2/24/2022-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chapters
1st House				2nd House							

Summary: Under current law, the purpose of the Bridge Reconstruction and Replacement Act is to implement the federal Special Bridge Replacement Program in California. The act authorizes boards of supervisors, city councils, and the Department of Transportation to do all things necessary and proper to secure federal aid under that federal program. The act authorizes the department to allocate to counties and cities federal funds received for approved bridge reconstruction or replacement projects in accordance with procedures promulgated by the Director of Transportation, as specified. This bill would instead provide that the purpose of the act is to implement the federal Highway Infrastructure Program. The bill would authorize the above-described entities to do all things necessary and proper to secure federal aid, without reference to any specific federal program.

[AB 2211](#) (Ting D) Shelter crisis: homeless shelters.

Status: 2/24/2022-Referred to Com. on H. & C.D.

Is Fiscal: Y

Location: 2/24/2022-A. H. & C.D.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chapters
1st House				2nd House							

Summary: Current law, among other things, exempts from the California Environmental Quality Act specified actions by a state agency or a city, county, or city and county relating to land owned by a local government to be used for, or to provide financial assistance to, a homeless shelter constructed pursuant to these provisions, and provides that homeless shelters constructed or allowed pursuant to these shelter crisis declarations are not subject to specified laws, including the Special Occupancy Parks Act. Current law defines a "homeless shelter" as a facility with overnight sleeping accommodations, the primary purpose of which is to provide temporary shelter for the homeless that is not in existence after the declared shelter crisis. Current law provides that a temporary homeless shelter community may include supportive and self-sufficiency development services and that a homeless shelter includes a parking lot owned or leased by a city, county, or city and county specifically identified as one allowed for safe parking by homeless and unstably housed individuals. Current law repeals these provisions as of January 1, 2026. This bill would remove the repeal date from these provisions. This bill would provide that a city, county, or city and county is in a shelter crisis if the number of unsheltered homeless persons that comprises the total homeless population within the jurisdiction of the city, county, or city and county is greater, as a percentage, than the combined average of the 49 states in the United States not including California, as determined by the Department of Housing and Community Development, as specified.

[AB 2217](#) (Reyes D) CalHome Program: grant allocation.

Status: 2/24/2022-Referred to Com. on H. & C.D.

Is Fiscal: Y

Location: 2/24/2022-A. H. & C.D.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chapters
1st House				2nd House							

Summary: Current law establishes the CalHome Program, administered by the Department of Housing and Community Development, to support existing home ownership programs aimed at lower and very low income households, among other purposes. Under the CalHome program, the department issues grants and loans to local public agencies and nonprofit corporations for specified purposes, including the construction of home ownership units. This bill would require the department to set higher per unit and total project allocations for new construction of home ownership units in high-cost areas.

[AB 2233](#) (Quirk-Silva D) Public Housing Loan Fund and Program: Public Housing Financing Authority.

Status: 2/24/2022-Referred to Com. on H. & C.D.

Is Fiscal: Y

Location: 2/24/2022-A. H. & C.D.

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

Summary: Would establish the Public Housing Loan Fund for purposes of establishing and administering, upon appropriation by the Legislature, the Public Housing Loan Program and making loans pursuant to that program. The bill would require California Health Facilities Financing Authority (CHFFA) to administer the fund and program from January 1, 2023, to December 31, 2025, and would require the Public Housing Financing Authority (PHFA), as established on January 1, 2025, in the Treasurer’s office by the bill, to administer the fund and program on and after January 1, 2026. The bill would authorize the CHFFA and PHFA to make and award loans from the fund for purposes of the program. This bill would require the CHFFA or PHFA, as applicable, to establish requirements for a local agency to be eligible to receive a loan under the program, including, but not limited to, requiring that the loan be used to cover construction costs for public housing on property owned by the local agency.

[AB 2234](#) (Rivas, Robert D) Planning and zoning: housing: post-entitlement phase permits.

Status: 2/24/2022-Referred to Coms. on L. GOV. and H. & C.D.

Is Fiscal: Y

Location: 2/24/2022-A. L. GOV.

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

Summary: Current law requires a city, county, or special district to provide specified information, including a current schedule of fees, exactions, and affordability requirements applicable to a proposed housing development project, and an archive of impact fee nexus studies, cost of service studies, or equivalent studies, conducted by the city, county, or special district, on its internet website. This bill would require a public agency to create a list of information needed to approve or deny a post-entitlement phase permit, as defined, and to make that list available to all applicants for these permits no later than January 1, 2024. No later than January 1, 2024, the bill would require a public agency to require permits to be applied for, completed, and stored through a process on its internet website, and to accept applications and related documentation by electronic mail until that internet website is established. The bill would require the internet website or electronic mail to list the current processing status of the applicant’s permit by the public agency, and would require that status to note whether it is being reviewed by the agency or action is required from the applicant. This bill contains other related provisions and other existing laws.

[AB 2237](#) (Friedman D) Regional transportation plan: Active Transportation Program.

Status: 3/3/2022-Referred to Coms. on TRANS. and NAT. RES.

Is Fiscal: Y

Location: 3/3/2022-A. TRANS.

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

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

[AB 2310](#) (Carrillo D) Regional housing need allocation.

Status: 2/17/2022-From printer. May be heard in committee March 19.

Is Fiscal: N

Location: 2/16/2022-A. PRINT

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

Summary: Current law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as prescribed. Current law requires the appropriate council of governments, or, for cities and counties without a council of governments, the department, 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 at least one year before the scheduled revision for the region. This bill would state the intent of the Legislature in subsequent amendments to amend existing law regarding midcycle adjustment for the regional housing need allocation.

[AB 2325](#) (Rivas, Luz D) Coordinated homelessness response.

