



## AGENDA

Orange County Council of Governments  
Board of Directors Meeting

Orange County Council of Governments

**April 22, 2021**

As set forth in Orange County Council of Governments Bylaws and Joint Powers Agreement - the Orange County Council of Governments is a voluntary agency established to serve as a sub- regional organization to the Southern California Association of Governments representing Orange County on mandated and non-mandated regional planning activities, to provide a vehicle for Members to engage cooperatively on such activities, and to conduct studies and projects designed to improve and coordinate common governmental responsibilities and services on an area-wide and regional basis.

**Pursuant to Executive Order N-29-20 issued on March 17, 2020, by Governor Gavin Newsom, which directs Californians to follow public health directives including canceling large gatherings, certain provisions of the Ralph M. Brown Act are suspended due to a State of Emergency in response to COVID-19. Consistent with the Executive Order, OCCOG Board meetings will be conducted by teleconference only. Those persons wishing to speak on any item included on the agenda, or on any matter within the subject matter jurisdiction of the OCCOG Board, are invited to submit electronic written comments to [eileen@occog.com](mailto:eileen@occog.com). If you do not have access to email, you may also call the Board Clerk at (949) 291-3455 before 9:00 a.m. on April 22, 2021, to submit your comments over the phone.**

**If you would like to participate and speak via the teleconference, please use the following URL:**

Join Zoom Meeting

<https://zoom.us/j/99404482941?pwd=UzlxUERzK1krUTJWZ1NpQUh1dzN0Zz09>

Meeting ID: 994 0448 2941

Passcode: 067225

One tap mobile

+16699006833,,99404482941# US (San Jose)

+13462487799,,99404482941# US (Houston)

Meeting ID: 994 0448 2941

Find your local number: <https://zoom.us/u/auqJhy4eY>

**In compliance with the Americans with Disabilities Act, if you require a reasonable accommodation to participate in this meeting, please contact the Board Clerk at (949) 291-3455 at least 48 hours prior to the advertised starting time of the meeting.**

**Any documents produced by the Board and distributed to a majority of the Board regarding any item on this agenda will be posted on the Board's website at <https://www.occog.com/>.**

**For all other questions, please call the Board Clerk at (949) 291-3455.**



## AGENDA

April 22, 2021

### Zoom Format Only

1 (669) 900-6833 Meeting ID Number 994 0448 2941

Password 067225 - 10:30 a.m. to 12:00 p.m.

#### Board Members (Voting)

**District 19** Chairman Trevor O'Neil

**District 13** Vice Chair Wendy Bucknum

**District 12** Fred Minagar

**District 14** Michael Carroll

**District 15** Diane Dixon

**District 16** Phil Bacerra

**District 17** Letitia Clark

**District 18** Kim Nguyen

**District 20** Joe Kalmick

**District 21** Art Brown

**District 22** Marty Simonoff

**District 64** Mike Posey

**Cities-at-Large** Rose Espinoza

**Independent Special Districts of Orange County (ISDOC)** Mike Scheafer

**Orange County Sanitary District (OCSD)** David Shawver

**Orange County Transportation Authority (OCTA)** Brian Goodell

**South Coast Air Quality Management District (SCAQMD)** Carlos Rodriguez

**Transportation Corridor Agency (TCA)** Scott Voigts

#### Ex-Officio Members (Non-Voting)

**Anaheim Resort Transportation (ART) (Ex-Officio)** Diana Kotler

**Association of California Cities, Orange County (ACC-OC) (Ex-Officio)** Bruce Channing

**Business Community (OCBC) (Ex-Officio)** Jennifer Ward

**Caltrans District 12** Ryan Chamberlain

**League of California Cities, Orange County, (LOCC-OC) (Ex-Officio)** Tony Cardenas

**Orange Co. Local Agency Formation Commission (OC-LAFCO) (Ex-Officio)** Carolyn Emery

**Non-Profit Housing Community (Ex-Officio)** Helen O'Sullivan

**Private Sector (Ex-Officio)** Steven LaMotte

**University Community (Ex-Officio)** Amanda Hughes

#### Vacant

**Health Care/Hospital Industry**



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### **Agenda Descriptions**

The agenda descriptions are intended to provide members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Board of Directors may take any action deemed to be appropriate and is not limited by the notice of the recommended action.

### **Public Comments on Agenda Items**

Members of the public wishing to address the Board of Directors regarding any item appearing on the agenda may do so by completing a Speaker Card and submitting it to the Clerk of the Board. Speakers will be recognized by the Chair at the time the agenda item is considered. A speaker's comments shall be limited to three minutes.

### **Public Availability of Agenda Materials**

All documents relative to the items referenced in this agenda are available for public inspection at [www.occog.com](http://www.occog.com)

### **Accessibility**

Any person with a disability requiring a modification or accommodation in order to participate in this meeting should contact the Clerk of the Board at (949) 291-3455, no less than three business days prior to this meeting to enable the Orange County Council of Governments to make reasonable arrangements to assure accessibility to this meeting.

### **Call to Order**

### **Roll Call**

### **Pledge of Allegiance**

### **Public Comments**

Members of the public may address the Board of Directors regarding any items within the subject matter jurisdiction of the Board of Directors; however, action may not be taken on matters that are not listed on the agenda unless authorized by law. Comments shall be limited to three minutes per speaker, unless different time limits are set by the Chairman, subject to the approval of the Board of Directors.



## AGENDA

April 22, 2021

**Election of Chair and Vice Chair** Marnie O'Brien Primmer, Executive Director

### Consent Calendar (Item Nos. 1 & 2)

All matters listed under the Consent Calendar are routine and will be enacted by one vote without separate discussion unless Members of the Board, the public, or staff request specific items be removed for separate action or discussion.

1. **Approval of Meeting Minutes for March 25, 2021, Regular Meeting** Eileen White, OCCOG Clerk of the Board

*Recommended Action: Receive and file the minutes as amended or presented.*

2. **OCCOG Financial Reports for March 2021** John Hanson, OCCOG Treasurer

*Recommended Action: Approve the OCCOG Financial Reports for March 2021.*

### Action Items

3. **Recommended Legislative Positions** Wendy Strack, OCCOG legislative Consultant

*Recommended Action: Receive and file report provided. Adopt a Support position on AB 687, AB 787, and SB 623 as well as an Oppose position on SB 478.*

### Discussion Items

4. **RTP/SCS Sub Delegation** Marnie O'Brien Primmer, Executive Director; Marika Poynter, Principal Planner, City of Irvine; Nate Farnsworth, TAC Chair
5. **OCCOG Budget/Workplan** Marnie O'Brien Primmer, Executive Director

### Presentations

6. **Abound** Mike Learakos, Executive Director

### Brief Reports

This section is set aside for brief reports or presentations from listed agencies. Speakers are requested to keep their comments brief. Any speaker wishing to provide a more detailed discussion should request the discussion be agendaized at a future meeting.

- **OCCOG Technical Advisory Committee**  
Nate Farnsworth, Technical Advisory Committee Chair
- **Southern California Association of Governments**  
Jonathan Hughes, Regional Affairs Officer, SCAG



## AGENDA

April 22, 2021

- **South Coast Air Quality Management District**  
Debra Ashby, Senior Public Information Specialist, SCAQMD; link to current edition:  
<http://www.aqmd.gov/home/research/publications/advisor-archive/current-edition>
- **Executive Director Report**  
Marnie O'Brien Primmer, Executive Director
- **Board Member Reports**
- **Member Agency Reports**
- **Staff Member Reports**

### Future Agenda Items

#### Adjournment of Regular Meeting

The next OCCOG Regular Meeting will be on May 27, 2021, at a place to be determined, pending state and local public health orders in force at the time of the meeting.



## MINUTES

Thursday, March 25, 2021 | 10:30 a.m.

### Call to Order

Chair O'Neil called the Regular Meeting of the Orange County Council of Governments to order at 10:31 a.m. on Thursday, March 25, 2021, via Zoom; at (669) 900-6833, Meeting ID Number 913 8605 8749.

### Board Members Present

**District 19** Chairman Trevor O'Neil

**District 13** Vice Chair Wendy Bucknum

**District 12** Fred Minagar

**District 16** Phil Bacerra

**District 17** Letitia Clark

**District 18** Kim Nguyen

**District 20** Joe Kalmick

**District 21** Art Brown

**District 22** Marty Simonoff

**District 64** Mike Posey

**Independent Special Districts of Orange County (ISDOC)** Mike Scheafer

**Orange County Sanitary District (OCSD)** David Shawver

**Orange County Transportation Authority (OCTA)** Brian Goodell

**South Coast Air Quality Management District (SCAQMD)** Carlos Rodriguez

**Transportation Corridor Agency (TCA)** Scott Voigts

**Association of California Cities, Orange County (ACC-OC) (Ex-Officio)** Jenn Lowe (Alternate)

**Business Community (OCBC) (Ex-Officio)** Jennifer Ward

**Caltrans District 12** Chris Flynn (Alternate)

**League of California Cities, Orange County, (LOCC-OC) (Ex-Officio)** Tony Cardenas,

**Orange Co. Local Agency Formation Commission (OC-LAFCO) (Ex-Officio)** Ray Barragan (Alternate)

**Private Sector (Ex-Officio)** Steven LaMotte

**University Community (Ex-Officio)** Amanda Hughes

### Board Members Absent

**District 14** Michael Carroll

**District 15** Diane Dixon

**Cities-at-Large** Rose Espinoza

**Anaheim Resort Transportation (ART) (Ex-Officio)** Diana Kotler

**Non-Profit Housing Community (Ex-Officio)** Helen O'Sullivan

### Board Vacancies

**Health Care/Hospital Industry (Ex-Officio)**



## MINUTES

Thursday, March 25, 2021 | 10:30 a.m.

### Staff Present

Marnie O'Brien Primmer, Executive Director  
Fred Galante, General Counsel  
John Hanson, Treasurer  
Nate Farnsworth, TAC Chair  
Wendy Strack, OCCOG legislative Consultant  
Kris Murray, Consultant  
Lisa Telles, Consultant  
Eileen White, Clerk of the Board  
Kathryn Morrison, Administrative Assistant

### Others Present

Debra Ashby, Sr. Public Info Spec., SCAQMD  
Deborah Diep, Center for Demographic Research Director  
Jonathan Hughes, SCAG Public Affairs Officer  
Marika Poynter, Principal Planner, City of Irvine  
Mark Monin, ISDOC (Alternate)  
Ward Smith, District 22 (Alternate)  
Kelly Rowe

**Pledge of Allegiance** led by Chair O'Neil

**Public Comments** None

### Announcement of Closed Session

Fred Galante, General Counsel, recommended the Board recess to confer with Council on a Closed Session item.

### Recess to Closed Session

Chair O'Neil recessed the OCCOG Regular Meeting to the Closed Session at 10:37 a.m.

### Closed Session Call to Order

Chair O'Neil called the Closed Session to order at 10:40 a.m. via Zoom at +1 669 900 6833.

### Directors Present

Trevor O'Neil (Chair), Wendy Bucknum (Vice-Chair), Phil Bacerra, Art Brown, Michael Carroll, Letitia Clark, Brian Goodell, Joe Kalmick, Fred Minagar, Kim Nguyen, Mike Posey, Carlos Rodriguez, David Shawver, Mike Scheafer, Marty Simonoff, Scott Voigts

### Directors Absent

Diane Dixon, Rose Espinoza



## MINUTES

Thursday, March 25, 2021 | 10:30 a.m.

### Staff Present

Executive Director Primmer, TAC Chair Farnsworth, Consultant Murray, Consultant Strack, Board Clerk White

### Closed Session

- 1. CONFERENCE WITH LEGAL COUNSEL--ANTICIPATED LITIGATION** Fred Galante, OCCOG General Counsel  
Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9.  
Number of cases: One case

### Return to Regular Meeting

Chair O'Neil recessed the Closed Session and reconvened the Regular Meeting at 11:23 a.m. with the Directors remaining in attendance.

### Announcement of Closed Session Action

Attorney Galante announced that the OCCOG Board discussed and provided further direction, but no action was taken on the sole Closed Session item, entitled, "Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9" during the Closed Session.

### Consent Calendar (Item Nos. 1 & 2)

- 1. Approval of Meeting Minutes for February 25, 2021, Regular Meeting** Eileen White, OCCOG Clerk of the Board  
It was moved by Vice Chair Bucknum and seconded by Director Voigts to receive and file the minutes as presented. Said motion was carried by the following vote:  
AYES: (15) BECERRA, BROWN, BUCKNUM, CLARK, GOODELL, KALMICK, MINAGAR, NGUYEN, O'NEIL, POSEY, RODRIGUEZ, SCHEAFER, SHAWVER, SIMONOFF, VOIGTS  
NOES: (0)  
ABSTAINING: (0)  
ABSENT: (3) CARROLL, DIXON, ESPINOZA
- 2. OCCOG Financial Reports for February 2021** John Hanson, OCCOG Treasurer  
It was moved by Vice Chair Bucknum and seconded by Director Voigts to approve the Financial Reports for February 2021. Said motion was carried by the following vote:  
AYES: (15) BECERRA, BROWN, BUCKNUM, CLARK, GOODELL, KALMICK, MINAGAR, NGUYEN, O'NEIL, POSEY, RODRIGUEZ, SCHEAFER, SHAWVER, SIMONOFF, VOIGTS  
NOES: (0)  
ABSTAINING: (0)  
ABSENT: (3) CARROLL, DIXON, ESPINOZA





## Special Presentation

- 3. Santa Ana Watershed Project Authority (SAWPA) Update, Including One Water One Watershed (OWOW) Overview** Mark R. Norton PE, LEED AP, ENV SP, Water Resources & Planning Manager, SAWPA

Manager Norton narrated a PowerPoint Presentation entitled, "OWOW Steering Committee, dated March 25, 2021." A copy of the Presentation is on file at OCCOG.com.

## Action Items

- 4. Appointment of Orange County Representative to the One Water One Watershed Steering Committee (OWOW SC)** Marnie O'Brien Primmer, Executive Director

It was moved by Director Voigts and seconded by Vice Chair Bucknum to select Mayor Pro Tem Nicholas Dunlap, City of Fullerton, to serve as the Orange County Representative to the One Water One Watershed Steering Committee. Said motion was carried by the following vote:

AYES: (15) BECERRA, BROWN, BUCKNUM, CLARK, GOODELL, KALMICK, MINAGAR, NGUYEN, O'NEIL, POSEY, RODRIGUEZ, SCHEAFER, SHAWVER, SIMONOFF, VOIGTS

NOES: (0)

ABSTAINING: (0)

ABSENT: (3) CARROLL, DIXON, ESPINOZA

- 5. Recommended Legislative Positions** Wendy Strack, OCCOG legislative Consultant, provided updates on State and Federal Bills, reports released, and items of interest.

It was moved by Director Brown and seconded by Chair O'Neil to adopt a Support position on AB 617, SB 765, and AB 1258, and an Oppose position on SB 261 and AB 816. Said motion was carried by the following vote:

AYES: (15) BECERRA, BROWN, BUCKNUM, CLARK, GOODELL, KALMICK, MINAGAR, NGUYEN, O'NEIL, POSEY, RODRIGUEZ, SCHEAFER, SHAWVER, SIMONOFF, VOIGTS

NOES: (0)

ABSTAINING: (0)

ABSENT: (3) CARROLL, DIXON, ESPINOZA

## Presentation

- 6. GIS Overview RFP 0001-21** Tara Lake, Senior Project Manager, WSP Global, narrated a PowerPoint Presentation concerning the proposed Comprehensive Geospatial Planning Solution and 3-D Visualization Services. The Presentation is available for viewing via [tara.lake@wsp.com](mailto:tara.lake@wsp.com).

## Reports

- Technical Advisory Committee**

Nate Farnsworth, TAC Chair, announced that HCD was providing a series of technical assistance training webinars, with different tracks targeting the varied users. He will provide details via email.



## MINUTES

Thursday, March 25, 2021 | 10:30 a.m.

- **Southern California Association of Governments (SCAG)**  
Johnathan Hughes, SCAG Regional Affairs Officer, congratulated Vice Chair Bucknum and Councilmember Brown for their SCAG District reappointments; invited those interested to review the current SCAG Board agendas for proposed changes in the Bylaws, which will be acted upon at the SCAG General Assembly on May 6, 2021; encouraged all to review the SCAG website for opportunities for monetary awards/scholarships for designated groups.
- **South Coast Air Quality Management District (SCAQMD)**  
Debra Ashby, Sr. Public Info Specialist, SCAQMD, invited all to attend a virtual Cesar Chavez day of Remembrance; encouraged all to apply for and promote the SCAG Lawn Mower Rebate Program and Cleaner Furnace options; announced Proposition 1B grant funding opportunities with applications available online. Directors are encouraged to use the link to the Newsletter for additional information about all programs.  
**Link to South Coast AQMD Advisor Newsletter, March/April 2021 Edition:**  
<http://www.aqmd.gov/home/research/publications/advisor-archive/current-edition>
- **Executive Director's Report**  
Executive Director Primmer announced next month's agenda will have the OCCOG Budget and Board Compensation topics for consideration; advised the Board's General Assembly has been reschedule for November 17, 2021, at Disney's Grand Californian Hotel, and thanked sponsors for their generous support.
- **Board Member Reports**
- **Member Agency Reports**  
No reports
- **Staff Member Reports**  
No reports

### Future Agenda Items

### Adjournment

There being no other business, Chair O'Neil adjourned the meeting at 12:23 p.m. to the Regular Meeting to be held on April 22, 2021, at a place to be determined, pending state and local public health orders in force at the time of the meeting.



## AGENDA ITEM #2

## OCCOG March 2021 Financial Report

### SUMMARY

OCCOG financial information is provided for Board review.

As of March, 2021, OCCOG had combined cash and investments of \$570,488.69 consisting of the following: a bank balance of \$188,934.57 at Citizens Business Bank, outstanding checks in the amount of \$25,591.79 and an investment balance at the State Local Agency Investment Fund of \$407,145.91.

### STAFF RECOMMENDATION

Approve financial report.