Status: 3/3/2022-Referred to Com. on H. & C.D.

Is Fiscal: Y

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

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

Summary: Would require the California Interagency on Homelessness, on or before September 30, 2023, to convene a funder’s workgroup to accomplish specified goals related to ending homelessness. The bill would require the workgroup to include council staff, staff working for agencies or departments represented on the council, and representatives from specified committees. The bill would require the Deputy Secretary on Homelessness to oversee the work of the funder’s workgroup and to report on at least a quarterly basis to the council on progress made on specified goals. The bill would also require the council, as part of its goals, to develop and implement a statewide strategic plan on homelessness that establishes measurable objectives and strategies to enhance state-level accountability, coordination, and best practices.

[AB 2334](#) (Wicks D) Density Bonus Law: affordability: incentives or concessions in low vehicle travel areas: parking standards: definitions.

Status: 3/3/2022-Referred to Coms. on H. & C.D. and L. GOV.

Is Fiscal: Y

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

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

Summary: Current law, 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 specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Existing law requires that an applicant agree to, and the city, county, or city and county ensure, the continued affordability of all very low and low-income rental units that qualified the applicant for a density bonus, as provided. This bill, with respect to the affordability requirements applicable to 100% lower income developments, would instead require the rent for the remaining units in the development be set at an amount consistent with the maximum rent levels for lower income households, as those rents and incomes are determined by CTCAC. The bill, with regard to the enforcement of equity sharing agreements for for-sale units, would also permit the local government to defer to the recapture provisions of the public funding source. The bill would also make a technical change to the Density Bonus Law by deleting duplicative provisions relating to for-sale units subject to the above-described provisions.

[AB 2339](#) (Bloom D) Housing element: emergency shelters: regional housing need.

Status: 3/3/2022-Referred to Coms. on H. & C.D. and L. GOV.

Is Fiscal: Y

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

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

Summary: The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city that includes a housing element. Current law requires that the housing element identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, and make adequate provision for the existing and projected needs of all economic segments of a community. Current law also requires that the housing element include an analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels. This bill would revise the requirements of the housing element, as described above, in connection with zoning designations that allow residential use, including mixed use, where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit. The bill would prohibit a city or county from establishing overlay districts to comply with these provisions.

[AB 2348](#) (Mullin D) Sea level rise planning: database.

Status: 2/17/2022-From printer. May be heard in committee March 19.

Is Fiscal: N

Location: 2/16/2022-A. PRINT

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

Summary: Current law requires, on or before January 1, 2016, and until January 1, 2023, the Natural Resources Agency, in collaboration with the Ocean Protection Council, to create, update biannually, and post on an internet website 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 make a

nonsubstantive change to this provision.

AB 2419 (Bryan D) Environmental justice: federal Infrastructure Investment and Jobs Act: Justice40 Oversight Committee.

Status: 3/3/2022-Referred to Coms. on NAT. RES. and E.S. & T.M.

Is Fiscal: Y

Location: 3/3/2022-A. NAT. RES.

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

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. The federal Infrastructure Investment and Jobs Act provides additional federal funds to rebuild the nation’s infrastructures. This bill would require a minium of 40% of funds received by the state under the federal act to be allocated to projects that provide direct benefits to disadvantaged communities and a minimum of an additional 10% be allocated for projects that provide direct benefits to low-income households and low-income communities. The bill would establish the Justice40 Oversight Committee in the Office of Planning and Research to perform various actions related to the expenditure of those federal funds.

AB 2438 (Friedman D) Transportation projects: alignment with state plans.

Status: 3/3/2022-Referred to Com. on TRANS.

Is Fiscal: Y

Location: 3/3/2022-A. TRANS.

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

Summary: Would require all transportation projects funded at the local or state level to align with the California Transportation Plan and the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency. To the extent the bill imposes additional duties on local agencies, the bill would impose a state-mandated local program.

AB 2445 (Gallagher R) California Environmental Quality Act: affordable housing: judicial review: bonds.

Status: 3/3/2022-Referred to Coms. on NAT. RES. and JUD.

Is Fiscal: N

Location: 3/3/2022-A. NAT. RES.

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

Summary: CEQA requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would require a person seeking judicial review of the decision of a lead agency made pursuant to CEQA to carry out or approve an affordable housing project to post a bond of \$500,000 to cover the costs and damages to the affordable housing project incurred by the respondent or real party in interest. The bill would authorize the court to waive or adjust this bond requirement upon a finding of good cause to believe that the requirement does not further the interest of justice.

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

Status: 3/3/2022-Referred to Com. on L. GOV.

Is Fiscal: N

Location: 3/3/2022-A. L. GOV.

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

Summary: Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would authorize a local agency to use teleconferencing without complying with those specified teleconferencing requirements if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency’s jurisdiction. The bill would impose prescribed requirements for this exception relating to notice, agendas, the means and manner of access, and procedures for disruptions. The bill would require the legislative body to implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with federal law.

[AB 2485](#) (Choi R) California Environmental Quality Act: exemption: emergency shelters and supportive housing.

Status: 3/10/2022-Referred to Coms. on NAT. RES. and H. & C.D.

Is Fiscal: Y

Location: 3/10/2022-A. NAT. RES.

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

Summary: CEQA includes exemptions from its environmental review requirements for numerous categories of projects. This bill would exempt from the requirements of CEQA emergency shelters and supportive housing, as defined.

[AB 2492](#) (Grayson D) General plans: housing element.

Status: 2/18/2022-From printer. May be heard in committee March 20.

Is Fiscal: N

Location: 2/17/2022-A. PRINT

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

Summary: Current law requires a city or county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. Current law requires the housing element to identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, among other things. Current law requires the housing element to contain an assessment of housing needs and an inventory of resources and constraints that are relevant to the meeting of these needs. This bill would make a nonsubstantive change to those provisions.

[AB 2560](#) (Bonta, Mia D) Housing.

Status: 2/18/2022-From printer. May be heard in committee March 20.

Is Fiscal: N

Location: 2/17/2022-A. PRINT

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

Summary: Current law, the Planning and Zoning Law, requires each city, county, or city and county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. Current law requires the housing element to identify the existing and projected housing needs of all economic segments of the community. This bill would state the intent of the Legislature to enact legislation pertaining to housing.

[AB 2647](#) (Levine D) Local government: open meetings.

Status: 3/10/2022-Referred to Coms. on L. GOV. and JUD.

Is Fiscal: N

Location: 3/10/2022-A. L. GOV.

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

Summary: The Ralph M. Brown Act requires the meetings of the legislative body of a local agency to be conducted openly and publicly, with specified exceptions. Current law makes agendas of public meetings and other writings distributed to the members of the governing board disclosable public records, with certain exceptions. Current law requires a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates. This bill would instead require a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates or post the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.

[AB 2649](#) (Garcia, Cristina D) Air pollution.

Status: 3/17/2022-Referred to Com. on NAT. RES.

Is Fiscal: N

Location: 3/17/2022-A. NAT. RES.

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

Summary: Current law makes various legislative findings and declarations relating to air pollution. This bill would make nonsubstantive changes to these legislative findings and declarations.

[AB 2653](#) (Wicks D) Planning and Zoning Law: housing elements.

Last Amend: 3/10/2022

Status: 3/14/2022-Re-referred to Com. on H. & C.D.

Is Fiscal: Y

Location: 3/10/2022-A. H. & C.D.

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

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 requires the planning agency of a city or county to provide an annual report to the Department of Housing and Community Development by April 1 of each year that includes, among other information, a housing element portion that includes, as provided, the city or county’s progress in meeting its share of regional housing needs and local efforts to remove governmental constraints on the maintenance, improvement, and development of housing, as specified. This bill would authorize the Department of Housing and Community Development to reject the housing element portion of an annual report if the report is not in substantial compliance with these requirements.

[AB 2668](#) (Grayson D) Planning and zoning: housing: streamlined, ministerial approval.

Status: 3/10/2022-Referred to Coms. on H. & C.D. and L. GOV.

Is Fiscal: N

Location: 3/10/2022-A. H. & C.D.

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

Summary: Would prohibit a local government from determining that a development, including an application for a modification, is in conflict with the objective planning standards on the basis that application materials are not included, if the application contains sufficient information that would allow a reasonable person to conclude that the development is consistent with the objective planning standards. This bill contains other existing laws.

[AB 2700](#) (McCarty D) Climate change: scoping plan.

Status: 3/10/2022-Referred to Com. on NAT. RES.

Is Fiscal: Y

Location: 3/10/2022-A. NAT. RES.

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

Summary: The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions from sources or categories of sources of greenhouse gases by 2020 and to update the scoping plan at least once every 5 years. This bill would require the scoping plan to be for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions from sources or categories of sources of greenhouse gases consistent with limits established by the act.

[AB 2705](#) (Quirk-Silva D) Housing: fire safety standards.

Status: 3/17/2022-Referred to Coms. on L. GOV. and NAT. RES.

Is Fiscal: Y

Location: 3/17/2022-A. L. GOV.

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

Summary: Current law requires the State Fire Marshal to prepare, adopt, and submit building standards and other fire and life safety regulations to the California Building Standards Commission for approval establishing minimum requirements for the storage, handling, and use of hazardous materials. Current law requires the State Fire Marshal to seek the advice of the Secretary for Environmental Protection in establishing those requirements. This bill would prohibit the legislative body of a city or county from approving a discretionary entitlement, as defined, that would result in a new residential development project, as defined, being located within a very high fire hazard severity zone, unless the city or county finds that the residential development project will meet specified standards intended to address wildfire risks, as specified.

Notes: BIA - Support

[AB 2719](#) (Fong R) California Environmental Quality Act: exemptions: highway safety improvement

projects.

Status: 3/10/2022-Referred to Com. on NAT. RES.

Is Fiscal: Y

Location: 3/10/2022-A. NAT. RES.

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

Summary: CEQA includes exemptions from its environmental review requirements for numerous categories of projects, including, among others, emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore an existing highway under specified circumstances. This bill would further exempt from the requirements of CEQA highway safety improvement projects, as defined, undertaken by the Department of Transportation or a local agency.

AB 2755 (Muratsuchi D) Right to housing.

Status: 2/19/2022-From printer. May be heard in committee March 21.

Is Fiscal: N

Location: 2/18/2022-A. PRINT

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

Summary: Current law sets forth the general responsibilities and roles of the Business, Consumer Services, and Housing Agency, the Department of Housing and Community Development, and the California Housing Finance Agency in carrying out state housing policies and programs. This bill would declare the intent of the Legislature to subsequently amend this bill to include provisions that would create a personal right to housing or shelter in this state and would establish a corresponding obligation for the unhoused to seek out and utilize available local housing or shelter options.

AB 2762 (Bloom D) Housing: parking lots.

Status: 2/19/2022-From printer. May be heard in committee March 21.

Is Fiscal: N

Location: 2/18/2022-A. PRINT

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

Summary: Current law, 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 boundaries, that includes, among other mandatory elements, a housing element. This bill would state that it is the intent of the Legislature to enact subsequent legislation that would allow local agencies to build affordable housing on parking lots that serve public parks and recreational facilities, as provided.

AB 2825 (Stone D) General plan: housing elements.