### ATTACHMENTS

- A. OCCOG Fiscal Year 2020-21 Cash and Investments
- B. Citizens Business Bank Statement as of March, 2021
- C. State Local Agency Investment Fund (LAIF) Monthly Statement for March 31, 2021
- E. LAIF Performance Report - Period Ending March, 2020, Pooled Money Investment Account (PMIA) Average Monthly Effective Yields – December 2020 – January 2021 – February 2021 and PMIA Portfolio Composition at 2/28/21.
- F. OCCOG Fiscal Year 2020-21 Cash Receipts/Disbursements Report

### STAFF CONTACT

John Hanson, CPA  
OCCOG Treasure  
949-929-0073  
jhoccog@gmail.com

**Orange County Council of Governments  
Cash and Investments  
Fiscal Year 2020-21**

Date	Check #	Description	Amount	General Ledger Balance	Bank Balances and Reconciliation
<b>July</b>					
		Balance Forward		338,479.65	
7/2/2020	1551	Eileen White	(4,455.00)	334,024.65	
7/2/2020	1552	Connected Consulting	(10,802.99)	323,221.66	
7/2/2020	2047	Wendy J Strack Consulting	(2,500.00)	320,721.66	Bank of the West 29,548.45
7/2/2020	2048	Kathryn Morrison	(1,300.00)	319,421.66	Citizens Business Bank 181,238.76
7/2/2020	2049	John Hanson	(694.71)	318,726.95	O/S Checks (21,504.44)
7/2/2020	2050	Aleshire & Wynder, LLP	(2,340.00)	316,386.95	State LAIF 256,195.97
7/2/2020	2051	Communications Lab	(1,250.00)	315,136.95	<u>\$445,478.74</u>
7/14/2020	2052	Lisa Telles Communications	(1,000.00)	314,136.95	
7/14/2020	2053	City of Placentia	(157.00)	313,979.95	
7/20/2020		Bank of the West	(52.12)	313,927.83	
7/22/2020		Citizens Business Bank	(41.95)	313,885.88	
7/22/2020		City of Stanton	5,833.09	319,718.97	
7/22/2020		City of Los Alamitos	3,926.48	323,645.45	
7/22/2020		City of Newport Beach	11,069.90	334,715.35	
7/22/2020		City of Fountain Valley	8,997.51	343,712.86	
7/22/2020		City of Villa Park	3,524.43	347,237.29	
7/22/2020		Orange County Sanitation District	7,500.00	354,737.29	
7/22/2020		City of Laguna Woods	4,250.55	358,987.84	
7/29/2020		City of Rancho Santa Margarita	6,506.47	365,494.31	
7/29/2020		City of La Palma	4,198.51	369,692.82	
7/29/2020		City of Lake Forest	8,995.82	378,688.64	
7/29/2020		City of Laguna Niguel	9,651.62	388,340.26	
7/29/2020		City of Cypress	2,179.01	390,519.27	
7/29/2020		City of Cypress	4,360.66	394,879.93	
7/29/2020		City of Laguna Beach	4,673.31	399,553.24	
7/29/2020		City of Alsio Viejo	6,593.18	406,146.42	
7/29/2020		City of Costa Mesa	13,079.65	419,226.07	
7/29/2020		City of San Clemente	9,600.68	428,826.75	
7/29/2020		City of Buena Park	8,807.79	437,634.54	
7/29/2020		City of La Habra	7,516.82	445,151.36	
7/29/2020		City of Dana Point	5,422.04	450,573.40	
7/29/2020		City of Placentia	6,693.67	457,267.07	
7/29/2020		City of Tustin	8,695.79	465,962.86	
7/29/2020		Local Agency Investment Fund	1,020.88	466,983.74	
7/31/2020	2054	CALCOG	(2,100.00)	464,883.74	
7/31/2020	2055	John Hanson	(819.45)	464,064.29	
7/31/2020	2056	Aleshire & Wynder, LLP	(1,782.00)	462,282.29	
7/31/2020	2057	Wendy J Strack Consulting	(2,500.00)	459,782.29	
7/31/2020	2058	Connected Consulting	(10,802.99)	448,979.30	
7/31/2020	2059	VOID	-	448,979.30	
7/31/2020	2060	Lisa Telles Communications	(1,000.00)	447,979.30	
7/31/2020	2061	Kathryn Morrison	(1,250.00)	446,729.30	
7/31/2020	2062	Communications Lab	(1,250.00)	445,479.30	

**Orange County Council of Governments  
Cash and Investments  
Fiscal Year 2020-21**

Date	Check #	Description	Amount	General Ledger Balance	Bank Balances and Reconciliation
<b>August</b>					Bank of the West 29,548.45
8/12/2020		City of Santa Ana	31,346.03	476,825.33	Citizens Business Bank 305,784.65
8/12/2020		City of Fullerton	12,956.81	489,782.14	O/S Checks (27,678.18)
8/12/2020		City of San Juan Capistrano	5,641.88	495,424.02	State LAIF 256,195.97
8/12/2020		City of Irvine	22,648.88	518,072.90	<u>\$563,850.89</u>
8/24/2020		City of Anaheim	32,889.68	550,962.58	
8/24/2020		City of Huntington Beach	17,074.85	568,037.43	
8/24/2020		City of Seal Beach	4,856.91	572,894.34	
8/24/2020		Citizens Business Bank	(35.13)	572,859.21	
8/31/2020		City of Yorba Linda	9,882.68	582,741.89	
8/31/2020		City of Brea	8,287.18	591,029.07	
8/31/2020		ISDOC	500.00	591,529.07	
8/31/2020	2063	Aleshire & Wynder	(684.00)	590,845.07	
8/31/2020	2064	John Hanson	(909.91)	589,935.16	
8/31/2020	2065	Communications Lab	(2,500.00)	587,435.16	
8/31/2020	2066	Wendy J Strack Consulting	(2,500.00)	584,935.16	
8/31/2020	2067	Kathryn Morrison	(1,750.00)	583,185.16	
8/31/2020	2068	Lisa Telles Communications	(1,000.00)	582,185.16	
8/31/2020	2069	AJ Design	(4,500.00)	577,685.16	
8/31/2020	1553	Connected Consulting	(10,834.27)	566,850.89	
8/31/2020	1554	Elaine White	(3,000.00)	563,850.89	
<b>September</b>					Bank of the West 15,714.18
9/8/2020		City of Mission Viejo	11,658.11	575,509.00	Citizens Business Bank 333,670.66
9/8/2020		City of San Juan Capistrano	2,000.00	577,509.00	O/S Checks (31,045.43)
9/8/2020		City of Garden Grove	15,239.62	592,748.62	State LAIF 256,195.97
9/22/2020		City of Orange	12,832.19	605,580.81	<u>\$574,535.38</u>
9/30/2020	2070	Wavelength Automation	(1,428.00)	604,152.81	
9/30/2020	2071	Eide Bailly	(6,000.00)	598,152.81	
9/30/2020	2072	Eileen White	(1,500.00)	596,652.81	
9/30/2020	2073	Lisa Telles Communications	(1,000.00)	595,652.81	
9/30/2020	2074	Kathryn Morrison	(1,714.94)	593,937.87	
9/30/2020	2075	Wendy J Strack Consulting	(2,500.00)	591,437.87	
9/30/2020	2076	John Hanson	(1,035.21)	590,402.66	
9/30/2020	2077	Aleshire & Wynder	(2,934.00)	587,468.66	
9/30/2020	1555	Connected Consulting	(10,433.28)	577,035.38	
9/30/2020	1556	Communications Lab	(2,500.00)	574,535.38	

**Orange County Council of Governments  
Cash and Investments  
Fiscal Year 2020-21**

Date	Check #	Description	Amount	General Ledger Balance	Bank Balances and Reconciliation
<b>October</b>					
10/5/2020		OCTA	9,000.00	583,535.38	Bank of the West 2,591.13
10/5/2020		Orange County Water District	50,000.00	633,535.38	Citizens Business Bank 440,588.68
10/15/2020		Local Agency Investment Fund Interest	544.00	634,079.38	O/S Checks (77,305.55)
10/22/2020		Municipal Water District of OC	50,000.00	684,079.38	State LAIF 256,739.97
10/22/2020		SoCal Gas	5,000.00	689,079.38	<u>\$622,614.23</u>
10/29/2020		City of Westminster	9,530.17	698,609.55	
10/31/2020	2078	Kathryn Morrison	(1,759.96)	696,849.59	
10/31/2020	2079	Wendy J Strack Consulting	(2,500.00)	694,349.59	
10/31/2020	2080	John Hanson	(1,036.70)	693,312.89	
10/31/2020	2081	Aleshire & Wynder, LLP	(1,620.00)	691,692.89	
10/31/2020	2082	Communications Lab	(2,500.00)	689,192.89	
10/31/2020	2083	CSUFAS	(26,550.16)	662,642.73	
10/31/2020	2084	CSUFAS	(26,550.16)	636,092.57	
10/31/2020	2085	Lisa Telles Communications	(1,000.00)	635,092.57	
10/31/2020	2086	Connected Consulting	(10,788.57)	624,304.00	
10/31/2020	2087	Eileen White	(1,500.00)	622,804.00	
10/31/2020		Bank of the West	(189.77)	622,614.23	
<b>November</b>					
11/5/2020		City of Laguna Hills	3,768.79	626,383.02	Bank of the West 2,591.13
11/5/2020		TCA	9,000.00	635,383.02	Citizens Business Bank 382,551.92
11/16/2020		City of Garden Grove	2,000.00	637,383.02	O/S Checks (24,899.07)
11/27/2020		City of Tuston	2,000.00	639,383.02	State LAIF 256,739.97
11/30/2020	2088	John Hanson	(941.30)	638,441.72	<u>\$616,983.95</u>
11/30/2020	2089	Aleshire & Wynder	(1,008.50)	637,433.22	
11/30/2020	2090	Communications Lab	(2,500.00)	634,933.22	
11/30/2020	2091	Kathryn Morrison	(1,589.99)	633,343.23	
11/30/2020	2092	Lisa Telles Communications	(1,000.00)	632,343.23	
11/30/2020	2093	Eileen White	(1,500.00)	630,843.23	
11/30/2020	2094	Wendy J Strack Consulting	(2,500.00)	628,343.23	
11/30/2020	2095		(10,783.28)	617,559.95	
11/30/2020	2096	Aleshire & Wynder	(576.00)	616,983.95	
<b>December</b>					
12/11/2020		California Association of Cities	500.00	617,483.95	Bank of the West 2,591.13
12/29/2020		LSA	1,000.00	618,483.95	Citizens Business Bank 368,152.85
12/29/2020		SCAQMD	7,500.00	625,983.95	O/S Checks (10,314.99)
12/31/2020	2097	Communications Lab	(2,500.00)	623,483.95	State LAIF 256,739.97
12/31/2020	2099	Wendy J Strack Consulting	(2,500.00)	620,983.95	<u>\$617,168.96</u>
12/31/2020	2150	Lisa Telles Communications	(1,000.00)	619,983.95	
12/31/2020	2152	Eileen White	(1,500.00)	618,483.95	

**Orange County Council of Governments  
Cash and Investments  
Fiscal Year 2020-21**

Date	Check #	Description	Amount	General Ledger Balance	Bank Balances and Reconciliation
12/31/2020	2153	VOID	-	618,483.95	
12/31/2020	2155	Kathryn Morrison	(1,314.99)	617,168.96	
<hr/>					
<b>January</b>					
1/1/2021	2098	John Hanson	(496.65)	616,672.31	Bank of the West \$2,347.20
1/1/2021	2154	Connected Consulting	(10,783.28)	605,889.03	Citizens Business Bank \$263,682.93
1/4/2021	2151	Eide Bailly	(1,650.00)	604,239.03	O/S Checks (25,617.61)
1/29/2021		Orange County Fire Authority	62,275.00	666,514.03	State LAIF 407,145.91
1/29/2021		TCA	1,500.00	668,014.03	<u>\$647,558.43</u>
1/29/2021		City of Lake Forest	2,000.00	670,014.03	
1/31/2021	2156	Lisa Telles Communications	(1,000.00)	669,014.03	
1/31/2021	2157	John Hanson	(826.67)	668,187.36	
1/31/2021	2158	Kathryn Morrison	(2,427.80)	665,759.56	
1/31/2021	2159	Wendy J Strack Consulting	(2,500.00)	663,259.56	
1/31/2021	2160	Communications Lab	(2,500.00)	660,759.56	
1/31/2021		LAIF	405.94	661,165.50	
1/31/2021	2161	VOID	-	661,165.50	
1/31/2021	2162	Aleshire & Wynder	(1,080.00)	660,085.50	
1/31/2021	2163	Elaine White	(1,500.00)	658,585.50	
1/31/2021	2164	VOID	-	660,085.50	
1/31/2021		Bank Fees	(243.93)	658,341.57	
1/31/2021	2165	Connected Consulting	(10,783.14)	647,558.43	
<hr/>					
<b>February</b>					
02/28/2021	2166	CSUF ASC	(26,050.16)	621,508.27	Bank of West \$0.00
02/28/2021	2167	John Hanson	(772.63)	620,735.64	Citizens Business Bank \$247,172.52
02/28/2021	2168	Praetorian Digital	(1,500.00)	619,235.64	O/S Checks (60,237.95)
02/28/2021	2169	Lisa Telles Communications	(1,000.00)	618,235.64	State LAIF 407,145.91
02/28/2021	2170	Wendy J Strack Consulting	(2,500.00)	615,735.64	<u>\$594,080.48</u>
02/28/2021	2171	VOID	0.00	615,735.64	
02/28/2021	2172	Alissa Pier	(597.46)	615,138.18	
02/28/2021	2173	Aleshire & Wynder, LLP	(3,870.00)	611,268.18	
02/28/2021	2174	Communications Lab	(2,500.00)	608,768.18	
02/28/2021	2175	VOID	0.00	608,768.18	
02/28/2021	2176	Kathryn Morrison	(2,164.56)	606,603.62	
02/28/2021	2177	Connected Consulting	(10,783.14)	595,820.48	
02/28/2021	2178	Elaine White	(1,500.00)	594,320.48	
02/28/2021		Bank of the West	(240.00)	594,080.48	




**Orange County Council of Governments  
Cash and Investments  
Fiscal Year 2020-21**

Date	Check #	Description	Amount	General Ledger Balance	Bank Balances and Reconciliation
<b>March</b>					
3/22/2021		Los Alamitos OCDAP	2,000.00	596,080.48	Citizens Business Bank 188,934.57
3/31/2021	2179	Kathryn Morrison	(2,350.92)	593,729.56	O/S Checks (25,591.79)
3/31/2021	2180	Lisa Telles Communications	(1,000.00)	592,729.56	State LAIF 407,145.91
3/31/2021	2181	Communications Lab	(2,500.00)	590,229.56	<u>570,488.69</u>
3/31/2021	2182	John Hanson	(821.73)	589,407.83	
3/31/2021	2183	CSUF ASC	(500.00)	588,907.83	
3/31/2021	2184	Aleshire & Wynder, LLP	(3,636.00)	585,271.83	
3/31/2021	2185	Wendy J Strack Consulting	(2,500.00)	582,771.83	
3/31/2021	2186	Eileen White	(1,500.00)	581,271.83	
3/31/2021	2187	Connected Consulting	(10,783.14)	570,488.69	



ORANGE COUNTY COUNCIL OF GOVERNMENTS  
3972 BARRANCA PKWY STE J127  
IRVINE CA 92606-1204

## Managing Your Accounts

	Phone Number	888.222.5432
	Website	cbbank.com
	Email	customersupport@cbbank.com

## Summary of Accounts

Account Type	Account Number	Ending Balance
ANALYZED BUSINESS PLAN GOVERNMENT SRVCS	591004948	\$188,934.57

## ANALYZED BUSINESS PLAN GOVERNMENT SRVCS-591004948

### Account Summary

Date	Description	Amount
02/27/2021	<b>Beginning Balance</b>	<b>\$247,172.52</b>
	1 Credit(s) This Period	\$2,000.00
	15 Debit(s) This Period	\$60,237.95
03/31/2021	<b>Ending Balance</b>	<b>\$188,934.57</b>

### Deposits

Date	Description	Amount
03/22/2021	DEPOSIT	\$2,000.00
		1 item(s) totaling \$2,000.00

### Checks Cleared

Check Nbr	Date	Amount	Check Nbr	Date	Amount	Check Nbr	Date	Amount
2093	03/11/2021	\$1,500.00	2167	03/02/2021	\$772.63	2173	03/10/2021	\$3,870.00
2152*	03/11/2021	\$1,500.00	2168	03/09/2021	\$1,500.00	2174	03/05/2021	\$2,500.00
2159*	03/02/2021	\$2,500.00	2169	03/08/2021	\$1,000.00	2176*	03/08/2021	\$2,164.56
2163*	03/11/2021	\$1,500.00	2170	03/31/2021	\$2,500.00	2177	03/02/2021	\$10,783.14
2166*	03/11/2021	\$26,050.16	2172*	03/09/2021	\$597.46	2178	03/11/2021	\$1,500.00

\* Indicates skipped check number

15 item(s) totaling \$60,237.95

### Daily Balances

Date	Amount	Date	Amount	Date	Amount
03/02/2021	\$233,116.75	03/09/2021	\$225,354.73	03/22/2021	\$191,434.57
03/05/2021	\$230,616.75	03/10/2021	\$221,484.73	03/31/2021	\$188,934.57
03/08/2021	\$227,452.19	03/11/2021	\$189,434.57		

OUTSTANDING CHECKS		INSTRUCTIONS
<b>No.</b>	<b>Amount</b>	<p style="text-align: center;"><b>PLEASE EXAMINE THIS STATEMENT AT ONCE AND IMMEDIATELY NOTIFY THE BANK OF ANY ERRORS.</b></p> <p style="text-align: center;"><b>ALL ITEMS CREDITED ARE SUBJECT TO FINAL PAYMENT.</b></p> <ol style="list-style-type: none"> <li>1. Compare each paid check with your check stub or register and mark as paid.</li> <li>2. Bank balance shown on front of your statement..... _____</li> <li>3. Compare any deposits shown on statement, including bank originated credits, with those entered in your check register. Add any not shown on statement..... _____</li> <li>4. Subtotal..... _____</li> <li>5. Subtract total of outstanding checks..... _____</li> <li>6. Account Balance..... _____</li> <li>7. Your check book balance..... _____</li> <li>8. Subtract any bank charges including monthly service charge or transfers you have authorized and have been deducted on this statement..... _____</li> <li>9. Adjusted check book balance..... _____</li> </ol> <p style="font-size: small; margin-top: 10px;"><i>*Denotes a point at which one or more check serial numbers are unaccounted for this statement period. It may indicate outstanding checks or checks shown on previous statements.</i></p>
<b>TOTAL</b>		

**STATEMENTS AND IMAGES**

Your account statement will include the following information with respect to each check paid against your account during the statement cycle: (1) the check number (2) the amount of the check; and (3) the date of the payment. Copies of checks can be requested by calling customer service at (888) 222-5432. Please refer to our Bank Product and Service Information for applicable fees under Research Requests.