Status: 2/19/2022-From printer. May be heard in committee March 21.

Is Fiscal: N

Location: 2/18/2022-A. PRINT

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

Summary: Current law requires a city or county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. For a housing element or amendment adopted on or after January 1, 2021, current law requires the planning agency to submit to the Department of Housing and Community Development an electronic copy of its inventory of land suitable for residential development, as developed pursuant to specified law. This bill would make a nonsubstantive change in the above-described provisions relating to the submission of electronic copies of an inventory of land suitable for residential development.

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

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

Is Fiscal: N

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

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

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.

Notes:

ACCOC - Watch
 SCAG - Support
 OCBC - Oppose

SB 6

(Caballero D) Local planning: housing: commercial zones.

Last Amend: 8/23/2021

Status: 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was H. & C.D. on 8/23/2021)(May be acted upon Jan 2022)

Is Fiscal: Y

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

Desk	Policy	Fiscal	Floor	Desk	2 year	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Notes:

OCCOG - Oppose
 ACCOC - Oppose
 OCBC - Support If Amended
 SCAG - Watch

SB 12

(McGuire D) Local government: planning and zoning: wildfires.

Last Amend: 7/1/2021

Status: 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was H. & C.D. on 6/24/2021)(May be acted upon Jan 2022)

Is Fiscal: Y

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

Desk	Policy	Fiscal	Floor	Desk	2 year	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Notes:

OCCOG - Oppose Unless Amended
 BIA - Oppose Unless Amended
 OCBC - Oppose Unless Amended

SB 15

(Portantino D) Housing development: incentives: rezoning of idle retail sites.

Last Amend: 5/20/2021

Status: 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was DESK on 6/1/2021) (May be acted upon Jan 2022)

Is Fiscal: Y

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

Desk	Policy	Fiscal	Floor	2 year	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

Notes:

- OCCOG - Support
- ACCOC - Support
- OCBC - Watch
- SCAG - Support
- League of California Cities - Support

SB 99 (Dodd D) Community Energy Resilience Act of 2021.

Last Amend: 7/5/2021

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

Is Fiscal: Y

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

Desk	Policy	Fiscal	Floor	Desk	Policy	2 year	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Notes: League of California Cities - Support

SB 581 (Atkins D) General plan.

Status: 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 7/1/2021)(May be acted upon Jan 2022)

Is Fiscal: Y

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

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	2 year	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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.

SB 649 (Cortese D) Local governments: affordable housing: local tenant preference.

Last Amend: 4/19/2021

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

Is Fiscal: N

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

Desk	Policy	Fiscal	Floor	Desk	2 year	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would establish a state policy supporting local tenant preferences for lower income households, as defined, that are subject to displacement risk, and, further, permit local governments and developers in receipt of local or state funds, federal or state tax credits, or an allocation of tax-exempt private activity bonds designated for affordable rental housing to restrict occupancy by creating a local housing preference for lower income households subject to displacement risk. The bill, subject to certain requirements and limitations, would authorize a local government to allow a local tenant preference in an affordable housing rental development to reduce displacement of lower income households with displacement risk beyond local government boundaries by adopting a program that allows preferences in affordable rental housing acquired, constructed, preserved or funded with state or local funds or tax programs.

[SB 726](#)**(Gonzalez D) Alternative fuel and vehicle technologies: sustainable transportation.****Last Amend:** 8/30/2021**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/7/2021)(May be acted upon Jan 2022)**Is Fiscal:** Y**Location:** 9/10/2021-A. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	2 year	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. Current law requires the commission to give preference to those projects that maximize the goals of the program based on specified criteria and to fund specified eligible projects, including, among others, alternative and renewable fuel projects to develop and improve alternative and renewable low-carbon fuels. Current law creates the Alternative and Renewable Fuel and Vehicle Technology Fund, to be administered by the commission, and requires the moneys in the fund, upon appropriation by the Legislature, to be expended by the commission to implement the program. This bill would revise and recast the program to expand the purpose of the program to include developing and deploying innovative technologies that transform California's fuel and vehicle types to help reduce criteria air pollutants and air toxics.

[SB 833](#)**(Dodd D) Community Energy Resilience Act of 2022.****Last Amend:** 3/7/2022**Status:** 3/17/2022-From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (March 14).**Is Fiscal:** Y**Location:** 3/14/2022-S. APPR.

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

Summary: Current law assigns the State Energy Resources Conservation and Development Commission various duties, including applying for and accepting grants, contributions, and appropriations, and awarding grants consistent with the goals and objectives of a program or activity the commission is authorized to implement or administer. This bill, the Community Energy Resilience Act of 2022, would require the commission to develop and implement a grant program for local governments to develop community energy resilience plans that help achieve energy resilience objectives and state clean energy and air quality goals. The bill would require a plan to, among other things, identify critical facilities, locations and facilities where the construction of microgrids or other distributed energy sources could meet local resilience needs,

[SB 852](#)**(Dodd D) Climate resilience districts: formation: funding mechanisms.****Last Amend:** 3/9/2022**Status:** 3/9/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.**Is Fiscal:** Y**Location:** 1/26/2022-S. GOV. & F.

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

Summary: Current law authorizes certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. Current law provides for the financing of these activities by, among other things, the issuance of bonds serviced by property tax increment revenues, and requires the authority to adopt a community revitalization and investment plan for the community revitalization and investment area that includes elements describing and governing revitalization activities. This bill would authorize a city, county, city and county, special district, or a combination of any of those entities to form a climate resilience district for the purposes of raising and allocating funding for eligible projects and the operating expenses of eligible projects. The bill would define "eligible project" to mean projects that address sea level rise, extreme heat, extreme cold, the risk of wildfire, drought, and the risk of flooding, as specified.

[SB 867](#)**(Laird D) Sea level rise planning: database.****Status:** 3/8/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (March 8). Re-referred to Com. on APPR.**Is Fiscal:** Y

Location: 3/8/2022-S. APPR.

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

Summary: Current law requires the Natural Resources Agency, in collaboration with the Ocean Protection Council, to create, update biannually, and post on an internet website a Planning for Sea Level Rise Database describing steps being taken throughout the state to prepare for, and adapt to, sea level rise. Current law further requires that various public agencies and private entities provide to the agency, on a biannual basis, sea level rise planning information, as defined, that is under the control or jurisdiction of the public agencies or private entities, and requires the agency to determine the information necessary for inclusion in the database, as prescribed. Current law repeals these provisions on January 1, 2023. This bill would extend the sunset date for the above provisions until January 1, 2028.

[SB 873](#)

(Newman D) California Transportation Commission: state transportation improvement program: capital outlay support.

Status: 3/9/2022-March 22 set for first hearing canceled at the request of author.

Is Fiscal: Y

Location: 2/2/2022-S. TRANS.

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

Summary: Current law requires the California Transportation Commission to biennially adopt a state transportation improvement program that lists all capital improvement projects that are expected to receive an allocation of state transportation funds, as specified. Current law characterizes the state transportation improvement program as a resource management document to assist the state and local entities to plan and implement transportation improvements and to use available resources in a cost-effective manner. Current law requires the program to specify the allocation or expenditure amount and the allocation or expenditure year for certain project components, as specified. This bill would require the commission to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the program. The bill would require the commission to develop guidelines, in consultation with the Department of Transportation, to implement these allocation procedures.

[SB 886](#)

(Wiener D) California Environmental Quality Act: exemption: public universities: housing projects.

Last Amend: 2/22/2022

Status: 3/2/2022-Re-referred to Com. on E.Q.

Is Fiscal: Y

Location: 3/2/2022-S. E.Q.

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

Summary: Would exempt from CEQA a student housing project, as defined, or a faculty and staff housing project, as defined, carried out by a public university, as defined, on real property owned by the public university if the project meets certain requirements and the project is not located, in whole or in part, on certain sites, including a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway as determined by the Federal Emergency Management Agency, as provided. The bill, with respect to a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway, would prohibit a local government from denying an application on the basis that a public university did not comply with any additional permit requirement, standard, or action adopted by that local government applicable to the site if the public university is able to satisfy all applicable federal qualifying criteria in order to demonstrate that the site meets these criteria and is otherwise eligible to be exempt from CEQA pursuant to the above requirements.

[SB 897](#)

(Wieckowski D) Accessory dwelling units: junior accessory dwelling units.

Last Amend: 3/14/2022

Status: 3/14/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on HOUSING.

Is Fiscal: Y

Location: 2/9/2022-S. HOUSING

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

Summary: The Planning and Zoning Law authorizes a local agency, by ordinance or ministerial approval, to provide for the creation of accessory dwelling units in areas zoned for residential use, as specified. Current law authorizes a local agency to impose standards on accessory dwelling units that include, but are not limited to, parking, height, setback, landscape, architectural review, and maximum

size of a unit. This bill would require that the standards imposed on accessory dwelling units be objective. For purposes of this requirement, the bill would define "objective standard" as a standard that involves no personal or subjective judgment by a public official and is uniformly verifiable, as specified.

[SB 922](#) (Wiener D) California Environmental Quality Act: exemptions: transportation-related projects.

Last Amend: 3/16/2022

Status: 3/16/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.

Is Fiscal: Y

Location: 2/16/2022-S. E.Q.

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

Summary: The California Environmental Quality Act (CEQA), until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would extend the above exemption indefinitely. The bill would also repeal the requirement that the bicycle transportation plan is for an urbanized area and would extend the exemption to an active transportation plan or pedestrian plan, or to a feasibility and planning study for active transportation, bicycle facilities, or pedestrian facilities.

Notes: ACCOC - Support

[SB 930](#) (Wiener D) Housing Accountability Act.

Status: 2/16/2022-Referred to Com. on HOUSING.

Is Fiscal: Y

Location: 2/16/2022-S. HOUSING

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

Summary: The Housing Accountability Act, prohibits, among other things, a local agency from disapproving a housing development project that complies with applicable, objective general plan, zoning, and subdivision standards and criteria, or from imposing a condition that it be developed at a lower density, unless the local agency bases its decision on written findings supported by the preponderance of the evidence on the record that specified conditions exist, as provided. Current law, the Administrative Procedure Act, in part, sets forth procedural requirements for the adoption, publication, review, and implementation of regulations by state agencies, and for review of those regulatory actions by the Office of Administrative Law. This bill would authorize the Department of Housing and Community Development to review, adopt, amend, and repeal the standards, forms, or definitions to implement the Housing Accountability Act without compliance with those procedural requirements, as provided

Notes: ACCOC - Oppose

[SB 932](#) (Portantino D) General plans: circulation element: bicycle and pedestrian plans and traffic calming plans.

Status: 3/17/2022-VOTE: Do pass as amended, but first amend, and re-refer to the Committee on [Transportation] (PASS)

Is Fiscal: Y

Location: 3/17/2022-S. TRANS.

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

Summary: Current law states the Legislature's intention that a county or city general plan and the elements and parts of that general plan comprise an integrated, internally consistent and compatible statement of policies for the adopting agency. This bill would emphasize the intent of the Legislature to fight climate change with these provisions.

[SB 942](#) (Newman D) Low Carbon Transit Operations Program: free or reduced fare transit program.

Status: 3/2/2022-Set for hearing March 22.

Is Fiscal: Y

Location: 2/16/2022-S. TRANS.