**THE FOLLOWING NOTICE CONCERNING ELECTRONIC TRANSFER APPLIES IF YOUR ACCOUNT IS MAINTAINED FOR PERSONAL, FAMILY OR HOUSEHOLD PURPOSES.**

**IN CASE OF ERRORS OR QUESTIONS ABOUT YOUR ELECTRONIC TRANSFERS CONTACT US AT:**

**Telephone: (888) 222-5432**  
**or write us at:**  
**Citizens Business Bank P O Box 51000, Ontario, CA 91761**

Contact us as soon as you can if you think your statement or receipt is wrong or if you need more information about a transfer on the statement or a receipt. We must hear from you no later than 60 days after we sent you the FIRST statement on which the error or problem appeared. If you have a question concerning your statement, please be prepared to:

1. Provide your name and account number (if any).
2. Provide the dollar amount of the suspected error.
3. Describe the error or the transfer you are unsure about and clearly explain why you believe it is an error or why you need more information.

We will investigate your complaint and will correct any error promptly. If we take more than 10 business days to do this, we will credit your account for the amount you think is in error, so that you will have the use of the money during the time it takes us to complete our investigation

# California State Treasurer *Fiona Ma, CPA*



Local Agency Investment Fund  
P.O. Box 942809  
Sacramento, CA 94209-0001  
(916) 653-3001

April 02, 2021

[LAIF Home](#)  
[PMIA Average Monthly Yields](#)

## ORANGE COUNTY COUNCIL OF GOVERNMENTS

TREASURER  
3972 BARRANCA PKWY  
SUITE J127  
IRVINE , CA 92606

[Tran Type Definitions](#)

**Account Number:** 40-30-020

March 2021 Statement

### Account Summary

Total Deposit:	0.00	Beginning Balance:	407,145.91
Total Withdrawal:	0.00	Ending Balance:	407,145.91



# PMIA/LAIF Performance Report as of 03/18/21



## PMIA Average Monthly Effective Yields<sup>(1)</sup>

Feb	0.407
Jan	0.458
Dec	0.540

## Quarterly Performance Quarter Ended 12/31/20

LAIF Apportionment Rate <sup>(2)</sup> :	0.63
LAIF Earnings Ratio <sup>(2)</sup> :	0.00001719170547343
LAIF Fair Value Factor <sup>(1)</sup> :	1.002271318
PMIA Daily <sup>(1)</sup> :	0.49%
PMIA Quarter to Date <sup>(1)</sup> :	0.58%
PMIA Average Life <sup>(1)</sup> :	165

## Pooled Money Investment Account Monthly Portfolio Composition <sup>(1)</sup> 02/28/21 \$125.4 billion

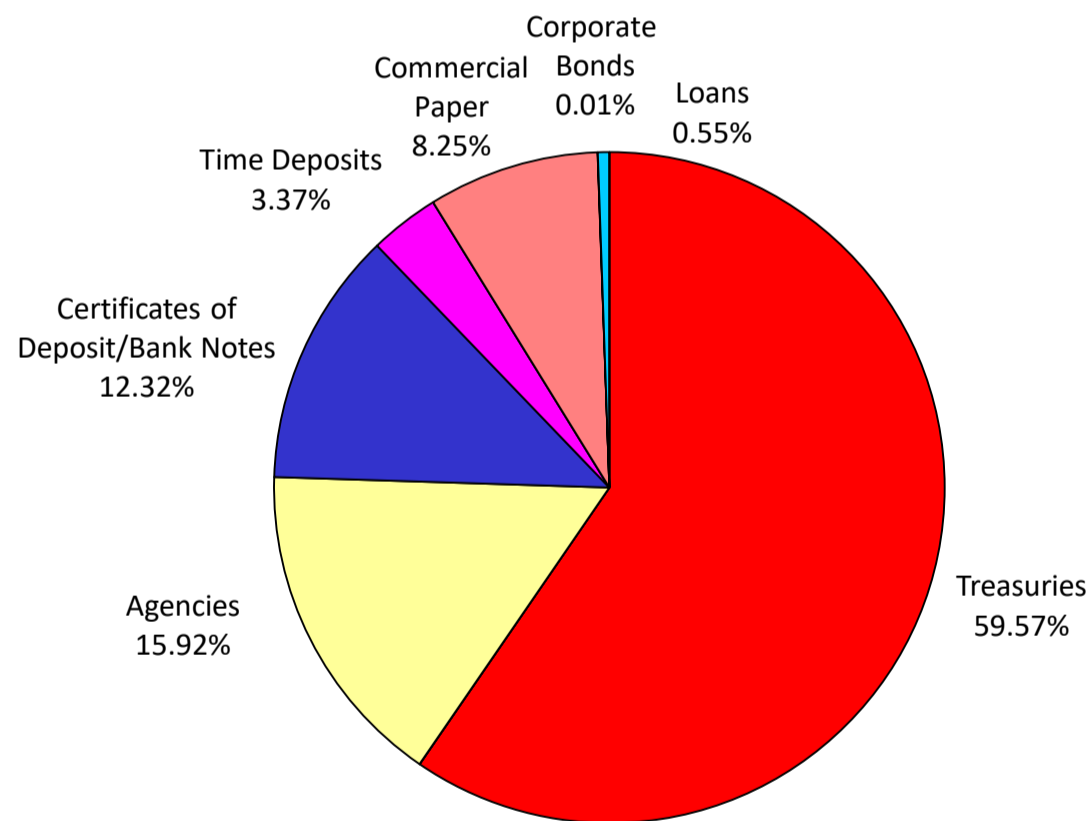


Chart does not include 0.01% of mortgages. Percentages may not total 100% due to rounding.

Daily rates are now available here. [View PMIA Daily Rates](#)

Notes: The apportionment rate includes interest earned on the CalPERS Supplemental Pension Payment pursuant to Government Code 20825 (c)(1) and interest earned on the Wildfire Fund loan pursuant to Public Utility Code 3288 (a).

Source:

<sup>(1)</sup> State of California, Office of the Treasurer

<sup>(2)</sup> State of California, Office of the Controller

**Orange County Council of Governments  
Cash Receipts/Disbursements Report  
For the Quarter ending March 31, 2021**

**Cash Receipts**

<u>Date</u>	<u>Payer</u>	<u>Description</u>	<u>Amount</u>
1/29/2021	Orange County Fire Authority	Cycle 1 Data Payment	62,275.00
1/29/2021	TCA	General Assembly Sponsorship	1,500.00
1/29/2021	City of Lake Forest	Cycle 1 Data Payment	2,000.00
1/31/2021	LAIF	Quarterly Interest	405.94
3/22/2021	City of Los Alamitos	Cycle 1 Data Payment	2,000.00
			<b>\$ 68,180.94</b>

**Cash Disbursements**

<u>Date</u>	<u>Check #</u>	<u>Payee</u>	<u>Description</u>	<u>Amount</u>
1/1/2021	2098	John Hanson	November/December Treasurer Services	(496.65)
1/1/2021	2153	Connected Consulting	December Executive Director	(10,783.28)
1/4/2021	2151	Eide Bailly	FY 2019/20 Audit Services	(1,650.00)
1/31/2021	2156	Lisa Telles Communications	General Assembly Special Events December 2021	(1,000.00)
1/31/2021	2157	John Hanson	December/January Treasurer Services	(826.67)
1/31/2021	2158	Kathryn Morrison	Administrative Assistant January 2021	(2,427.80)
1/31/2021	2159	Wendy J Strack Consulting	Strategy and Advocacy Services January 2021	(2,500.00)
1/31/2021	2160	Communications Lab	Social Media/Web Site January 2021	(2,500.00)
1/31/2021	2161	VOID	VOID	-
1/31/2021	2162	Aleshire & Wynder	December Legal	(1,080.00)
1/31/2021	2163	Elaine White	January Clerk of the Board	(1,500.00)
1/31/2021	2164	VOID	VOID	-
1/31/2021	2165	Connected Consulting	January Executive Director	(10,783.14)
1/31/2021		Bank of the West	Service Charge	(243.93)
02/28/2021	2166	CSUF ASC	3rd Quarter CDR	(26,050.16)
02/28/2021	2167	John Hanson	January/February Treasurer Services	(772.63)
02/28/2021	2168	Praetorian Digital	Grant Finder Access	(1,500.00)
02/28/2021	2169	Lisa Telles Communications	General Assembly Special Events February 2021	(1,000.00)
02/28/2021	2170	Wendy J Strack Consulting	Strategy and Advocacy Services February 2021	(2,500.00)
02/28/2021	2171	VOID	VOID	0.00
02/28/2021	2172	Alissa Pier	General Assembly travel cost reimbursement	(597.46)
02/28/2021	2173	Aleshire & Wynder, LLP	January Legal	(3,870.00)
02/28/2021	2174	Communications Lab	Social Media/Web Site January 2021	(2,500.00)
02/28/2021	2175	VOID	VOID	0.00
02/28/2021	2176	Kathryn Morrison	Administrative Assistant February 2021	(2,164.56)
02/28/2021	2177	Connected Consulting	February Executive Director	(10,783.14)
02/28/2021	2178	Elaine White	February Clerk of the Board	(1,500.00)
02/28/2021		Bank of the West	Service Charge	(240.00)
3/31/2021	2179	Kathryn Morrison	Administrative Assistant March 2021	(2,350.92)
3/31/2021	2180	Lisa Telles Communications	General Assembly Special Events March 2021	(1,000.00)
3/31/2021	2181	Communications Lab	Social Media/Web Site February 2021	(2,500.00)
3/31/2021	2182	John Hanson	February/March Treasurer Services	(821.73)
3/31/2021	2183	CSUF ASC	3rd Quarter CDR Catch-Up	(500.00)
3/31/2021	2184	Aleshire & Wynder, LLP	February Legal	(3,636.00)
3/31/2021	2185	Wendy J Strack Consulting	Strategy and Advocacy Services March 2021	(2,500.00)
3/31/2021	2186	Eileen White	March Clerk of the Board	(1,500.00)
3/31/2021	2187	Connected Consulting	March Executive Director	(10,783.14)
				<b>\$(114,861.21)</b>



## AGENDA ITEM #3

## LEGISLATIVE UPDATE

### SUMMARY

This legislative update provides recommendations on bills of interest for OCCOG, an overview of the Draft Climate Action Plan for Transportation Infrastructure (CAPTI), as well as information about the Administration's Infrastructure Plan and proposed FFY 2022 Proposed Budget.

### BACKGROUND

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.

### DISCUSSION

#### *State Bills of Interest*

As the Legislature begins to approach its first policy committee deadlines for the 2021-2022 Legislative Session, the following bills are proposed for consideration by the OCCOG Board of Directors.

#### **AB 687 (Seyarto, R-Murrieta) Joint powers authorities: Riverside County Housing Finance Trust**

AB 687 would allow the Western Riverside Council of Governments (WRCOG) to create the Western Riverside County Housing Finance Trust. The Trust would fund permanent supportive housing, as well as other housing to support homeless individuals and extremely low, very low- and low-income individuals in the County of Riverside. The Trust would have the authority to issue bonds and debt, as well as receive public and private funding for the projects.

The bill was introduced as a tool to help address the more than 35% increase in the homeless population Western Riverside County in the last four years alone. AB 687 follows the introduction of the concept in the San Gabriel Valley (SB 751, Chapter 670, Statutes of 2019) and Orange County (AB 448, Chapter 336, Statutes of 2018).

Addressing homelessness requires a number of effective tools and regional approaches. The creation of a Housing Trust is one of those tools and a support position is recommended to support WRCOG in this effort. **Recommendation: Support.**



**AB 787 (Gabriel, D-Woodland Hills) Planning and zoning: housing element: converted affordable units**

AB 787 would authorize a city or county to elect to meet all or a portion of its share of regional housing need for the applicable income category with units in an existing multifamily building that are converted to deed-restricted housing for very-low, low-, or moderate-income households by the acquisition of the unit or the imposition of affordability covenants and restrictions for the unit under specified conditions. Among these conditions, the bill would require that the converted unit be subject to long-term affordability covenants and restrictions that require the unit to be affordable to persons of very-low, low, or moderate income for at least 55 years.

This bill is sponsored by the City of Anaheim and the California Statewide Communities Development Authority (CSCDA). AB 787 seeks to allow very-low, low-, or moderate-income housing units created under CSCDA's Workforce Housing program to count towards local Regional Housing Needs Assessment (RHNA) numbers. Presently, these housing units only count if they are new construction, leaving out important projects that convert market rate housing to moderate income housing.

AB 787 will incentivize the creation of additional housing units at the local level to meet the growing need, advancing the State's housing goals more quickly than would have otherwise occurred.

**Recommendation: Support**

**SB 478 (Wiener, D-San Francisco) Planning and Zoning Law: housing development projects**

SB 478 would prohibit a local agency from imposing a floor-to-area ratio standard that is less than 1.0 on a housing development project that consists of 3 to 7 units, or less than 1.25 on a housing development project that consists of 8 to 10 units. In addition, the bill would prohibit a local agency from imposing a lot coverage requirement that would preclude a housing development project from achieving the floor-to-area ratios described above.

In order to establish guidelines for building sizes permitted on a lot, local agencies set standards for building height, setbacks, minimum/maximum lot sizes, lot coverage, and floor-to-area ratios (FAR). FAR requirements establish the allowable floor area of the building in relation to the size of the lot. SB 478 seeks to close this "loophole", which the author states is another way for cities to avoid building the housing needed in California.

SB 478 unnecessarily limits local agency's land use authority and ability to establish standards that reflect the character of the surrounding community. Instead, the State should consider initiatives



that provide incentives and funding that help local agencies meet the State's housing goals.

**Recommendation: Oppose.**

### **SB 623 (Newman, D-) Electronic toll and transit fare collection systems**

SB 623 is co-sponsored by the Transportation Corridor Agencies (TCA) and clarifies existing law to ensure toll operators can perform the necessary operations to enforce toll policies, provide emergency road alerts to account holders and fulfill interoperability requirements for cross-agency billing while strengthening privacy protections.

Toll agencies throughout the state, including TCA, have been subjected to litigation alleging that they are violating legislation passed in 2010 related to the sharing of personally identifiable information, including license plate numbers which are essential for operations. It is further possible that going forward, a court could interpret existing language to prohibit toll operators from sharing information with their customers about fire or flood hazards, road closures and road repairs. Because of this ambiguity, toll agencies are currently forced to weigh providing emergency alerts against potential lawsuits.

SB 623 clarifies important operational provisions while also preserving and enhancing privacy protections. In support of TCA and OCTA, a support position is recommended for consideration.

**Recommendation: Support**

### **SCS Budget Request - \$250 million**

The California Association of Councils of Government (CALCOG) is currently seeking support for a proposal that would allocate \$250 million to the Strategic Growth Council to create the SCS Block Grant Program to plan and implement transformative vehicle miles traveled (VMT) reducing projects. The SCS Block Grant Program projects should demonstrate significant VMT reductions, be developed with community partners, and have a strong equity component.

At a recent California Transportation Commission meeting, only 41 out of 454 Active Transportation Program applications were chosen for funding demonstrating the clear need for additional funding. This proposal is currently contained in AB 1147 (Friedman, D-Glendale) and is being pursued for inclusion in the Fiscal Year (FY) 2022 State Budget. **Recommendation: Support**

A current status of the bills of interest for OCCOG are included as Attachment B.





### *Draft Climate Action Plan for Transportation Infrastructure (CAPTI) Plan Released*

On March 10<sup>th</sup>, the California State Transportation Agency (CalSTA) released a draft Climate Action Plan for Transportation Infrastructure (CAPTI) Plan. Below is a summary of the plan, the public comment period for the plan is open until May 19, 2021.

CAPTI is designed to be a framework to align state transportation funding with climate, health, and equity goals, building on the Governor's directive in Executive Order N-19-19. This Executive Order which encouraged the leveraging of \$5 billion in discretionary funds to help achieve greenhouse gas (GHG) reductions in the transportation sector. The CAPTI further supports the 8 goals of the California Transportation Plan 2050 (Safety, Climate, Equity, Accessibility, Quality of Life & Public Health, Economy, Environment, and Infrastructure), will coordinate with the 2020-2024 Caltrans Strategic Plan and be consistent with the CARB California Climate Change Scoping Plan.

The \$5 billion available annually for discretionary programs identified in N-19-19 include the following:

- Active Transportation Program - \$223 million
- State Highway Operations & Protection Program - \$4.2 billion
- Interregional Transportation Improvement Program - \$175 billion
- Trade Corridor Enhancement Program - \$300 million
- Local Partnership Program - \$200 million
- Transit & Intercity Rail Capital Program - \$275 million
- Solutions for Congested Corridors Program - \$250 million

The CAPTI Plan relies on the following core guiding principles:

- Building an Integrated, statewide rail and transit network
- Investing in networks of safe and accessible bicycle and pedestrian infrastructure
- Including investments in light, medium, and heavy-duty zero-emission vehicle (ZEV) infrastructure
- Strengthening our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits
- Making safety improvements to reduce fatalities and severe injuries of all users towards zero
- Assessing physical climate risk as standard practice for transportation infrastructure projects
- Promoting projects that do not significantly increase passenger vehicle travel
- Promoting compact infill development while protecting residents and businesses from displacement



- Developing a zero-emission freight transportation system
- Protecting natural and working lands

The Plan further outlines seven strategies for achieving these goals including Cultivating and Accelerating Sustainable Transportation Innovation by Leading with State Investments; Supporting a Robust Economic Recovery by Revitalizing Transit, Supporting ZEV Deployment, and Expanding Active Transportation Investments; Elevating Community Voices in How We Plan and Fund Transportation Projects; Advancing State Transportation Leadership on Climate and Equity through Improved Planning & Project Partnerships; Supporting Climate Resilience through Transportation System Improvements and Protections for Natural and Working Lands; Supporting Local and Regional Innovation to Advance Sustainable Mobility; and Strengthening Transportation-Land Use Connections. The action items to support these strategies are included in this report as Attachment A.

Public workshops on the plan are in progress, with the first held on April 20<sup>th</sup>. Two remaining workshops are scheduled for April 22<sup>nd</sup> and 23<sup>rd</sup>, information for these workshops is shown below.

**April 22, 2021, 3:00 pm to 5:00 pm**

California Climate Action Team – Public Health Workgroup Meeting

Co-hosted by the California Department of Public Health (CDPH) and the California Air Resources Board (CARB)

**April 23, 2021, 1:00 pm to 5:00 pm**

Hosted by the California Transportation Commission

The purpose of this workshop will be to cover the implementation of the Climate Action Plan for Transportation Infrastructure and each of the seven strategies.

***California Transportation Commission establishes Equity Advisory Roundtable***

The California Transportation Commission (CTC) has convened an Equity Advisory Roundtable to inform the CTC on how to integrate equity into transportation planning and decision making. They are scheduled to meet four times over the year, the dates are provided below.