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

Summary: Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides

operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Current law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys, as specified. This bill would authorize a transit agency that uses program moneys to fund a free or reduced fare transit program and that demonstrates compliance with the above-described requirements in its initial program application to continue to use those moneys to maintain that program on an ongoing basis without demonstrating continued compliance with those requirements.

Notes: OCTA Sponsored Bill

[SB 989](#) (Hertzberg D) Climate Change Preparedness, Resiliency, and Jobs for Communities Program: climate-beneficial projects: grant funding.

Last Amend: 3/9/2022

Status: 3/17/2022-Re-referred to Com. on E.Q.

Is Fiscal: Y

Location: 3/17/2022-S. E.Q.

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

Summary: Would establish the Climate Change Preparedness, Resiliency, and Jobs for Communities Program, to be administered by the Strategic Growth Council, and would require the council to fund grants to develop and implement multibenefit, community-level, climate-beneficial projects to support community and landscape resiliency and workforce development. The bill would require the council to award competitive grants to eligible entities, as defined, through an application process, as provided. The bill would require the council, on or before July 1, 2023, to develop guidelines to implement the program and criteria to select projects eligible for grant funding that include, at a minimum, specified information related to community resiliency grants, landscape resiliency grants, and climate and career pathways grants.

[SB 1020](#) (Atkins D) California Global Warming Solutions Act of 2006: scoping plan.

Status: 3/15/2022-March 28 set for first hearing canceled at the request of author.

Is Fiscal: Y

Location: 2/23/2022-S. E.Q.

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

Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. The act requires the state board to conduct a series of public workshops to give interested parties an opportunity to comment on the plan and requires a portion of those workshops to be conducted in regions of the state that have the most significant exposure to air pollutants, including communities with minority populations, communities with low-income populations, or both. This bill instead would modify, with respect to the provision that a portion of the workshops be conducted in regions of the state that have the most significant exposure to air pollutants, the above-described included communities as additionally being areas designated as federal extreme nonattainment.

[SB 1036](#) (Newman D) Orange County Conservation Corps: California Ocean Corps.

Last Amend: 3/14/2022

Status: 3/14/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on N.R. & W.

Is Fiscal: Y

Location: 2/23/2022-S. N.R. & W.

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

Summary: Would authorize the Orange County Conservation Corps to establish and implement the California Ocean Corps in order to organize and provide opportunities for young people to contribute to meaningful and technically skilled ocean conservation work, as provided, in the County of Orange. This bill would repeal these provisions on January 1, 2027. The bill would appropriate \$40,000,000 from the General Fund to the Orange County Conservation Corps for these purposes.

[SB 1049](#) (Dodd D) Transportation Resilience Program.

Status: 3/10/2022-Set for hearing March 22.

Is Fiscal: Y

Location: 2/23/2022-S. TRANS.

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

Summary: Would establish the Transportation Resilience Program in the Department of Transportation, to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the commission to prioritize projects that meet certain criteria.

[SB 1063](#) (Skinner D) Energy: appliance standards and cost-effective measures.

Last Amend: 3/10/2022

Status: 3/10/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Is Fiscal: Y

Location: 2/15/2022-S. RLS.

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

Summary: Current law requires the State Energy Resources Conservation and Development Commission to prescribe, by regulation, standards for minimum levels of operating efficiency, and authorizes the commission to prescribe other cost-effective measures, to promote the use of energy- and water-efficient appliances whose use requires a significant amount of energy or water. Current law requires that those standards become effective no sooner than one year after their date of adoption or revision and requires that they not result in any added total costs for consumers over the designed life of the impacted appliances. Existing law prohibits the sale, and the offering for sale, of a new appliance unless its manufacturer certifies that it complies with the standards in effect at the time the appliance is manufactured. This bill would authorize the commission, upon a finding of good cause, to make the standards effective sooner than one year after their date of adoption or revision.

[SB 1067](#) (Portantino D) Housing development projects: automobile parking requirements.

Status: 3/11/2022-March 17 set for first hearing canceled at the request of author.

Is Fiscal: Y

Location: 2/23/2022-S. GOV. & F.

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

Summary: Would prohibit a city with a population greater than 200,000 from imposing any minimum automobile parking requirement on a housing development project that is located within 1/2 mile of public transit, as defined, and that either (1) dedicates 75% of the total units to low- and very low income households, the elderly, or persons with disabilities or (2) the developer demonstrates to the local agency that the development would not have a negative impact on the local agency's ability to meet specified housing needs and would not have a negative impact on traffic circulation or existing residential or commercial parking within 1/2 mile of the project. By changing the duties of local planning officials, this bill would impose a state-mandated local program.

[SB 1078](#) (Allen D) Sea Level Rise Revolving Loan Pilot Program.

Status: 3/4/2022-Set for hearing March 22.

Is Fiscal: Y

Location: 2/23/2022-S. N.R. & W.

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

Summary: Would require the Ocean Protection Council, in consultation with the State Coastal Conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program for purposes of providing low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property located in specified communities, including low-income communities, as provided. The bill would require the council, before January 1, 2024, in consultation with other state planning and coastal management agencies, as provided, to adopt guidelines and eligibility criteria for the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program from the conservancy, in consultation with the council, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements imposed by the council. The bill would require the conservancy, in consultation with the council, to review the plans to determine whether they meet the required criteria and guidelines for vulnerable coastal properties to be eligible for participation in the program. This bill contains other related provisions.

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

Last Amend: 3/9/2022

Status: 3/17/2022-From committee: Do pass as amended and re-refer to Com. on JUD. (Ayes 4. Noes 1.) (March 17).

Is Fiscal: Y

Location: 3/17/2022-S. JUD.