April 21, 2021 – 1:00 pm to 4:00 pm

May 26, 2021 – 1:00 pm to 4:00 pm

July 21, 2021 – 9:00 am to 12:00 pm

October 28, 2021 – 9:00 am to 12:00 pm



### *2021 State Legislative Calendar – Key Dates*

- April 30 – Policy Committee Deadline for Fiscal bills
- May 7 – Policy Committee Deadline for Non-Fiscal bills
- May 21 – Fiscal Committee Deadline
- June 4 – House of Origin Deadline
- July 14 – Policy Committee Deadline
- August 27 – Fiscal Committee Deadline
- September 3 – Last Day to Amend Bills
- September 10 – Last Day to Pass Bills

### *Administration Releases Infrastructure Plan*

On March 31<sup>st</sup>, President Biden released a \$2.5 trillion Infrastructure Plan which is largely proposed to be funded by increases in corporate taxes. Some of the key provisions of the plan of interest to OCCOG include:

#### Transportation

- \$174 billion for Electric Vehicles, including:
  - \$100 billion for consumer rebates
  - \$15 billion for charging stations
  - \$25 billion for zero-emission transit vehicles
  - \$20 billion for school bus electrification
- \$5 billion for Better Utilizing Investments to Leverage Development (BUILD) Grants (now known as Rebuilding American Infrastructure with Sustainability and Equity (RAISE))
- \$3 billion for Infrastructure for Rebuilding America (INFRA) Grants
- \$115 for Roads and Bridges, including:
  - \$50 billion for “fix it right” road modernization
  - \$40 billion for bridge maintenance and repairs
- \$20 billion for Road Safety
- \$85 billion to modernize Transit Systems
- \$80 billion for Rail, including:
  - \$20 billion for Intercity Passenger Rail
- \$50 billion for Infrastructure Resilience
- \$25 billion for Aviation
  - \$10 billion for the Airport Improvement Program
  - \$10 billion for Airport Terminals
  - \$5 billion for FAA Airspace Facilities
- \$17 billion for Waterways and Ports of Entry



- \$25 billion for the Restore and Reconnect Thriving Communities Program including:
  - \$10 billion for Highways to Neighborhoods
  - \$5 billion for a Thriving Communities initiative
  - \$3 billion for Tribal Transportation Programs
  - \$2 billion for Transportation Workforce Training and Upskilling
- \$50 billion to establish a new office in the Commerce Department to oversee supply chains and to fund projects that support the production of critical goods

Utilities & Energy

- \$45 billion to lead pipe replacement
- \$56 billion for Water System Modernization
- \$100 billion for the Electric Grid and Clean Energy
- \$10 billion for a Civilian Climate Corps

Housing

- \$213 billion for affordable housing, including funding to incentivize zoning changes that make it easier to build housing and \$40 billion to produce, preserve and retrofit public housing

Workforce Development

- \$100 billion for Workforce Development Programs targeted at underserved groups

***President Releases FFY 2022 Budget Proposal***

On April 9<sup>th</sup>, the Administration released their Federal Fiscal Year Budget Request totaling \$1.5 Trillion, including a 16% boost to domestic spending programs. Below is a summary of total budget requests for major departments of interest for OCCOG.

Department	FFY 2022 Request	Percentage Change from FFY 2021
Housing & Urban Development	\$68.7 billion	15.1%
Interior	\$17.4 billion	16.3%
Transportation	\$25.6 billion	14.3%
Energy	\$46.1 billion	10.2%
Army Corps of Engineers	\$6.8 billion	-12.9%
Environmental Protection Agency (EPA)	\$11.2 billion	21.3%

As the Budget Request was a summary document, many details are scheduled to be forthcoming later in the spring. Below are some of the known proposals of interest to OCCOG.



### Climate Change

The Budget Request included a significant focus on climate change programs including the following proposed programs and funding:

- \$550 million for the Department of the Interior decrease climate pollution, accelerate clean energy projects and expand adaptation and resilience programs.
- \$1.9 billion to the Department of Energy for the Building Clean Energy Projects and Workforce Initiative to achieve carbon pollution-free electricity by 2035.
- \$8 billion to the Department of Energy for advanced nuclear, electric vehicles and green hydrogen technologies.
- \$1.8 billion for the EPA for climate change programs, including \$30 million for studying the link between climate change and health.
- \$936 million for the EPA for the Accelerating Environmental and Economic Justice initiative, including \$100 million for community air quality monitoring and \$30 million for enforcement.
- \$300 million to the General Services Administration to electrify the federal fleet.
- \$4 billion to the Department of Agriculture for conservation programs. An additional \$161 million is proposed to monitor and report on carbon sequestration and greenhouse gas reduction efforts.
- \$815 million to the Federal Emergency Management Agency to incorporate climate impacts into pre-disaster planning and projects. An additional \$599 million is proposed for climate resilience efforts.
- \$1.7 for the Department of Agriculture and \$340 million for the Department of Interior for wildfire prevention projects.
- \$800 million for the Housing & Urban Development Department for climate resilience and energy efficiency projects.
- \$2 billion for energy efficiency and zero carbon emission projects.
- \$10 billion for clean energy innovation in the electric, transportation, building and the industrial sectors to achieve a net-zero carbon economy by 2050.
- Proposes to establish a new Office of Climate Change and Health Equity to focus on the impacts of climate change on vulnerable populations.

### Transportation

- \$625 million in competitive grants for passenger rail service.
- \$375 million for Consolidated Rail Infrastructure and Safety Improvement Grants.
- \$2.7 billion for Amtrak
- \$2.5 billion for Capital Investment Grants.
- \$250 million in grant funding for low or zero emission buses.



- \$110 million for the new Thriving Communities Initiative Pilot program to help improve access to destinations and foster community vibrancy.
- \$1 billion for BUILD surface transportation grants.
- \$599 million for transportation security technologies climate resilience and cybersecurity data analytics.

#### Housing & Homelessness

- Expand Housing Choice Vouchers by 20% to provide subsidies to 200,000 additional households.
- \$500 million in additional funding for Homeless Assistance Grants.
- \$3.8 billion more for Community Development Block Grants.
- \$500 million in additional funding for the HOME Investment Partnerships Program.

### RECOMMENDED ACTION

Receive and file report provided. Adopt a Support position on AB 687, AB 787, and SB 623 as well as an Oppose position on SB 478.

### STAFF CONTACT

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## Strategy S1. Cultivate and Accelerate Sustainable Transportation Innovation by Leading with State Investments

These actions are intended to find opportunities where the State can begin to clearly signal its commitment to funding innovative, sustainable transportation projects, while being mindful of previous commitments and projects that are well underway.

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
S1.1 <b>Prioritize SCCP Projects to Enable Travelers to Opt Out of Congestion</b>	<ul style="list-style-type: none"> <li>Pursue update of SCCP Guidelines to further prioritize innovative sustainable transportation solutions.</li> <li>Innovative solutions should focus on reducing VMT and could include investments in transit, rail, active transportation, and highway solutions that improve transit travel times and reliability or generate revenue for VMT reducing projects.</li> </ul>	SCCP	CTC	CalSTA, CARB	Short-Term
S1.2 <b>Promote Innovative Sustainable Transportation Solutions in SCCP by Requiring Multimodal Corridor Plans</b>	<ul style="list-style-type: none"> <li>Pursue requirement that all projects be a part of a multimodal corridor plan consistent with the CTC's Comprehensive Multimodal Corridor Plan Guidelines.</li> </ul>	SCCP	CTC	CalSTA	Short-Term
S1.3 <b>Fast Track New CAPTI-Aligned Projects in Early Planning Phases by Adding Them to ITIP</b>	<ul style="list-style-type: none"> <li>New ITIP projects that are in alignment with the CAPTI will be added with a portion of future funding capacity.</li> <li>This will be done in collaboration with local and regional partners and be in addition to the need to continue funding for existing ITIP projects.</li> </ul>	ITIP	Caltrans	CTC, CalSTA	Short-Term
S1.4 <b>Mainstream Zero-Emission Vehicle Infrastructure Investments within TCEP</b>	<ul style="list-style-type: none"> <li>Pursue update TCEP Guidelines to prioritize projects that improve trade corridors by demonstrating a significant benefit to improving the movement of freight and also reduce emissions by creating or improving zero emissions infrastructure either within the project.</li> </ul>	TCEP	CTC	CalSTA, CARB	Short-Term

**Note:** All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.

**Strategy S2. Support a Robust Economic Recovery by Revitalizing Transit, Supporting ZEV Deployment, and Expanding Active Transportation Investments**

Following the devastating impact of the COVID-19 pandemic on transit, these actions seek to enable transit's recovery and revitalize the transit system, including the deployment of ZEV transit fleets, which will ultimately be critical to our success in combatting the climate crisis. These actions also intend to expand State investments in active transportation infrastructure, the demand for which has significantly increased in many communities throughout California during the pandemic.

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
S2.1 <b>Implement the California Integrated Travel Project (Cal-ITP)</b>	<ul style="list-style-type: none"> <li>Update TIRCP Guidelines to support transit providers with implementation of contactless payment and coordination of services via Cal-ITP.</li> </ul>	TIRCP	CalSTA	Caltrans, CARB	Short-Term
S2.2 <b>Identify A Long-Term Strategic Funding Pathway Across All Funding Opportunities to Realize the State Rail Plan</b>	<ul style="list-style-type: none"> <li>Lead process to prioritize rail investments statewide for major state funding programs and future federal grant opportunities.</li> </ul>	TIRCP, SCCP, ITIP, TCEP	CalSTA	Caltrans, CTC	Short-Term
S2.3 <b>Accelerate TIRCP Cycles to Support Transit Recovery with Deployment of ZEV Transit/Rail Fleets and Transit/Rail Network Improvements</b>	<ul style="list-style-type: none"> <li>Develop new Clean Fleet/Equipment and Network Improvement Project Category in the TIRCP.</li> <li>Explore allocation strategies to accelerate TIRCP cycles.</li> </ul>	TIRCP	CalSTA	CARB, Caltrans, CTC	Short-Term
S2.4 <b>Increase Funding to Active Transportation Program (ATP)</b>	<ul style="list-style-type: none"> <li>Explore potential for additional funding for the ATP from various sources, including flexing federal funds into the Surface Transportation Block Grant Program–Transportation Alternatives Set-Aside, or redirecting funds from multiple sources.</li> </ul>	ATP	CalSTA	Caltrans, CTC	Short-Term
S2.5 <b>Convene Discussion on Sustainable Rural Transportation Solutions</b>	<ul style="list-style-type: none"> <li>Convene discussion to explore actions CalSTA can take to advance rail, transit, active transportation, and ZEV deployment in rural communities</li> </ul>		CalSTA	Caltrans	Short-Term

*Note: All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.*



**Strategy S3. Elevate Community Voices in How We Plan and Fund Transportation Projects**

This strategy aims to create more transparent transportation planning processes, while also coordinating across state agencies to develop standards and practices for meaningful engagement and provision of technical assistance resources to those most impacted by projects, including disadvantaged communities, low-income communities, and Black, Indigenous, and People of Color (BIPOC) communities.

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
S3.1 <b>Establish Transportation Equity and Environmental Justice Advisory Committee(s)</b>	<ul style="list-style-type: none"> <li>Establish advisory committee(s) focused on transportation equity and environmental justice issues stemming from transportation planning and programming.</li> <li>Coordinate with other state agency advisory bodies, including but not limited to CTC Equity Advisory Roundtable, CARB EJAC, CEC/CPUC SB 350 Disadvantaged Communities Advisory Group.</li> <li>Designate staffing and resources to support committee's work.</li> </ul>	SHOPP, ITIP, TIRCP, SCCP, ATP, LPP, TCEP	CalSTA	Caltrans, CTC, CARB, HCD, SGC	Short-Term
S3.2 <b>Strengthen and Expand Coordinated, Targeted Technical Assistance on State Transportation Funding Programs</b>	<ul style="list-style-type: none"> <li>Caltrans to evaluate existing technical assistance portfolio and identify opportunities for targeted expansion.</li> <li>Caltrans to cultivate partnerships with and build capacity of community-based organizations and residents to engage in the SHOPP and ITIP project development.</li> <li>CTC to provide ongoing technical assistance to applicants on tools, methods, and practices required for CTC funding programs.</li> <li>CTC to explore structures for ad hoc in-house TA for program applicants.</li> </ul>	SHOPP, ITIP, TIRCP, SCCP, ATP, LPP	Caltrans, CTC	CalSTA, SGC, CARB	Short-Term
S3.3 <b>Lift Up and Mainstream Community Engagement Best Practices</b>	<ul style="list-style-type: none"> <li>Caltrans to create community engagement playbook for planning and project development work.</li> <li>Caltrans to review existing programs, processes, and procedures to identify opportunities to strengthen community engagement.</li> <li>Caltrans to explore leveraging existing contracts to strengthen partnerships with community-based organizations.</li> <li>CTC to host workshops to identify best practices for meaningful community engagement for inclusion in program guidelines.</li> </ul>	SHOPP, ITIP, TIRCP, SCCP, ATP, LPP	Caltrans, CTC	CalSTA, SGC, CARB	Short-Term

*Note: All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.*

Strategy S3. Elevate Community Voices in How We Plan and Fund Transportation Projects  
(Continued)

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
S3.4 <b>Develop and Utilize Equity Index to Assist in Evaluation or Prioritization of Caltrans Projects</b>	<ul style="list-style-type: none"> <li>Develop an Equity Index tool to assist in the evaluation of Department projects.</li> <li>Develop and roll out training to Caltrans staff on utilizing Equity Index.</li> </ul>	SHOPP, ITIP, TIRCP, SCCP	Caltrans	CalSTA, CTC, CARB, CDPH, SGC, OPR	Short-Term

**Note:** All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.

**Strategy S4. Advance State Transportation Leadership on Climate and Equity through Improved Planning & Project Partnerships**

These actions outline Caltrans' commitment to change the types of projects it will fund, nominate, and sponsor, as well as how it analyzes project benefits and impacts. This fundamental shift will advance critical climate considerations in transportation, while also working towards eliminating inequities in the transportation system. These actions intend to align the department's planning efforts with the CAPTI Investment Framework, while lifting up regions in the state with fewer resources.

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
S4.1	<p><b>Develop and Implement the Caltrans Strategic Investment Strategy (CSIS) to Align Caltrans Project Nominations in with the CAPTI Investment Framework</b></p> <ul style="list-style-type: none"> <li>Develop CSIS to guide project nominations.</li> <li>Implement CSIS for Caltrans-only and Caltrans-partnered project nominations.</li> </ul>	SHOPP, ITIP, TIRCP, SCCP	Caltrans	CalSTA, CTC	Short-Term
S4.2	<p><b>Align Interregional Transportation Strategic Plan 2021 (ITSP) with CAPTI Investment Framework</b></p> <ul style="list-style-type: none"> <li>Update 2021 ITSP with meaningful integration of CAPTI Investment Framework and Administration's Regions Rise Together effort.</li> </ul>	ITIP	Caltrans	CaISTA	Short-Term
S4.3	<p><b>Update the 2023 State Highway System Management Plan (SHSMP) to Meaningfully Advance CAPTI Investment Framework</b></p> <ul style="list-style-type: none"> <li>Update 2023 SHSMP with meaningful integration of CAPTI Investment Framework.</li> <li>Update the 2023 SHSMP's SHOPP and Maintenance Investment Strategies and Performance Outcomes to align with CAPTI Investment Framework.</li> <li>Update will include following approaches or considerations, at a minimum: active transportation, climate resiliency, nature-based solutions, greenhouse gas emission reduction, climate smart decision-making.</li> <li>Incorporate roadside land management activities related to wildfire prevention into the SHSMP, such as prescribed and managed fire, and other strategies aligned with the California Forest Carbon Plan and the Draft Natural and Working Lands Implementation Plan.</li> </ul>	SHOPP	Caltrans	CaISTA	Medium-Term

*Note: All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.*

**Strategy S4. Advance State Transportation Leadership on Climate and Equity through Improved Planning & Project Partnerships**  
*(Continued)*

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
S4.4 <b>Re-focus Caltrans Corridor Planning Efforts to Prioritize Sustainable Multimodal Investments in Key Corridors of Statewide and Regional Significance</b>	<ul style="list-style-type: none"> <li>• Provide direction to Caltrans Districts on identifying key corridors of statewide and regional significance.</li> <li>• Require corridor planning efforts to prioritize sustainable multimodal investments.</li> <li>• Update Caltrans Corridor Planning Guide and CTC Comprehensive Multimodal Corridor Plan Guidelines accordingly.</li> <li>• Support the development of innovative safety solutions based on the safe systems approach that advance sustainable transportation modes, particularly for rural communities.</li> </ul>	SHOPP, ITIP, SCCP	Caltrans	CalSTA, CTC	Medium-Term
S4.5 <b>Develop and Implement Caltrans Climate Action Plan (CCAP)</b>	<ul style="list-style-type: none"> <li>• Develop Caltrans Climate Action Plan aligned with CAPTI Investment Framework.</li> <li>• Establish baseline and reduction targets from all sources—including from use of the state highway system and internal operations—for greenhouse gas emissions (GHG).</li> <li>• Establish baseline and reduction targets from all sources—including from use of the state highway system and internal operations—for vehicle miles traveled (VMT).</li> <li>• Establish mode share targets for passenger travel.</li> <li>• Explore use of Sustainability Rating System for use on all Caltrans projects.</li> </ul>	SHOPP, ITIP, TIRCP, SCCP, ATP	Caltrans	CalSTA	Medium-Term
S4.6 <b>Incorporate Zero-Emission Freight Infrastructure Needs in California Freight Mobility Plan (CFMP)</b>	<ul style="list-style-type: none"> <li>• Update CFMP and project list to incorporate zero-emission freight infrastructure needs.</li> <li>• Analyze CFMP project impacts and mitigations for environmental justice communities.</li> </ul>	TCEP	Caltrans	CalSTA, CARB	Short-Term

*Note: All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.*

**Strategy S5. Support Climate Resilience through Transportation System Improvements and Protections for Natural and Working Lands**

Impacts from climate change have the potential to restrict or impede travel in the state and have huge monetary implications for the state's fix-it-first approach. This strategy's actions will incorporate climate risk assessment as a standard practice in the transportation project development process in order to proactively work toward creating a more resilient transportation system.