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

Summary: The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. Current law requires every agenda for regular meetings of a local agency to provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public, before or during the legislative body’s consideration of the item, that is within the subject matter jurisdiction of the legislative body. This bill would authorize the members of the legislative body conducting a meeting to remove an individual for willfully interrupting the meeting. The bill, except as provided, would require removal to be preceded by a warning by the presiding member of the legislative body that the individual is disrupting the proceedings, a request that the individual curtail their disruptive behavior or be subject to removal, and a reasonable opportunity to respond to the warning.

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

Last Amend: 3/8/2022

Status: 3/17/2022-Re-referred to Com. on TRANS.

Is Fiscal: Y

Location: 3/17/2022-S. TRANS.

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

Summary: Would require the California Transportation Commission to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years, as provided. As part of the needs assessment, the bill would require the commission to forecast the expected revenue, including federal, state, and local revenues, to pay for the cost identified in the needs assessment, any shortfall in revenue to cover the cost, and recommendations on how any shortfall should be addressed. The bill would require the commission to submit the needs assessment to the Legislature on or before January 1, 2024, and biennially thereafter.

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

Status: 3/17/2022-Referred to Com. on GOV. & F.

Is Fiscal: Y

Location: 3/17/2022-S. GOV. & F.

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

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

SB 1196 (Umberg D) Transportation Development Act: eligibility: Anaheim Transportation Network.

Status: 3/2/2022-Referred to Com. on TRANS.

Is Fiscal: Y

Location: 3/2/2022-S. TRANS.

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

Summary: Current law requires that revenues from 1/4% of the local sales and use tax rate be transferred to the local transportation fund of each county for allocation, as directed by the transportation planning agency, to various transportation purposes, under what is commonly known as the Transportation Development Act. Current law specifies the allowable uses for local transportation funds, and generally requires, after certain deductions, that the funds attributed to the area of apportionment of each transit operator be used for public transportation purposes. In order to receive an allocation of these funds, existing law authorizes a transit operator to file a claim with the transportation planning agency. This bill would define the Anaheim Transportation Network as an operator for purposes of the Transportation Development Act, which would authorize it to claim funding from a local transportation fund in the area of its apportionment and to receive funding under the STA

program. This bill contains other existing laws.

SB 1197 (Caballero D) Water Innovation and Drought Resiliency Act of 2022.

Last Amend: 3/16/2022

Status: 3/16/2022-From committee with author's amendments. Read second time and amended. Referred to Com. on N.R. & W.

Is Fiscal: Y

Location: 3/2/2022-S. N.R. & W.

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

Summary: Current law declares that the protection of the public interest in the development of the water resources of the state is of vital concern to the people of the state and that the state shall determine in what way the water of the state, both surface and underground, should be developed for the greatest public benefit. Current law creates the Office of Planning and Research to serve the Governor as staff for long-range planning and research and as a comprehensive state planning agency. This bill, the Water Innovation and Drought Resiliency Act of 2022, would create the Initiative to Advance Water Innovation and Drought Resiliency at the office for the furtherance of new technologies and other innovative approaches in the water sector. The bill would require the office, as part of the initiative, to take specified measures on or before December 31, 2024, to advance innovation in the water sector and ensure a drought-resilient economy.

SB 1205 (Allen D) Water rights: appropriation.

Last Amend: 3/17/2022

Status: 3/17/2022-From committee with author's amendments. Read second time and amended. Referred to Com. on N.R. & W.

Is Fiscal: Y

Location: 3/2/2022-S. N.R. & W.

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

Summary: Would require the State Water Resources Control Board to develop and adopt regulations to provide greater specificity as to the methods and practices for determining water availability in the issuance and administration of water right permits and licenses, including consideration of the effects of climate change, as specified, upon watershed hydrology as part of the preparation of water availability analyses. The bill would require the board to consult with the Department of Water Resources, the Department of Fish and Wildlife, and qualified hydrologists and climate change scientists in preparing the regulations.

SB 1217 (Allen D) State-Regional Collaborative for Climate, Equity, and Resilience.

Status: 3/8/2022-Set for hearing March 28.

Is Fiscal: Y

Location: 3/7/2022-S. E.Q.

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

Summary: Would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the State Air Resources Board for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of the state board, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations, as specified. The bill would require, on or before December 31, 2025, the state board to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative.

SB 1219 (Hurtado D) Water: State Water Resources Control Board dissolution: Blue Ribbon Commission.

Status: 3/9/2022-March 22 hearing postponed by committee.

Is Fiscal: Y

Location: 3/2/2022-S. N.R. & W.

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

Summary: Current law establishes the State Water Resources Control Board within the California Environmental Protection Agency with specified duties relating to, among other things, administering water rights, the Porter-Cologne Water Quality Control Act, and the California Safe Drinking Water Act. Current law establishes the Department of Water Resources within the Natural Resources Agency and prescribes the jurisdiction and various general administrative authorities and duties of the department regarding, among other things, matters pertaining to water resources and dams in the state. This bill would dissolve the board as of January 1, 2025.

SB 1230 (Limón D) Zero-emission and near-zero emission vehicle incentive programs: requirements.

Last Amend: 3/15/2022

Status: 3/15/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Is Fiscal: Y

Location: 2/17/2022-S. RLS.

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

Summary: Current law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. Current law establishes or authorizes the establishment of various incentive programs that are administered or funded by the State Air Resources Board to provide financial assistance for the purchase of zero-emission or near-zero-emission vehicles by individuals, including, among others, the Clean Cars 4 All Program. This bill would require the state board, with respect to the various zero-emission and near-zero emission vehicle incentive programs administered or funded by the state board, to ensure that on or before July 1, 2023, those programs comply with specified requirements. The bill would require the state board, on or before July 1, 2023, to create a single unified education and application portal that enables an applicant for any of those programs to access information about the program and to submit one application for all of the programs.

SB 1252 (Committee on Housing) Housing.

Status: 3/4/2022-Set for hearing April 28.

Is Fiscal: Y

Location: 3/2/2022-S. HOUSING

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

Summary: Current law authorizes a city or county that created a subsequently dissolved redevelopment agency to elect to retain the housing assets and functions previously performed by the agency, which entity is referred to as a housing successor. Current law requires that if all or any portion of a redevelopment project was developed with low- or moderate-income housing units and those units were developed with any agency assistance or pursuant to specified provisions, the agency or its successor shall require, by contract, that the housing be made available for rent or purchase to the persons and families of low or moderate income displaced by the redevelopment project and to persons of low or moderate income who are descendants of the person displaced by the redevelopment project and who, at the time of displacement, were not living in the household or had not yet been born, as specified. This bill would additionally require that the housing be made available to those persons and families described above if they meet the income eligibility and other requirements for that housing, and would make other conforming changes.

SB 1292 (Stern D) Land use: development restriction: fire hazard severity zones.

Last Amend: 3/16/2022

Status: 3/16/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on HOUSING.

Is Fiscal: N

Location: 3/2/2022-S. HOUSING

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

Summary: Current law requires a housing element to include, among other things, an inventory of land suitable and available for residential development. Current law imposes various requirements on a city, county, or city and county upon receiving an application for a housing development project meeting certain standards. This bill would authorize a city, county, or city and county to restrict the development of residential housing in moderate, high, and very high fire hazard severity zones, as defined, if the city, county, or city and county adopts a plan, as specified, ensuring the production of at least double the number of residential units not developed as a result of the restriction.

SB 1369 (Wieckowski D) Adaptive reuse projects: by-right: funding.

Status: 3/10/2022-Referral to Com. on E.Q. rescinded because of the limitations placed on committee hearings due to ongoing health and safety risks of the COVID-19 virus.

Is Fiscal: Y

Location: 3/10/2022-S. E.Q.

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

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a

project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA does not apply to the approval of ministerial projects. This bill would make an adaptive reuse project a use by right in all areas regardless of zoning. The bill would define "adaptive reuse project" to mean any commercial, public, industrial, or office building or structure that has 25-percent occupancy or less, which is converted into a housing development project.

[SB 1391](#) (Kamlager D) greenhouse gases: market-based compliance mechanisms: linkages to the state.

Last Amend: 3/17/2022

Status: 3/17/2022-From committee with author's amendments. Read second time and amended. Referred to Com. on E.Q.

Is Fiscal: Y

Location: 3/9/2022-S. E.Q.

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

Summary: Current law prohibits a state agency from linking, as defined, a market-based compliance mechanism with any other state, province, or country unless the state agency notifies the Governor. Current law requires the Governor to issue specified findings within 45 days of receiving that notice from a state agency and to provide those findings to the Legislature. This bill would additionally prohibit a state agency from linking a market-based compliance mechanism with any other state, province, or country unless all of the following conditions are met: (1) the state agency has completed one or more formal regulatory processes within the last 3 years to review the state's market-based mechanisms, as provided, (2) the state agency publicly consulted with the Independent Emissions Market Advisory Committee as part of that process, and (3) if the market-based compliance mechanism proposed for linking has issued or is authorized to issue an offset credit that can be used for compliance purposes, then the market-based compliance mechanism includes a provision that automatically reduces the number of emissions allowances it makes available for compliance purposes, as provided.

[SB 1408](#) (Allen D) Planning and zoning: general plan: annual report.

Last Amend: 3/16/2022

Status: 3/16/2022-From committee with author's amendments. Read second time and amended. Referred to Com. on RLS.

Is Fiscal: N

Location: 2/18/2022-S. RLS.

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

Summary: The Planning and Zoning 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 net new units of housing, including both rental housing and for-sale housing, that have been issued a completed entitlement, building permit, or certificate of occupancy, and the income category, by area median income, that each unit of housing satisfies, as specified. This bill would authorize the planning agency to include in the portion of its report detailing the number of net new units of housing single-room occupancy units and nontraditional housing units, as those terms are defined, that were developed in previous housing element planning periods if those units are subject to authorization by the department and were not counted in previous reports.

[SB 1410](#) (Caballero D) California Environmental Quality Act: transportation impacts.

Status: 3/9/2022-Referred to Com. on E.Q.

Is Fiscal: Y

Location: 3/9/2022-S. E.Q.

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

Summary: CEQA requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Existing law requires the office to recommend potential metrics to measure transportation impacts, as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. This bill instead would require the criteria for determining the significance of transportation impacts of projects within transit priority areas to only promote the reduction of greenhouse gas emissions. The bill would retain the metric for traffic levels of

service for projects outside transit priority areas, and require the potential metrics described above to only apply to projects within transit priority areas.

SCA 2

(Allen D) Public housing projects.

Status: 1/26/2022-Read. Adopted. (Ayes 37. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Is Fiscal: N

Location: 1/26/2022-A. DESK

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

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.

Notes: SCAG - Support
ACCOC - Oppose

SCA 9

(Gonzalez D) Personal rights: right to housing.

Status: 2/22/2022-From printer. May be acted upon on or after March 21.

Is Fiscal: Y

Location: 2/18/2022-S. RLS.

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

Summary: Would declare that the fundamental human right to housing exists in this state. The measure would specify that it is the shared obligation of state and local jurisdictions to respect, protect, and fulfill this right through progressively implemented measures, consistent with available resources, within an aggressive but reasonable timeframe.

Total Measures: 111
Total Tracking Forms: 111