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
S5.1 <b>Develop Climate Risk Assessment Planning and Implementation Guidance</b>	<ul style="list-style-type: none"> <li>Update OPR Climate Risk Assessment Guidance.</li> <li>Collaborate to integrate climate risk guidance into Caltrans planning and project delivery processes.</li> <li>Integrate Caltrans' District Climate Change Vulnerability Assessments and District Adaptation Priorities Reports in implementation guidance.</li> </ul>	SHOPP, ITIP	Caltrans/ when multiple lead agencies, OPR	CalSTA CNRA	Short-Term
S5.2 <b>Update SHOPP and SB 1 Competitive Program Guidelines to Incentivize Climate Adaptation and Climate Risk Assessments/ Strategies</b>	<ul style="list-style-type: none"> <li>CalSTA and CTC will evaluate OPR/Caltrans Climate Risk Assessment Planning and Implementation Guidance and pursue inclusion in SHOPP, TIRCP, and SB 1 Competitive Program Guidelines.</li> </ul>	SHOPP, SCCP, TCEP, LPP	CTC	CalSTA Caltrans	Medium-Term
S5.3 <b>Explore Incentivizing Land Conservation through Transportation Programs</b>	<ul style="list-style-type: none"> <li>Evaluate Natural and Working Lands Climate Smart Strategy concepts for inclusion in next scheduled updates to Regional Transportation Plan and SB 1 Competitive Program guidelines.</li> </ul>	SCCP, TCEP, LPP	CTC	CalSTA, CNRA, CARB, OPR, SGC	Medium-Term

*Note: All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.*

## Strategy S6. Support Local and Regional Innovation to Advance Sustainable Mobility

To address the various challenges and barriers to the implementation of Sustainable Community Strategies, this strategy identifies key actions to support the implementation of regional and local planning efforts that align with the framework, with a focus on finding a pathway to implementation for roadway pricing efforts and SB 743 VMT mitigation.

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
S6.1 Explore New Mechanisms to Mitigate Increases in Vehicle Miles Travelled (VMT) from Transportation Projects	<ul style="list-style-type: none"> <li>Collaborate with local and regional transportation agencies to develop new mechanisms for viable VMT mitigation options for highway capacity projects, particularly with equity and land conservation in mind.</li> <li>Explore statewide and regional VMT mitigation bank concept.</li> <li>Evaluate feasibility and explore potential expansion of Advanced Mitigation Program to include GHG/VMT mitigation.</li> </ul>		Caltrans	CalSTA, CARB, CTC, HCD	Medium-Term
S6.2 Convene a Roadway Pricing Working Group to Provide State Support for Implementation of Local and Regional Efforts	<ul style="list-style-type: none"> <li>Convene a working group consisting of state agencies and local and regional partners to provide state support to local and regional efforts already underway.</li> <li>Create an inventory of various ongoing efforts across the state</li> <li>Outline state and federal statutory and administrative opportunities and barriers to equitable implementation of various roadway pricing applications currently under consideration by local and regional partners, including but not limited to cordon pricing, congestion pricing, and other dynamic pricing tools.</li> </ul>		CalSTA/Caltrans	CTC, CARB, OPR, SGC	Short-Term
S6.3 Develop Interagency Framework for Project Evaluation Around Advancing Sustainable Communities Strategies	<ul style="list-style-type: none"> <li>Convene interagency working group of state and regional agencies, including the State Agency MPO Workgroup.</li> <li>Develop a framework (e.g., rubric, checklist, or other guidance) for assessment of a projects ability to advance the SCS</li> </ul>	SHOPP, ITIP, TIRCP, SCCP, TCEP, LPP, ATP	CARB, SGC	CalSTA, Caltrans, CTC, HCD, OPR	Medium-Term

**Note:** All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.

## Strategy S7. Strengthen Transportation-Land Use Connections

In order to simultaneously address California's housing crisis while reducing VMT, these actions seek to ensure that transportation programming dollars help incentivize smart housing and conservation policies and decisions, while also supporting the creation of infill development.

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
S7.1 <b>Leverage Transportation Investments to Incentivize Infill Housing Production</b>	<ul style="list-style-type: none"> <li>Explore and identify opportunities in transportation funding programs to incentivize pro-infill housing policies and to expand upon recent successes of programs such as the Affordable Housing and Sustainable Communities (AHSC) program</li> </ul>	SHOPP, ITIP, TIRCP, SCCP, TCEP, LPP, ATP	CalSTA	CTC, Caltrans, HCD, CARB	Short-Term
S7.2 <b>Create Working Group to Explore Potential Action to Address Direct and Indirect Displacement in Transportation Programs</b>	<ul style="list-style-type: none"> <li>Convene interagency working group to explore actions to enable transportation programs to incentivize anti-displacement strategies within their funding frameworks.</li> </ul>	SHOPP, ITIP, TIRCP, SCCP, TCEP, LPP, ATP	CalSTA	Caltrans, CTC, CARB, HCD, SGC, OPR	Short-Term
S7.3 <b>Explore a "Highways to Boulevards" Conversion Pilot Program</b>	<ul style="list-style-type: none"> <li>Identify locally nominated candidate locations for pilot program.</li> <li>Develop feasibility study for Highway to Boulevards Conversion Pilot Program.</li> <li>Integrate anti-displacement strategies as part of pilot program concept.</li> </ul>	SHOPP, ITIP	CalSTA	Caltrans, HCD, OPR, SGC	Medium-Term

**Note:** All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.

## Status Report Wednesday, April 14, 2021

**[AB 11](#) (Ward D) Climate change: regional climate change authorities.**

**Last Amend:** 1/21/2021

**Status:** 1/25/2021-Re-referred to Com. on NAT. RES.

**Is Fiscal:** Y

**Location:** 1/11/2021-A. NAT. RES.

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

**Summary:** Would require the Strategic Growth Council, by January 1, 2023, to establish up to 12 regional climate change authorities to coordinate climate adaptation and mitigation activities in their regions, and coordinate with other regional climate adaptation authorities, state agencies, and other relevant stakeholders.

**[AB 50](#) (Boerner Horvath D) Climate change: Climate Adaptation Center and Regional Support Network: sea level rise.**

**Status:** 1/11/2021-Referred to Com. on NAT. RES.

**Is Fiscal:** Y

**Location:** 1/11/2021-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 Natural Resources Agency, in collaboration with the Ocean Protection Council, to create, and update biannually, a Planning for Sea Level Rise Database describing steps being taken throughout the state to prepare for, and adapt to, sea level rise. This bill would establish the Climate Adaptation Center and Regional Support Network in the Ocean Protection Council to provide local governments facing sea level rise challenges with information and scientific expertise necessary to proceed with sea level rise mitigation.

**[AB 51](#) (Quirk D) Climate change: adaptation: regional climate adaptation planning groups: regional climate adaptation plans.**

**Status:** 1/11/2021-Referred to Com. on NAT. RES.

**Is Fiscal:** Y

**Location:** 1/11/2021-A. NAT. RES.

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

**Summary:** Would require the Strategic Growth Council, by July 1, 2022, to establish guidelines for the formation of regional climate adaptation planning groups. The bill would require the council, by July 1, 2023, and in consultation with certain state entities, to develop criteria for the development of regional climate adaptation plans.

**[AB 67](#) (Petrie-Norris D) Sea level rise: working group: economic analysis.**

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

**Status:** 4/6/2021-Re-referred to Com. on NAT. RES.

**Is Fiscal:** Y

**Location:** 1/11/2021-A. NAT. RES.

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

**Summary:** Would require a state agency to take into account the current and future impacts of sea level rise based on projections provided by the Ocean Protection Council when planning, designing, building, operating, maintaining, and investing in infrastructure located in the coastal zone, within the jurisdiction of the San Francisco Bay Conservation and Development Commission, or otherwise vulnerable to flooding from sea level rise or storm surges, or when otherwise approving the allocation of state funds, including, but not limited to, bonds, grants, and loans, for those purposes. The bill would provide that new or expanded infrastructure built pursuant to the above-described provision shall only qualify for state funds if the project is not anticipated to be vulnerable to sea level rise risks during the life of that project.

**[AB 68](#) (Salas D) Department of Housing and Community Development: California Statewide Housing Plan: annual reports.**

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

**Status:** 4/8/2021-Re-referred to Com. on H. & C.D.

**Is Fiscal:** Y



**Location:** 3/18/2021-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 California Statewide Housing Plan, which serves as a state housing plan for all relevant purposes, that incorporates a statement of housing goals, policies, and objectives, as well as specified segments. Current law requires the Department of Housing and Community Development to update and provide a revision of the plan to the Legislature every 4 years, as provided. This bill would revise and recast those provisions related to the California Statewide Housing Plan. The bill would, starting with any update or revision to the plan on or after January 1, 2022, require the plan to include specified information, including, among other things, an inventory number of affordable units needed to meet the state’s affordable housing needs and an identification of strategies to help individuals experiencing homelessness.

**[AB 71](#)**

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

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

**Status:** 3/26/2021-Re-referred to Com. on REV. & TAX.

**Is Fiscal:** Y

**Location:** 1/15/2021-A. REV. & TAX

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

**Summary:** Would exempt any regulation, standard, criterion, procedure, determination, rule, notice, or guideline established or issued by the Franchise Tax Board to implement its provisions from the rulemaking provisions of the Administrative Procedure Act. This bill contains other related provisions and other existing laws.

**[AB 72](#)**

**(Petrie-Norris D) Environmental protection: Natural Resources Agency: coastal adaptation projects: sea level rise: regulatory review and permitting: report.**

**Status:** 1/11/2021-Referred to Com. on NAT. RES.

**Is Fiscal:** Y

**Location:** 1/11/2021-A. NAT. RES.

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

**Summary:** Would enact the Coastal Adaptation Permitting Act of 2021. The bill would require the agency to explore, and authorize it to implement, options within the agency’s jurisdiction to establish a more coordinated and efficient regulatory review and permitting process for coastal adaptation projects, as defined. The bill would require the agency to submit, by July 1, 2023, a report to the Legislature with suggestions and recommendations for improving and expediting the regulatory review and permitting process for coastal adaptation projects.

**Notes:**

ACCOC - Watch

**[AB 106](#)**

**(Salas D) Regions Rise Grant Program.**

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

**Status:** 3/2/2021-Re-referred to Com. on J.,E.D., & E.

**Is Fiscal:** Y

**Location:** 3/2/2021-A. J., E.D. & E.

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

**Summary:** Would establish the Regions Rise Grant Program within GO-Biz 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. This bill would require GO-Biz to develop and implement a process for the awarding of competitive grants to eligible applicants within the program. The bill would define an eligible applicant as a regional collective composed of a diverse set of public and private stakeholders who organize themselves around one or more community challenges or priorities impacting a region and meet certain requirements.

**[AB 115](#)**

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

**Status:** 1/11/2021-Read first time. Referred to Coms. on H. & C.D. and L. GOV.

**Is Fiscal:** Y

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

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

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

**[AB 215](#) (Chiu D) Housing element: regional housing need: relative progress determination.**

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

**Status:** 4/6/2021-Re-referred to Com. on H. & C.D.

**Is Fiscal:** Y

**Location:** 1/28/2021-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. That law requires the Department of Housing and Community Development to determine whether the housing element is in substantial compliance with specified provisions of that law. This bill, starting with the 6th housing element revision, would require the department to determine the relative progress toward meeting regional housing needs of each jurisdiction, council of governments, and subregion, as specified. The bill would require the department to make this determination based on the information contained in the annual reports submitted by each jurisdiction, as specified.

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

**Status:** 1/28/2021-Referred to Com. on H. & C.D.

**Is Fiscal:** Y

**Location:** 1/28/2021-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 Tax Credit Allocation Committee, the Department of Housing and Community Development, the California Housing Finance Agency, and the California Debt Limit Allocation Committee to conduct an affordable housing cost study that measures the factors that influence the cost of building affordable housing, breaks down total development costs for affordable housing, and enables the state to maximize resources allocated for affordable housing.

**[AB 284](#) (Rivas, Robert D) California Global Warming Solutions Act of 2006: climate goal: natural and working lands.**

**Status:** 3/25/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 1.) (March 24). Re-referred to Com. on APPR.

**Is Fiscal:** Y

**Location:** 3/24/2021-A. APPR.

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. This bill would require the state board, when updating the scoping plan and in collaboration with the Natural Resources Agency and other relevant state agencies and departments, to take specified actions by January 1, 2023, including, among others, identifying a 2045 climate goal, with interim milestones, for the state's natural and working lands, as defined, and identifying practices, policy incentives, market needs, and potential reductions in barriers that would help achieve the 2045 climate goal. The bill would require the state board, no later than January 1, 2024, to develop standard methods for state agencies to consistently track greenhouse gas emissions reductions, carbon sequestration, and additional benefits from natural and working lands over time.

**[AB 336](#) (Villapudua D) Enhanced infrastructure financing districts: public financing authority: members: joint powers authorities.**

**Status:** 4/8/2021-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

**Is Fiscal:** N

**Location:** 4/8/2021-S. RLS.

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

**Summary:** The Joint Exercise of Powers Act generally authorizes 2 or more public agencies, by

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

**AB 345 (Quirk-Silva D) Accessory dwelling units: separate conveyance.**

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

**Status:** 3/25/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 1.) (March 24). Re-referred to Com. on APPR.

**Is Fiscal:** Y

**Location:** 3/24/2021-A. APPR.

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 to provide, by ordinance, for the creation of accessory dwelling units in single-family and multifamily residential zones and requires a local agency that has not adopted an ordinance to ministerially approve an application for an accessory dwelling unit, and sets forth required ordinance standards, including that the ordinance prohibit the sale or conveyance of the accessory dwelling unit separately from the primary residence. Current law, notwithstanding the prohibition described above, authorizes a local agency to, by ordinance, allow an accessory dwelling unit to be sold or conveyed separately from the primary residence to a qualified buyer if certain conditions are met. This bill would require each local agency to allow an accessory dwelling unit to be sold or conveyed separately from the primary residence to a qualified buyer if the above-described conditions are met.

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

**Status:** 3/16/2021-Coauthors revised.

**Is Fiscal:** Y

**Location:** 1/28/2021-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 Department of Housing and Community Development, by March 1 of each year, to develop an annual summary report that discloses the amount of state, federal, and private funding spent on the development of affordable housing within the state, each city, and each county in the preceding calendar year. The bill would require the department to post the annual summary report on its internet website and make the report available to the public by March 15 of each year.

**AB 363 (Medina D) Carl Moyer Memorial Air Quality Standards Attainment Program.**

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

**Status:** 4/13/2021-Re-referred to Com. on TRANS.

**Is Fiscal:** Y

**Location:** 2/12/2021-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	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, by July 1, 2022, to revise the program guidelines to provide additional incentives for projects eligible for program funding that are deployed in disadvantaged communities, as defined.

**AB 374 (Sevarto R) Department of Housing and Community Development: annual report: Homeless Housing, Assistance, and Prevention program.**

**Status:** 2/12/2021-Referred to Com. on H. & C.D.

**Is Fiscal:** Y

**Location:** 2/12/2021-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 submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. Current law requires that the report include, among other things, the number of units assisted by those programs and the number of individuals and households served and their income level. This bill would additionally require that this report include an evaluation of the Homeless Housing, Assistance, and Prevention (HHAP) program.

**[AB 387](#) (Lee D) Social Housing Act of 2021.**

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

**Status:** 3/26/2021-Re-referred to Com. on H. & C.D.

**Is Fiscal:** Y

**Location:** 3/25/2021-A. H. & C.D.

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

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

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

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

**Status:** 3/16/2021-Coauthors revised. From committee: Do pass and re-refer to Com. on M. & V.A. (Ayes 8. Noes 0.) (March 15). Re-referred to Com. on M. & V.A.

**Is Fiscal:** Y

**Location:** 3/16/2021-A. M. & V.A.

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

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

**[AB 426](#) (Bauer-Kahan D) Toxic air contaminants.**

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

**Status:** 3/24/2021-In committee: Hearing postponed by committee.

**Is Fiscal:** N

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

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

**Summary:** Current law authorizes local air pollution control districts and air quality management districts, in carrying out their responsibilities with respect to the attainment of state ambient air quality standards, to adopt and implement regulations that accomplish certain objectives. This bill would additionally authorize the districts to adopt and implement regulations to require data regarding air pollution within the district's jurisdiction from indirect and areawide sources of air pollution, including mobile sources drawn by those sources, to enable the calculation of health risks from toxic air contaminants. This bill would additionally authorize the districts to adopt and implement regulations to accomplish these objectives in carrying out their responsibilities with respect to the reduction of health risks from toxic air contaminants.

**Notes:**

OCBC - Oppose

**[AB 464](#) (Mullin D) Enhanced Infrastructure Financing Districts: allowable facilities and projects.**

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

**Status:** 3/26/2021-Re-referred to Com. on L. GOV.

**Is Fiscal:** N

**Location:** 2/18/2021-A. L. GOV.

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

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

**[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:** 3/25/2021-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

**Is Fiscal:** N

**Location:** 3/25/2021-S. RLS.

Desk	Policy	Fiscal	Floor	Desk	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 571](#)**

**(Mayes I) Planning and zoning: density bonuses: affordable housing.**

**Last Amend:** 3/24/2021

**Status:** 3/25/2021-Re-referred to Com. on H. & C.D.

**Is Fiscal:** Y

**Location:** 2/18/2021-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. 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 affordable units.

**Notes:**

BIA - Support

**[AB 578](#)**

**(Fong R) Housing and Community Development: grant contracts and agreements.**

**Status:** 2/18/2021-Referred to Com. on H. & C.D.

**Is Fiscal:** Y

**Location:** 2/18/2021-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 Housing and Community Development in the Business, Consumer Services, and Housing Agency. Current law requires the department to administer various grants, including the California Emergency Solutions Grants Program. This bill would require the department to issue and complete, for any grant program administered by the department, all necessary contracts and standard agreements, if applicable, between the department and the grant recipient within 90 days of issuing a grant award letter to the grant recipient. The bill would require

the department to issue and complete these contracts and agreements by March 31, 2022, for a grant award letter issued to a grant recipient prior to January 1, 2022.

**AB 585 (Rivas, Luz D) Climate change: Extreme Heat and Community Resilience Program.**

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

**Status:** 3/25/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (March 24). Re-referred to Com. on APPR.

**Is Fiscal:** Y

**Location:** 3/24/2021-A. APPR.

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

**Summary:** Would establish the Extreme Heat and Community Resilience Program and would require the Office of Planning and Research to administer the program. Under the program, the bill would require the Office of Planning and Research to coordinate the state’s efforts to address extreme heat and to facilitate the implementation of local, regional, and state climate change planning into effective projects through the awarding of competitive grants to eligible entities for implementation of those projects. The bill would establish the Extreme Heat and Community Resilience Fund in the State Treasury and would require the office, upon appropriation by the Legislature, to expend moneys in the fund for the implementation of the program.

**AB 602 (Grayson D) Development fees: impact fee nexus study.**

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

**Status:** 4/7/2021-Re-referred to Com. on L. GOV.

**Is Fiscal:** Y

**Location:** 3/18/2021-A. L. GOV.

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

**Summary:** Current law requires a city, county, or special district that has an internet website to make available on its internet website certain information, as applicable, including its current schedule of fees and exactions. This bill, among other things, would require, on and after January 1, 2022, a city, county, or special district that conducts an impact fee nexus study to follow specific standards and practices, including, but not limited to, (1) that prior to the adoption of an associated development fee or exaction, an impact fee nexus study be adopted, (2) that the study identify the existing level of service for each public facility, identify the proposed new level of service, and include an explanation of why the new level of service is necessary, and (3) if the study is adopted after July 1, 2022, either calculate a fee levied or imposed on a housing development project proportionately to the square footage of the proposed units, or make specified findings explaining why square footage is not an appropriate metric to calculate the fees. The bill would also require a city, county, or special district to post a written fee schedule or a link directly to the written fee schedule on its internet website.

**Notes:**

BIA - Support

**AB 604 (Daly D) Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest.**

**Status:** 4/6/2021-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 14. Noes 0.) (April 5). Re-referred to Com. on APPR.

**Is Fiscal:** Y

**Location:** 4/5/2021-A. APPR.

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

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

**AB 605 (Villapudua D) Department of Housing and Community Development: program administration: bonus points: housing element.**

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

**Status:** 3/15/2021-Re-referred to Com. on H. & C.D.

**Is Fiscal:** Y

**Location:** 3/11/2021-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 each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. Current law requires

that the housing element include, among other things, an inventory of land suitable and available for residential development that identifies sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need for all income levels, as specified. This bill would require the Department of Housing and Community Development to develop and implement a bonus point system for competitive grant and loan programs that are administered by the department and that facilitate the development of housing.

**[AB 617](#) (Davies R) Planning and zoning: regional housing needs: exchange of allocation.**

**Status:** 2/25/2021-Referred to Coms. on H. & C.D. and L. GOV.

**Is Fiscal:** N

**Location:** 2/25/2021-A. H. & C.D.

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

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

**Notes:**

OCCOG Support

**[AB 634](#) (Carrillo D) Density Bonus Law.**

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

**Status:** 4/7/2021-Re-referred to Com. on H. & C.D.

**Is Fiscal:** N

**Location:** 2/25/2021-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 within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Current law prescribes an application process for a city or county to follow in this regard. Current law specifies that, if permitted by local ordinance, that law is not to be construed to prohibit a city, county, or city and county from granting a density bonus greater than what is described in these provisions for a development that meets specified requirements or from granting a proportionately lower density bonus than what is required for developments that do not meet these requirements. This bill would also provide that, if permitted by local ordinance, the local density bonus law is not to be construed to prohibit a city, county, or city and county from requiring an affordability period that is longer than 55 years for any units that qualified the applicant for the award for the density bonus developed in compliance with a local ordinance that requires, as a condition of development of residential units, that a development include a certain percentage of units that are affordable to, and occupied by low-income, lower income, very low income, or extremely low income households.

**[AB 682](#) (Bloom D) Planning and zoning: cohousing buildings.**

**Status:** 3/15/2021-In committee: Hearing postponed by committee.

**Is Fiscal:** Y

**Location:** 2/25/2021-A. H. & C.D.

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

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

**[AB 687](#) (Sevarto R) Joint powers authorities: Riverside County Housing Finance Trust.**

**Status:** 4/8/2021-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

**Is Fiscal:** N

**Location:** 4/8/2021-S. RLS.

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

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

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

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

**Status:** 4/13/2021-Re-referred to Com. on TRANS.

**Is Fiscal:** Y

**Location:** 3/18/2021-A. TRANS.

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

**Summary:** The State Air Resources 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 and to update the scoping plan at least once every 5 years. 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 actions in the scoping plan and the pathways through which various policy actions may result in health impacts or health benefits, as specified.

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

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

**Status:** 3/22/2021-Re-referred to Com. on H. & C.D.

**Is Fiscal:** Y

**Location:** 3/18/2021-A. H. & C.D.

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

**Summary:** Currentlaw requires the planning agency of a city or county to provide an annual report that includes specified information by April 1 of each year to specified entities, including the Department of Housing and Community Development. Among other things, existing law requires that this report include the progress in meeting the city's or county's share of regional housing needs and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing, as specified. This bill would authorize a city or county to elect to meet all or a portion of its share of regional housing need for the applicable income category with units in an existing multifamily building that are converted to deed-restricted housing for very low, low-, or moderate-income households by the acquisition of the unit or the imposition of affordability covenants and restrictions for the unit if specified conditions are met. Among these conditions, the bill would require that the converted unit be subject to long-term affordability covenants and restrictions that require the unit to be affordable to persons of very low, low, or moderate income for at least 55 years.

**AB 816 (Chiu D) State and local agencies: homelessness plan.**

**Status:** 2/25/2021-Referred to Com. on H. & C.D.

**Is Fiscal:** Y

**Location:** 2/25/2021-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 Governor to create the Homeless Coordinating and Financing Council and to appoint up to 19 members of that council, as provided. Current law specifies the duties of the coordinating council, including creating partnerships among state agencies and departments, local government agencies, and specified federal agencies and private entities, for the purpose of arriving at specific strategies to end homelessness. This bill, upon appropriation by the Legislature or upon receiving technical assistance offered by the federal Department of Housing and Urban Development (HUD), if available, would require the coordinating council to conduct, or contract with an entity to conduct, a statewide needs and gaps analysis to, among other things, identify state programs that provide housing or services to persons experiencing homelessness and create a financial model that will assess certain investment needs for the purpose of moving persons experiencing homelessness into permanent housing.

**Notes:**

OCCOG - Oppose

**AB 833 (Quirk-Silva D) State government: grants: administrative costs.**



**Status:** 2/25/2021-Referred to Com. on A. & A.R.

**Is Fiscal:** Y

**Location:** 2/25/2021-A. A. & A.R.

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

**Summary:** Would require any state grants to a local government to include a maximum allocation of funds that may be expended for administrative costs, as defined, and would prohibit a local government, as defined, from expending more than 5% of grant funds for administrative costs, except as provided. The bill would specify that it is not intended to affect federal funding.

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

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

**Status:** 4/8/2021-Re-referred to Com. on NAT. RES.

**Is Fiscal:** Y

**Location:** 2/25/2021-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. Current law establishes the Office of Planning and Research in state government in the Governor’s office. Current law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office to encourage the inclusion of agencies with land use planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified.

**[AB 909](#) (Frazier D) Wildfire risk assessment map.**

**Status:** 2/25/2021-Referred to Com. on NAT. RES.

**Is Fiscal:** Y

**Location:** 2/25/2021-A. NAT. RES.

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

**Summary:** Would require the Department of Forestry and Fire Protection, in consultation with the California Fire Science Consortium and the Department of Insurance to develop a fire risk assessment map for the state that quantifies the risks of wildfire for a parcel of land for a time span of 50 years. The bill would require the department to annually update the wildfire risk assessment map. The bill would require the department to make the wildfire risk assessment map available to the public.

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

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

**Status:** 4/7/2021-Re-referred to Com. on H. & C.D.

**Is Fiscal:** Y

**Location:** 2/25/2021-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 or county legislative body from adopting or enforcing an ordinance requiring a public hearing as a condition of adding space for additional bedrooms or reconfiguring existing space to increase the bedroom count within an existing house, condominium, apartment, or dwelling. The bill would include findings that ensuring adequate housing is a matter of statewide concern and is not a municipal affair, and that the provision applies to all cities, including charter cities.

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

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

**Status:** 3/22/2021-Re-referred to Com. on H. & C.D.

**Is Fiscal:** Y

**Location:** 3/18/2021-A. H. & C.D.

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

**Summary:** If a housing successor has an excess surplus, the housing successor is required to

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

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

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

**Status:** 3/9/2021-Re-referred to Com. on NAT. RES.

**Is Fiscal:** Y

**Location:** 2/25/2021-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 Department of Forestry and Fire Protection to establish a local assistance grant program for fire prevention activities, as defined, in the state. This bill would expand the definition of "fire prevention activities" to include the removal of hazardous dead trees, creation of fuel breaks and community defensible spaces, and creation of ingress and egress corridors. The bill would also require the department to prioritize projects that have a completed, or nearly completed, environmental review document, as provided. The bill would authorize the department to consider and evaluate the wildfire risk within the proposed project area, as well as the socioeconomic characteristics of communities that the various education and mitigation projects are intended to protect, when awarding local assistance grants.

**[AB 943](#) (Garcia, Eduardo D) California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: investment plan.**

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

**Status:** 3/15/2021-Re-referred to Com. on NAT. RES.

**Is Fiscal:** Y

**Location:** 3/11/2021-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 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms in regulating these sources. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill, beginning July 1, 2022, would require state agencies administering competitive grant programs that allocate moneys from the fund to give specified communities preferential points during grant application scoring for programs intended to improve air quality, to include a specified application timeline, and to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications.

**[AB 950](#) (Ward D) Department of Transportation: sales of excess real property: affordable housing.**

**Status:** 2/25/2021-Referred to Com. on H. & C.D.

**Is Fiscal:** Y

**Location:** 2/25/2021-A. H. & C.D.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	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, as specified. The bill would exempt these transfers and sales from the California Environmental Quality Act.

**[AB 970](#) (McCarty D) Planning and zoning: electric vehicle charging stations: permit application: approval.**

**Status:** 3/4/2021-Referred to Com. on L. GOV.

**Is Fiscal:** N

**Location:** 3/4/2021-A. L. GOV.

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

**Summary:** Would require an application to install an electric vehicle charging station to be deemed complete if, 5 business days after the application was submitted, the city, county, or city and county has not deemed the application to be incomplete, as specified. The bill would require an application to install an electric vehicle charging station to be deemed approved if 15 business days after the application was submitted, (1) the city, county, or city and county has not approved the application, as specified, (2) the building official has not made a finding that the proposed installation could have an adverse impact upon the public health or safety or required the applicant to apply for a use permit, as specified, and (3) all required approvals from the local publicly owned electric utility or electrical cooperative have been obtained.

**AB 977 (Gabriel D) Homelessness prevention programs: Homeless Management Information System.**

**Status:** 3/4/2021-Referred to Coms. on H. & C.D. and HUM. S.

**Is Fiscal:** Y

**Location:** 3/4/2021-A. H. & C.D.

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

**Summary:** Would require each recipient of funds under the Multifamily Housing Program, Veterans Housing and Homeless Prevention Act of 2014, School Supplies for Homeless Children Fund, No Place Like Home Program, California Work Opportunity and Responsibility to Kids program, and the Home Safe Program, as specified, to provide data elements, including, but not limited to, health information, in a manner consistent with federal law, to the statewide Homeless Management Information System. The bill would require the Homeless Coordinating and Financing Council to specify the form and substance of the required data elements. By imposing new requirements on the local agencies that receive funding under the programs described above, the bill would impose a state-mandated local program.

**AB 989 (Gabriel D) Housing: local development decisions: appeals.**

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

**Status:** 3/26/2021-Re-referred to Com. on H. & C.D.

**Is Fiscal:** Y

**Location:** 3/25/2021-A. H. & C.D.

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

**Summary:** Would establish a Housing Accountability Committee within the Department of Housing and Community Development, and would prescribe its membership. The bill would set forth the committee's powers and duties, including the review of appeals regarding multifamily housing projects that cities and counties have denied or subjected to unreasonable conditions that make the project financially infeasible.

**AB 1001 (Garcia, Cristina D) Environmental permitting and air pollution.**

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

**Status:** 3/16/2021-Re-referred to Com. on NAT. RES.

**Is Fiscal:** Y

**Location:** 3/4/2021-A. NAT. RES.

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

**Summary:** Would require the California Environmental Protection Agency, on or before May 1, 2022, to publish, maintain, and update a list of overburdened communities, as defined. The bill would, on or after July 1, 2022, require a permitting agency to take certain actions for an application for a new environmental permit, as defined, or the renewal of an environmental permit for a facility located in an overburdened community. The bill would require a permit applicant to prepare an environmental justice impact statement, to conduct a public hearing in the overburdened community, and to transmit the environmental justice impact statement to the permitting agency.

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

**Status:** 3/4/2021-Referred to Coms. on H. & C.D. and L. GOV.

**Is Fiscal:** Y

**Location:** 3/4/2021-A. H. & C.D.

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

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

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

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

**Status:** 4/13/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 12). Re-referred to Com. on APPR.

**Is Fiscal:** Y

**Location:** 4/13/2021-A. APPR.

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

**Summary:** Would require the Department of Transportation and a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating streets and highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method. The bill would require, on and after January 1, 2025, a local agency that has jurisdiction over a street or highway, to the extent feasible, to apply standard specifications that allow for the use of recycled materials in streets and highways, as specified. By increasing the duties of local agencies, this bill would impose a state-mandated local program.

**AB 1047 (Daly D) Road Repair and Accountability Act of 2017: reporting internet website.**

**Last Amend:** 3/26/2021

**Status:** 4/6/2021-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 14. Noes 0.) (April 5). Re-referred to Com. on APPR.

**Is Fiscal:** Y

**Location:** 4/5/2021-A. APPR.

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

**Summary:** Would require the Transportation Agency to improve the capability of the SB 1 internet website hosted by the agency to provide a comprehensive one-stop reporting interface available to the public. The bill would require the interface to provide timely fiscal information compiled from data provided by each administering agency regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from SB 1.

**AB 1049 (Davies R) Public Transportation Account: loan repayment.**

**Status:** 3/4/2021-Referred to Com. on TRANS.

**Is Fiscal:** Y

**Location:** 3/4/2021-A. TRANS.

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

**Summary:** Current law requires the transfer of a specified portion of the sales tax on diesel fuel to the Public Transportation Account, a trust fund in the State Transportation Fund. Current law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) Program. Current law provides for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require \$54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic.

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

**Status:** 3/4/2021-Referred to Com. on H. & C.D.

**Is Fiscal:** Y

**Location:** 3/4/2021-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 Department of Housing and Community Development to create a model plan for the use of alternative forms, as defined, of developing affordable housing for the purpose of substantially reducing the cost of a unit of affordable housing. The bill would require the model plan to be used in state agency decisions in all state-subsidized housing loan and grant programs. The bill would also require a local agency, nonprofit affordable housing sponsor, private entity, or individual that receives surplus state real property from the state to use the model plan to guide any housing

development on that property. The bill would make findings and declarations in this regard.

**AB 1069 (Lackey R) Zero-emission passenger vehicles: underrepresented communities.**

**Status:** 3/4/2021-Referred to Com. on TRANS.

**Is Fiscal:** Y

**Location:** 3/4/2021-A. TRANS.

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

**Summary:** Would establish a goal of the state for 60% of new zero-emission passenger vehicles sold in the state for noncommercial private use to be purchased by or on behalf of persons from an underrepresented community, as defined. The bill would prohibit the State Air Resources Board from pursuing strategies to implement any goal for zero-emission passenger vehicle sales established by statute or executive order unless those strategies are also designed to achieve the goal established by this bill simultaneously. The bill would also require the state board to annually post a zero-emission vehicle equity report on its internet website describing the state’s progress towards achieving the zero-emission vehicle equity goal.

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

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

**Status:** 4/6/2021-From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 10. Noes 3.) (April 5). Re-referred to Com. on NAT. RES.

**Is Fiscal:** Y

**Location:** 4/5/2021-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 Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. This bill would require the council to convene key state agencies, metropolitan planning agencies, and local governments to assist the council in completing the report.

**AB 1188 (Wicks D) Rental registry online portal.**

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

**Status:** 4/8/2021-Assembly Rule 56 suspended. (pending re-refer to Com. on JUD.)

**Is Fiscal:** Y

**Location:** 4/8/2021-A. JUD.

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

**Summary:** Would require cities and counties to create and administer a rental registry online portal, which would be designed to receive specified information from landlords, including state and local governmental agencies that own or operate public housing, that own or operate 5 or more rental dwelling units regarding their residential tenancies and to disseminate this information to the general public. The bill would require that the rental registry online portal, and the form necessary to support it, be completed by January 1, 2024. The bill would require landlords, under penalty of perjury, to provide a variety of information regarding the location of rental property, its ownership, and its occupancy, among other things.

**AB 1202 (Cervantes D) Emergency services: local government: local assistance centers: access and functional needs.**

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

**Status:** 3/23/2021-Re-referred to Com. on E.M.

**Is Fiscal:** Y

**Location:** 3/18/2021-A. EMERGENCY MANAGEMENT

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

**Summary:** The California Disaster Assistance Act authorizes the Office of Emergency Services to establish a model process to assist a community in recovering from an emergency proclaimed by the Governor which may include, among other things, the role of the office to facilitate the establishment of temporary structures, including local assistance centers, showers and bathroom facilities, and temporary administrative offices. Existing law defines the term “emergency plan” for purposes of emergency services provided by local governments. This bill would require a county, including a city and

county, to ensure that local assistance centers are accessible to people with access and functional needs, provide accessible notifications about local assistance centers, and provide diverse communication services through partnerships with the county homeless and housing services. The bill would require a county, including a city and county, to designate, prearrange, and procure space to aid in sheltering and transporting its homeless population during local and state emergencies and emergency evacuations.

**[AB 1205](#) (Frazier D) State Air Resources Board: elections.**

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

**Status:** 3/22/2021-Re-referred to Com. on NAT. RES.

**Is Fiscal:** Y

**Location:** 3/18/2021-A. NAT. RES.

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

**Summary:** Would require, as of January 1, 2025, that the State Air Resources Board consist of 14 voting members, 11 of whom shall be elected by district voters and 3 of whom shall be appointed by the Governor, the Senate pro Tempore, and the Speaker of the Assembly. The bill would provide that each elected state board member shall serve a 4-year term commencing on January 1 of the calendar year following a statewide election, with the first state board election occurring in 2024, and that no elected state board member shall serve more than a total of 3 terms. The bill would provide that the office of an elected state board member shall be a nonpartisan office, subject to the provisions specified in the Elections Code for nominations and elections.

**[AB 1218](#) (McCarty D) Motor vehicle greenhouse gas emissions standards: civil penalty: Equitable Access to Zero-Emissions Vehicles Fund.**

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

**Status:** 4/13/2021-Re-referred to Com. on TRANS.

**Is Fiscal:** Y

**Location:** 3/4/2021-A. TRANS.

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

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

**[AB 1220](#) (Rivas, Luz D) Homelessness: Office to End Homelessness.**

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

**Status:** 3/15/2021-Re-referred to Com. on H. & C.D.

**Is Fiscal:** Y

**Location:** 3/11/2021-A. H. & C.D.

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

**Summary:** Would create the Office to End Homelessness, which would be administered by the Secretary on Homelessness appointed by the Governor. The bill would require that the office serve the Governor as the lead entity for ending homelessness in California and would task the office with coordinating homeless programs, services, data, and policies between federal, state, and local agencies, among other responsibilities. The bill would require the office to exercise various powers and duties, including, among others, making recommendations to the Governor and the Legislature regarding new state policies, programs, and actions on homelessness. The bill would require the office to be comprised of specified employees serving within the state civil service and to oversee and carry out the existing mandates of the Homeless Coordinating and Financing Council, as defined and as specified.

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

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

**Status:** 3/23/2021-Re-referred to Com. on H. & C.D.

**Is Fiscal:** Y

**Location:** 3/4/2021-A. H. & C.D.

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

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

**Notes:**

OCCOG - Support

**[AB 1260](#) (Chen R) California Environmental Quality Act: exemptions: transportation-related projects.**

**Status:** 3/4/2021-Referred to Com. on NAT. RES.

**Is Fiscal:** Y

**Location:** 3/4/2021-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, 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 will 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.

**[AB 1277](#) (Rubio, Blanca D) California Environmental Quality Act: student housing development projects: expedited judicial review.**

**Status:** 3/4/2021-Referred to Coms. on NAT. RES. and JUD.

**Is Fiscal:** Y

**Location:** 3/4/2021-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 and a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency’s action on the grounds of noncompliance with CEQA. This bill would authorize a public university, as defined, carrying out a project to certify the project as a student housing development project if the project meets certain requirements.

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

**Status:** 3/4/2021-Referred to Coms. on L. GOV. and H. & C.D.

**Is Fiscal:** N

**Location:** 3/4/2021-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 Director of Forestry and Fire Protection to identify areas in the state as very high fire hazard severity zones based on the severity of fire hazard that is expected to prevail in those areas, as specified, and requires each local agency to designate, by ordinance, the very high fire hazard severity zones in its jurisdiction. Current law additionally requires the director to classify lands within state responsibility areas into fire hazard severity zones. This bill, beginning on or after January 1, 2022, would prohibit the legislative body of a city or county from entering into a residential development agreement for property located in a very high fire risk area. The bill would define “very high fire risk area” for these purposes to mean a very high fire hazard severity zone designated by a local agency or a fire hazard severity zone classified by the director.

**Notes:**

OCBC - Oppose

BIA - Oppose

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

**Status:** 3/4/2021-Referred to Com. on NAT. RES.

**Is Fiscal:** N

**Location:** 3/4/2021-A. NAT. RES.

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

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

**[AB 1322](#) (Bonta D) Land use: local measures: conflicts.**

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

**Status:** 4/6/2021-Re-referred to Com. on L. GOV.

**Is Fiscal:** N

**Location:** 3/4/2021-A. L. GOV.

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

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

**[AB 1372](#) (Muratsuchi D) Right to temporary shelter.**

**Status:** 3/4/2021-Referred to Coms. on H. & C.D. and JUD.

**Is Fiscal:** Y

**Location:** 3/4/2021-A. H. & C.D.

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

**Summary:** Would require every city, or every county in the case of unincorporated areas, to provide every person who is homeless, as defined, with temporary shelter, mental health treatment, resources for job placement, and job training until the person obtains permanent housing if the person has actively sought temporary shelter in the jurisdiction for at least 3 consecutive days and has been unable to gain entry into all temporary shelters they sought for specified reasons. The bill would require the city or county, as applicable, to provide a rent subsidy, as specified, if it is unable to provide temporary shelter. The bill would authorize a person who is homeless to enforce the bill's provisions by bringing a civil action.

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

**Status:** 3/11/2021-Referred to Com. on NAT. RES.

**Is Fiscal:** Y

**Location:** 3/11/2021-A. NAT. RES.

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

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

**[AB 1395](#) (Muratsuchi D) Greenhouse gases: carbon neutrality.**



**Status:** 3/11/2021-Referred to Com. on NAT. RES.

**Is Fiscal:** Y

**Location:** 3/11/2021-A. NAT. RES.

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

**Summary:** Would declare the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045, and to achieve and maintain net negative greenhouse gas emissions thereafter. The bill would require the state board to work with relevant state agencies to develop a framework for implementation and accounting that tracks progress toward achieving carbon neutrality, to set and manage targets and accounting for negative emissions separately from existing and future greenhouse gas emissions reduction targets, and to ensure that updates to the scoping plan identify and recommend measures to achieve carbon neutrality. The bill would require a specified plan prepared by the state board and other specified agencies to include sequestration targets consistent with achieving carbon neutrality, and would impose other requirements on state agencies relating to working toward carbon neutrality.

**[AB 1401](#) (Friedman D) Residential and commercial development: parking requirements.**

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

**Status:** 4/6/2021-Re-referred to Com. on L. GOV.

**Is Fiscal:** Y

**Location:** 3/11/2021-A. L. GOV.

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

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

**Notes:**

League - Oppose

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

**Status:** 3/11/2021-Referred to Coms. on H. & C.D. and L. GOV.

**Is Fiscal:** Y

**Location:** 3/11/2021-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 each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other mandatory elements, a housing element. For the 4th and subsequent revisions of the housing element, current law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region. Current law requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Current law requires that the final regional housing plan adopted by a council of governments, or a delegate subregion, as applicable, be based on a methodology that includes specified factors, and similarly requires that the department take into consideration specified factors in distributing regional housing need, as provided. This bill would require that a council of governments, a delegate subregion, or the department, as applicable, additionally consider among these factors emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change.

**[AB 1492](#) (Bloom D) Department of Housing and Community Development: high-opportunity areas.**

**Status:** 3/11/2021-Referred to Com. on H. & C.D.

**Is Fiscal:** Y

**Location:** 3/11/2021-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 Housing and Community Development within the Business, Consumer Services, and Housing Agency and sets forth its powers and duties, including, among other things, responsibility for coordinating federal-state relationships in housing and community development and assisting communities and persons to avail themselves of state housing programs. This bill would require the department to designate areas in this state as high-opportunity areas, as provided, by January 1, 2023, in accordance with specified requirements and to update those designations within 6 months of the adoption of new Opportunity Maps by the California Tax

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

**Status:** 4/6/2021-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 14. Noes 0.) (April 5). Re-referred to Com. on APPR.

**Is Fiscal:** Y

**Location:** 4/5/2021-A. APPR.

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

**Summary:** Current law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Current law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system, as specified. Current law repeals these provisions on January 1, 2024, or one year from the date that the Department of Transportation posts on its internet website that the provisions described below related to construction inspection services for these projects have been held by a court to be invalid. This bill would delete the January 1, 2024, repeal date, thus extending the above provisions indefinitely.

**Notes:**

OCTA - Support

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

**Status:** 12/8/2020-From printer. May be heard in committee January 7.

**Is Fiscal:** N

**Location:** 12/7/2020-A. PRINT

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

**SB 1 (Atkins D) Coastal resources: sea level rise.**

**Last Amend:** 3/23/2021

**Status:** 4/12/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 1.) (April 12). Re-referred to Com. on APPR.

**Is Fiscal:** Y

**Location:** 4/12/2021-S. APPR.

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

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

**SB 5 (Atkins D) Affordable Housing Bond Act of 2022.**

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

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

**Is Fiscal:** Y

**Location:** 3/18/2021-S. HOUSING

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

**Summary:** Would enact the Affordable Housing Bond Act of 2022, which, if adopted, would authorize the issuance of bonds in the amount of \$6,500,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to fund affordable rental housing and homeownership programs. The bill would state the intent of the Legislature to determine the allocation of those funds to specific programs. This bill would provide for submission of the bond act to the voters at the November 8, 2022, statewide general election in accordance with specified law.

**Notes:** OCCOG - Watch

**SB 6**

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

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

**Status:** 4/12/2021-From committee with author's amendments. Read second time and amended. Re-referred to Com. on HOUSING.

**Is Fiscal:** Y

**Location:** 3/11/2021-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 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

**SB 7**

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

**Last Amend:** 2/18/2021

**Status:** 4/8/2021-Referred to Com. on NAT. RES.

**Is Fiscal:** Y

**Location:** 4/8/2021-A. NAT. RES.

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

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

**Notes:**

OCCOG - Support

**SB 8**

**(Skinner D) Housing Crisis Act of 2019.**

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

**Status:** 4/6/2021-Set for hearing April 29.

**Is Fiscal:** Y

**Location:** 3/25/2021-S. HOUSING

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

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

**Notes:**

OCCOG - Watch  
 BIA - Support

**SB 9**

**(Atkins D) Housing development: approvals.**

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

**Status:** 4/6/2021-Set for hearing April 15.

**Is Fiscal:** Y

**Location:** 1/28/2021-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 provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. This bill, among other things, would require a proposed housing development containing no more than 2 residential units within a single-family residential zone to be considered ministerially, without discretionary review or hearing, if the proposed housing development meets certain requirements, including, but not limited to, that the proposed housing development would not require demolition or alteration of housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income, that the proposed housing development does not allow for the demolition of more than 25% of the existing exterior structural walls, except as provided, and that the development is not located within a historic district, is not included on the State Historic Resources Inventory, or is not within a site that is legally designated or listed as a city or county landmark or historic property or district.

**Notes:** OCCOG - Oppose  
 ACCOC - Oppose  
 League of California Cities - Oppose Unless Amended

**SB 10**

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

**Last Amend:** 4/13/2021

**Status:** 4/13/2021-Set for hearing April 22. From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.

**Is Fiscal:** Y

**Location:** 3/18/2021-S. GOV. & F.

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

**Summary:** Would, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to adopt an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site, as those terms are defined. In this regard, the bill would require the Department of Housing and Community Development, in consultation with the Office of Planning and Research, to determine jobs-rich areas and publish a map of those areas every 5 years, commencing January 1, 2023, based on specified criteria. The bill would specify that an ordinance adopted under these provisions, and any resolution to amend the jurisdiction's General Plan, ordinance, or other local regulation adopted to be consistent with that ordinance, is not a project for purposes of the California Environmental Quality Act.

**Notes:**  
 OCCOG - Oppose Unless Amended  
 ACCOC - Watch

**SB 12**

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

**Status:** 4/6/2021-Set for hearing April 29.

**Is Fiscal:** Y

**Location:** 3/25/2021-S. HOUSING

Desk	Policy	Fiscal	Floor	Desk	Policy	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:**  
 BIA - Oppose

**SB 15**

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

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

**Status:** 4/5/2021-April 5 hearing: Placed on APPR suspense file.

**Is Fiscal:** Y

**Location:** 4/5/2021-S. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	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 annual Budget Act or other statute, 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

**SB 32**

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

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

**Status:** 4/8/2021-From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.

**Is Fiscal:** Y

**Location:** 1/28/2021-S. GOV. & F.

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

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

**SB 44**

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

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

**Status:** 4/5/2021-From committee with author's amendments. Read second time and amended. Re-referred to Com. on JUD.

**Is Fiscal:** Y

**Location:** 3/15/2021-S. JUD.

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

**Summary:** Would establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for an environmental leadership transit project, as defined, proposed by a public or private entity or its affiliates. The bill would require the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project. The bill would require the environmental leadership transit project to meet certain labor requirements.

**SB 45**

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

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

**Status:** 4/8/2021-From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.

**Is Fiscal:** Y

**Location:** 3/16/2021-S. GOV. & F.

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

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

**SB 46**

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

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

**Status:** 3/18/2021-Re-referred to Coms. on G.O., L., P.E. & R., and E.Q. 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:** 3/18/2021-S. G.O.

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

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

**SB 55**

**(Stern D) Very high fire hazard severity zone: state responsibility area: development prohibition: supplemental height and density bonuses.**

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

**Status:** 4/9/2021-Set for hearing April 15.

**Is Fiscal:** Y

**Location:** 3/3/2021-S. GOV. & F.

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

**Summary:** Would, in furtherance of specified state housing production, sustainability communities strategies, greenhouse gas reduction, and wildfire mitigation goals, prohibit the creation or approval of a new development, as defined, in a very high fire hazard severity zone or a state responsibility area unless there is substantial evidence that the local agency has adopted a comprehensive, necessary, and appropriate wildfire prevention and community hardening strategy to mitigate significant risks of loss, injury, or death, as specified. By imposing new duties on local governments with respect to the approval of new developments in very high fire hazard severity zones and state responsibility areas, this bill would impose a state-mandated local program.

**Notes:**

OCBC - Oppose

BIA - Oppose

**SB 83**

**(Allen D) California Infrastructure and Economic Development Bank: Sea Level Rise Revolving Loan Program.**

**Status:** 4/7/2021-April 15 hearing postponed by committee.

**Is Fiscal:** Y

**Location:** 3/16/2021-S. GOV. & F.

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

**Summary:** Would create the Sea Level Rise Revolving Loan Program within the I-Bank to provide low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property. The bill would require the California Coastal Commission, before January 1, 2023, in consultation with the California Coastal Commission, the State Lands Commission, and any other applicable state, federal, and local entities with relevant jurisdiction and expertise, to determine criteria and guidelines for the identification of vulnerable coastal properties eligible for participation in the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program if the local jurisdiction develops and submits to the bank a vulnerable coastal property plan.

**SB 214**

**(Bates R) Neighborhood electric vehicles: County of Orange: Ranch Plan Planned Community.**

**Status:** 4/13/2021-From committee: Do pass and re-refer to Com. on APPR with recommendation: To consent calendar. (Ayes 16. Noes 0.) (April 13). Re-referred to Com. on APPR.

**Is Fiscal:** Y

**Location:** 4/13/2021-S. APPR.

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

**Summary:** Current law, until January 1, 2022, authorizes the County of Orange to establish a neighborhood electric vehicle (NEV) transportation plan for the Ranch Plan Planned Community in that county. Current law requires the plan to include specified elements, including provisions relating to parking, charging, NEV only lanes, and shared use with conventional vehicle lanes. Current law makes operating a NEV in violation of certain provisions an infraction. This bill would repeal the January 1, 2022, sunset date, thereby indefinitely extending the County of Orange’s authority to establish a NEV transportation plan for the Ranch Plan Planned Community.

**Notes:**

OCBC - Support

**[SB 261](#)**

**(Allen D) Regional transportation plans: sustainable communities strategies.**

**Status:** 3/16/2021-From committee: Do pass and re-refer to Com. on TRANS. (Ayes 5. Noes 2.) (March 15). Re-referred to Com. on TRANS.

**Is Fiscal:** Y

**Location:** 3/15/2021-S. TRANS.

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

**Summary:** current law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires that each regional transportation plan include a sustainable communities strategy developed to achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035 established by the State Air Resources Board. This bill would require that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the board. The bill would make various conforming changes to integrate those additional targets into regional transportation plans.

**Notes:** OCCOG - Oppose Unless Amended

SCAG - Oppose Unless Amended

OCTA - Oppose Unless Amended

OCBC - Oppose

CALCOG - Oppose

BIA - Oppose

**[SB 290](#)**

**(Skinner D) Density Bonus Law: qualifications for incentives or concessions: student housing for lower income students: moderate-income persons and families: local government constraints.**

**Status:** 4/6/2021-Set for hearing April 15.

**Is Fiscal:** Y

**Location:** 3/18/2021-S. GOV. & F.

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

**Summary:** Current law requires the amount of a density bonus and the number of incentives or concessions a qualifying developer receives to be pursuant to a certain formula based on the total number of units in the housing development, as specified. This bill would require a unit designated to satisfy the inclusionary zoning requirements of a city or county to be included in the total number of units on which a density bonus and the number of incentives or concessions are based. The bill would require a city or county to grant one incentive or concession for a student housing development project that will include at least 20% of the total units for lower income students.

**[SB 339](#)**

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

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

**Status:** 4/13/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 4.) (April 13). Re-referred to Com. on APPR.

**Is Fiscal:** Y

**Location:** 4/13/2021-S. APPR.

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

**Summary:** Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue

collection as an alternative to the gas tax system. Current law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Current law repeals these provisions on January 1, 2023. This bill would extend the operation of these provisions until January 1, 2027.

**Notes:**

OCTA - Recommending Support to Legislative Committee on 4/15  
CALCOG - Support

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

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

**Status:** 4/12/2021-From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 5. Noes 0.) (April 12). Re-referred to Com. on GOV. & F.

**Is Fiscal:** N

**Location:** 4/12/2021-S. GOV. & F.

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

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

**[SB 471](#) (Hueso D) The Racial and Economic Equity Bond Act of 2021.**

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

**Status:** 4/5/2021-April 5 set for first hearing canceled at the request of author.

**Is Fiscal:** Y

**Location:** 3/18/2021-S. B., P. & E.D.

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

**Summary:** Would enact the Racial and Economic Equity Bond Act of 2021, which, if approved by the voters, would authorize the issuance of an unspecified amount of bonds, pursuant to the State General Obligation Bond Law. The bill would require that the proceeds of bonds issued and sold under these provisions be allocated for specified purposes, including, among others, comprehensive workforce development opportunities to participants in underresourced communities, including education, training, certifications, or placement services for jobs and careers and improving public health outcomes for historically underresourced communities. The bill would authorize the use of up to 5% of the funds allocated to an eligible applicant under the bill's provisions to pay administrative costs. The bill would provide for the submission of the bond act to the voters at the next statewide general election.

**[SB 475](#) (Cortese D) Transportation planning: sustainable communities strategies.**

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

**Status:** 4/8/2021-Set for hearing April 26.

**Is Fiscal:** Y

**Location:** 3/18/2021-S. E.Q.

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

**Summary:** Would require the State Air Resources Board, on or before June 30, 2023, and in coordination with the California Transportation Commission and the Department of Housing and Community Development, to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at least every 4 years. The bill would delete the provisions related to the Regional Targets Advisory Committee and instead require the State Air Resources Board to appoint, on or before January 31, 2022, the State-Regional Collaborative for Climate, Equity, and Resilience, consisting of representatives of various entities. The bill would require the State-Regional Collaborative for Climate, Equity, and Resilience to develop a quantitative tool for metropolitan planning organizations to use to evaluate a transportation plan's consistency with long-range greenhouse gas emission reduction targets and recommend guidelines for metropolitan planning organizations to use when crafting long-range strategies that integrate state goals related to climate resilience and social equity.

**[SB 477](#) (Wiener D) General plan: annual report.**

**Status:** 4/5/2021-April 5 hearing: Placed on APPR suspense file.



**Is Fiscal:** Y

**Location:** 4/5/2021-S. APPR. SUSPENSE FILE

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. That law requires the planning agency of a city or county to provide, by April 1 of each year, an annual report to, among other entities, the Department of Housing and Community Development that includes, among other specified information, the number of applications submitted, the location and total number of developments approved, the number of building permits issued, and the number of units constructed pursuant to a specific streamlined, ministerial approval process. This bill would, commencing January 1, 2023, require a planning agency to include in that annual report specified information on costs, standards, and applications for proposed housing development projects and specified information on housing development projects within the jurisdiction.

**SB 478 (Wiener D) Planning and Zoning Law: housing development projects.**

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

**Status:** 4/12/2021-Read second time and amended. Re-referred to Com. on HOUSING.

**Is Fiscal:** Y

**Location:** 4/8/2021-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 requires the Department of Housing and Community Development to notify the city, county, or city and county, and authorizes the department to notify the Attorney General, that the city, county, or city and county is in violation of state law if the department finds that the housing element or an amendment to that element, or any specified action or failure to act, does not substantially comply with the law as it pertains to housing elements or that any local government has taken an action in violation of certain housing laws. Would prohibit a local agency, as defined, from imposing a floor-to-area ratio standard that is less than 1.0 on a housing development project that consists of 3 to 7 units, or less than 1.25 on a housing development project that consists of 8 to 10 units. The bill would prohibit a local agency from imposing a lot coverage requirement that would preclude a housing development project from achieving the floor-to-area ratios described above.

**SB 499 (Leyva D) General plan: land use element: uses adversely impacting health outcomes.**

**Status:** 3/25/2021-April 8 set for first hearing canceled at the request of author.

**Is Fiscal:** Y

**Location:** 2/25/2021-S. GOV. & F.

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

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

**Notes:**

OCBC - Oppose

**SB 581 (Atkins D) General plan.**

**Status:** 4/6/2021-Set for hearing April 15.

**Is Fiscal:** Y

**Location:** 3/3/2021-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, 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 582**

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

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

**Status:** 4/12/2021-From committee: Do pass and re-refer to Com. on N.R. & W. (Ayes 5. Noes 2.) (April 12). Re-referred to Com. on N.R. & W.

**Is Fiscal:** Y

**Location:** 4/12/2021-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 Air Resources Board to ensure that statewide greenhouse gas emissions are reduced to at least 80% below the 1990 level by 2030. The bill would adopt a state policy to lead a global effort to restore oceanic and atmospheric concentrations of greenhouse gas emissions to preindustrial levels as soon as possible to secure a safe climate for all, and to restore community health and reverse the impacts from the damage and injustice climate change is causing to the people, the economy, and the environment of California.

**Notes:**

OCBC - Oppose

**SB 621**

**(Eggman D) Conversion of motels and hotels: streamlining.**

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

**Status:** 4/5/2021-From committee with author's amendments. Read second time and amended. Re-referred to Com. on HOUSING.

**Is Fiscal:** Y

**Location:** 3/4/2021-S. HOUSING

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

**Summary:** Would authorize a development proponent to submit an application for a development for the complete conversion, as defined, of a structure with a certificate of occupancy as a motel or hotel into multifamily housing units to be subject to a streamlined, ministerial approval process, provided that development proponent reserves 10% of the proposed housing units for lower income households, unless a local government has affordability requirements that exceed these requirements. The bill would require the structure proposed to be converted be vacant for at least 6 months prior to the submission of the application, except as provided. The bill would require the development proponent to comply with specified requirements regarding the payment of prevailing rate or per diem wages for construction work related to the part of the development that is a public work and the use of a skilled and trained workforce on the development, except as provided.

**SB 623**

**(Newman D) Electronic toll and transit fare collection systems.**

**Status:** 4/13/2021-From committee: Do pass and re-refer to Com. on JUD. (Ayes 15. Noes 0.) (April 13). Re-referred to Com. on JUD.

**Is Fiscal:** Y

**Location:** 4/13/2021-S. JUD.

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

**Summary:** Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would authorize those operators to provide instead only the information specified in functional specifications and standards adopted by the department and operators of toll facilities in this state on federal-aid highways for purposes of interstate interoperability.

**Notes:**

OCTA - Support  
OCBC - Support  
TCA - Support  
SCAG - Support

**SB 640**

**(Becker D) Transportation financing: jointly proposed projects.**

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

**Status:** 4/13/2021-From committee: Do pass and re-refer to Com. on APPR with recommendation: To consent calendar. (Ayes 16. Noes 0.) (April 13). Re-referred to Com. on APPR.

**Is Fiscal:** Y

**Location:** 4/13/2021-S. APPR.

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

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

**Notes:**

League of California Cities - Support

**[SB 649](#) (Cortese D) Local governments: affordable housing: local tenant preference.**

**Status:** 3/16/2021-Set for hearing April 15.

**Is Fiscal:** N

**Location:** 3/3/2021-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 requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Current law provides for various incentives intended to facilitate and expedite the construction of affordable housing. This bill would establish a state policy supporting local tenant preferences for lower income households, as defined, that are subject to displacement risk, and, further, permits 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.

**[SB 671](#) (Gonzalez D) Transportation: Clean Freight Corridor Efficiency Assessment.**

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

**Status:** 4/13/2021-From committee: Do pass and re-refer to Com. on E.Q. (Ayes 15. Noes 0.) (April 13). Re-referred to Com. on E.Q.

**Is Fiscal:** Y

**Location:** 4/13/2021-S. E.Q.

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

**Summary:** Would establish the Clean Freight Corridor Efficiency Assessment, to be developed by the California Transportation Commission, in coordination with other state agencies. In developing the assessment, the bill would require the commission to identify freight corridors, or segments of corridors, throughout the state that would be priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles. The bill would require the commission to submit a report containing the assessment's findings and recommendations to certain committees of the Legislature by December 31, 2023. The bill would require the assessment's findings and recommendations to be incorporated into the development of the California Transportation Plan.

**[SB 726](#) (Gonzalez D) Alternative fuel and vehicle technologies: transportation sustainability strategy.**

**Last Amend:** 4/13/2021

**Status:** 4/13/2021-Read second time and amended. Re-referred to Com. on TRANS.

**Is Fiscal:** Y

**Location:** 4/12/2021-S. TRANS.

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

**Summary:** Would require the State Air Resources Board and the State Energy Resources Conservation and Development Commission, in coordination with specified state agencies, to jointly develop a comprehensive transportation sustainability strategy. The bill would require the strategy to be adopted by state agencies identified in the strategy. The bill would require, as part of the 2022 update of the scoping plan, the state board to set a greenhouse gas emissions reduction target for the whole transportation sector. The bill would require the Governor to identify and appoint one key lead agency to steer the coordination of zero-emission vehicle deployment across state agencies and to implement the zero-emission vehicle component of the strategy developed by the state board and commission.

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

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

**Status:** 3/26/2021-Set for hearing April 29.

**Is Fiscal:** Y

**Location:** 3/18/2021-S. HOUSING

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

**SB 760**

**(Bates R) State highways: State Route 241: reduction.**

**Status:** 3/3/2021-Referred to Com. on TRANS.

**Is Fiscal:** Y

**Location:** 3/3/2021-S. TRANS.

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

**Summary:** Current law establishes the state highway system throughout the state and designates State Route 241 from State Route 5 south of the City of San Clemente to State Route 91 in the City of Anaheim. This bill would delete from the state highway system the portion of State Route 241 from State Route 5 south of the City of San Clemente to Oso Parkway east of the City of Mission Viejo.

**Notes:**

OCBC - Oppose

TCA Oppose Unless Amended

**SB 765**

**(Stern D) Accessory dwelling units: setbacks.**

**Status:** 4/6/2021-Set for hearing April 15.

**Is Fiscal:** Y

**Location:** 3/3/2021-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, among other things, provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. Current law prohibits a local agency's accessory dwelling unit ordinance from imposing a setback requirement of more than 4 feet from the side and rear lot lines for an accessory dwelling unit that is not converted from an existing structure or a new structure constructed in the same location and to the same dimensions as an existing structure. This bill would remove the above-described prohibition on a local agency's accessory dwelling unit ordinance, and would instead provide that the rear and side yard setback requirements for accessory dwelling units may be set by the local agency. The bill would authorize an accessory dwelling unit applicant to submit a request to the local agency for an alternative rear and side yard setback requirement if the local agency's setback requirements make the building of the accessory dwelling unit infeasible.

**Notes:** OCCOG - Support

League of California Cities - Support

**SB 778**

**(Becker D) Planning and zoning: accessory dwelling units: mixed-use or multifamily structures.**

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

**Status:** 4/9/2021-Set for hearing April 15.

**Is Fiscal:** Y

**Location:** 3/18/2021-S. GOV. & F.

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

**Summary:** The Planning and Zoning Law, among other things, provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. Current law requires a local agency to

ministerially approve an application for a building permit within a residential or mixed-use zone to create multiple accessory dwelling units within the portions of an existing multifamily dwelling structure that are not used as livable space, if each unit complies with state building standards for dwellings. Current law requires a local agency to allow at least one accessory dwelling unit within an existing multifamily dwelling structure and up to 25% of the existing multifamily dwelling units. This bill would, until January 1 2025, would specify that a local agency is required to allow an accessory dwelling unit under these provisions within an existing mixed-use or multifamily structure, and that the accessory dwelling unit may be constructed within portions of the structure used for commercial space, industrial space, retail space, or other vacant space if each unit complies with state building standards for dwellings.

**SB 809** (Allen D) **Multijurisdictional regional agreements: housing element.**

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

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

**Is Fiscal:** Y

**Location:** 3/18/2021-S. HOUSING

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

**Summary:** Would authorize a city or county to satisfy part of its requirement to identify zones suitable for residential development by adopting and implementing a multijurisdictional regional agreement. The bill would require the multijurisdictional regional agreement to clearly establish the jurisdiction that is contributing suitable land for residential development and the jurisdiction or jurisdictions that are contributing funding for that development. The bill would require that a multijurisdictional regional agreement be between 2 or more cities or counties that are located within the same county or within adjacent counties. This bill would require a jurisdiction that is a party to a multijurisdictional regional agreement under these provisions to provide specified information in its housing element, including how the multijurisdictional regional agreement will satisfy the jurisdiction’s housing need for a designated income level.

**SCA 2** (Allen D) **Public housing projects.**

**Status:** 4/7/2021-Referred to Coms. on HOUSING, E. & C.A., and APPR.

**Is Fiscal:** N

**Location:** 4/7/2021-S. HOUSING

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.

**Total Measures: 112**  
**Total Tracking Forms: 112**



## AGENDA ITEM #4

## RTP/SCS SUB DELEGATION

### SUBJECT

Review of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Sub-regional Sustainable Communities Strategy Process

### SUMMARY

At the April 1, 2021 Southern California Association of Governments (SCAG) Community, Economic, and Human Development (CEHD) Policy Committee meeting, SCAG staff introduced the preliminary schedule for the 2024 RTP/SCS Cycle. This report includes a historic review of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and sub-regional Sustainable Communities Strategy (SCS) process.

### BACKGROUND

In 2008, California State Senate Bill 375 (SB 375) was enacted to reduce greenhouse gas emissions (GHG) from automobiles and light duty trucks through integrated transportation, land use, housing, and environmental planning. To achieve the goal of reduced greenhouse gas emissions, SB 375 requires Metropolitan Planning Organizations (MPOs) throughout the state to include a new element in their Regional Transportation Plan (RTP) called the Sustainable Communities Strategy (SCS).

SB 375 further authorizes the California Air Resources Board (ARB) to establish for each MPO in California, the greenhouse gas emissions reductions target that the MPOs Sustainable Communities Strategy should achieve for Year 2035.

The Southern California Association of Governments (SCAG) is the MPO encompassing the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG is responsible for preparing the RTP for the region with input from each of the counties and the county transportation commissions. SCAG is also responsible for developing the Sustainable Communities Strategy for the SCAG region, known as the SCAG Regional SCS. Further, in the SCAG region only, SB 375 allows for a sub-regional



council of governments and county transportation commission to work together to prepare a sub-regional SCS.

For the SCAG 2012 RTP/SCS, two of the sixteen SCAG sub-regions, the Orange County Council of Governments (OCCOG) and the Gateway Cities Council of Governments, agreed to accept delegation to develop a sub-regional SCS in 2010. OCCOG had federal grant monies available that covered the cost of the OC SCS, and staff provided by OCTA to support the procurement of consultant services and to support the preparation of the SCS. Gateway COG assessed their member agencies fees to cover the costs of the Gateway COG SCS. Both efforts were approximately \$600,000.

The primary reason that OCCOG agreed to accept delegation to develop a sub-regional SCS was to maintain local control over the Orange County land use and growth forecast assumptions that would be integrated into SCAG's Regional SCS. As directed by SCAG's framework for accepting sub-regional delegation, the OC SCS was incorporated into the Regional SCS as submitted, with no charges from SCAG. Most importantly, Orange County's growth projections at the smaller geography of Traffic Analysis Zone (TAZ) level, and Orange County's local programs and local projects were included in the OC SCS without any modifications. In addition, OCCOG had grant money to pay for its SCS and SCAG agreed to indemnify OCCOG in the case of litigation.

The OC SCS was a collaborative effort between the OCCOG, OCTA, and multiple other partners. These partners included city agencies, the County of Orange, County special districts, the Center for Demographic Research (CDR) at California State University, Fullerton, the California Department of Transportation (Caltrans), Transportation Corridor Agencies (TCA), and many community organizations and members of the public. The OC SCS received great reviews and feedback and showcased what Orange County is currently doing in terms of sustainable planning.

For the SCAG 2016 and 2020 RTP/SCS, no sub-region accepted delegation to develop a sub-regional SCS, primarily due to the fact that the 2016 and 2020 Framework and Guidelines were modified to explicitly state that Traffic Analysis Zone level growth projections would not be protected, regardless of delegation. In addition, SCAG did not agree to indemnify sub-regions.



### NEXT STEPS

SCAG staff has not indicated the specific timeline for the development of the 2024 RTP/SCS Sub-regional Delegation Framework and Guidelines, but has indicated that it may be completed in summer 2021. The OCCOG Technical Advisory Committee will continue to coordinate with the OCCOG Executive Director to ensure that SCAG staff provides the 2024 RTP/SCS Framework and Guidelines in a timely manner to ensure the OCCOG has adequate time to make an informed decision on sub-regional delegation.

OCCOG technical staff does not believe SCAG will be willing to make any changes to the Framework and Guidelines.

### ATTACHMENTS

- A. Staff report and attachments from April 27, 2017, OCCOG Regular Board Meeting.

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## ORANGE COUNTY

## COUNCIL OF GOVERNMENTS

April 27, 2017

**Subject:** **Action Required Regarding the 2020 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) and the Potential Delegation to Develop an Orange County Sub-regional Sustainable Communities Strategy**

**Summary:** The Southern California Association of Governments (SCAG) has completed the revisions to the Sub-regional Sustainable Communities Strategy Framework and Guidelines (Draft 2020 Framework and Guidelines) for use in developing the 2020 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS). On April 5, 2017, the SCAG Regional Council approved the 2020 Framework and Guidelines. Per the 2020 Framework and Guidelines, a sub-region must notify SCAG by April 28, 2017 if they intend to exercise their option to develop their own sub-regional SCS. The issue of sub-regional SCS delegation was introduced at the OCCOG General Assembly on March 16, 2017 and a final decision on delegation will be made by the OCCOG Board of Directors on April 27, 2017. It is key to note that the 6<sup>th</sup> Regional Housing Needs Assessment (RHNA) will be a part of the 2020 RTP/SCS process.

**Background:** In 2008, California State Senate Bill 375 (SB 375) was enacted to reduce greenhouse gas emissions (GHG) from automobiles and light duty trucks through integrated transportation, land use, housing, and environmental planning. To achieve the goal of reduced greenhouse gas emissions, SB 375 requires Metropolitan Planning Organizations (MPOs) throughout the state to include a new element in their Regional Transportation Plan (RTP) called the Sustainable Communities Strategy (SCS).

SB 375 further authorizes the California Air Resources Board (ARB) to establish for each MPO in California, the greenhouse gas emissions reductions target that the MPOs Sustainable Communities Strategy should achieve for Year 2020 and Year 2035. The California Air Resources Board is in the process of developing the Draft "2017 Climate Change Scoping Plan Update: The Proposed Strategy for Achieving California's 2030 Greenhouse Gas Target". The Draft 2017 Scoping Plan will influence the regional greenhouse gas targets that must be met by the 2020 RTP/SCS. The Draft 2017 Scoping Plan is tentatively scheduled for adoption in June 2017. ARB has indicated the draft regional greenhouse gas reduction targets will likely be proposed in early summer 2017, with final approval in autumn 2017.

The Southern California Association of Governments (SCAG) is the MPO encompassing the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG is responsible for preparing the RTP for the region with input from each of the counties and the county transportation commissions. SCAG is also responsible for developing the Sustainable Communities Strategy for the SCAG region, known as the SCAG Regional SCS. Further, in the SCAG region only, SB 375 allows for a sub-regional council of governments and county transportation commission to work together to prepare a sub-regional SCS.

For the SCAG 2012 RTP/SCS, two of the sixteen SCAG sub-regions, the Orange County Council of Governments (OCCOG) and the Gateway Cities Council of Governments, agreed to accept delegation to develop a sub-regional SCS in 2010. OCCOG had federal grant monies available that covered the cost of the OC SCS, and staff provided by OCTA to support the procurement of consultant services and to support the preparation of the SCS. Gateway COG assessed their member agencies fees to cover the costs of the Gateway COG SCS. Both efforts were approximately \$600,000.

The primary reason that OCCOG agreed to accept delegation to develop a sub-regional SCS was to maintain local control over the Orange County land use and growth forecast assumptions that would be integrated into SCAG's Regional SCS. As directed by SCAG's framework for accepting sub-regional delegation, the OC SCS was incorporated into the Regional SCS as submitted, with no charges from SCAG. Most importantly, Orange County's growth projections at the smaller geography of Traffic Analysis Zone (TAZ) level, and Orange County's local programs and local projects were included in the OC SCS without any modifications. In addition, OCCOG had grant money to pay for its SCS and SCAG agreed to indemnify OCCOG in the case of litigation.

The OC SCS was a collaborative effort between the OCCOG, OCTA, and multiple other partners. These partners included city agencies, the County of Orange, County special districts, the Center for Demographic Research (CDR) at California State University, Fullerton, the California Department of Transportation (Caltrans), Transportation Corridor Agencies (TCA), and many community organizations and members of the public. The OC SCS received great reviews and feedback and showcased what Orange County is currently doing in terms of sustainable planning.

For the SCAG 2016 RTP/SCS, no sub-region accepted delegation to develop a sub-regional SCS, primarily due to the fact that the 2016 Framework and Guidelines were modified to explicitly state that Traffic Analysis Zone level growth projections would not be protected, regardless of delegation. In addition, SCAG did not agree to indemnify sub-regions.

**Analysis:**

*Framework and Guidelines for Sub-regional Delegation*

On April 6, 2017, the SCAG Regional Council (RC) approved for adoption the "Sub-regional Sustainable Communities Strategy Framework and Guidelines" (Framework and Guidelines). The Framework and Guidelines are intended to facilitate the specific sub-regional option to

develop the SCS (and Alternative Planning Strategy or APS if required) as described by SB 375. The Framework and Guidelines for the 2020 RTP/SCS are nearly identical to those developed for the 2016-2040 RTP/SCS.

The OCCOG TAC and the OCCOG Executive Director have been in contact with SCAG staff since the adoption of the 2016-2040 RTP/SCS in April 2016. The OCCOG Executive Director and the OCCOG TAC Chair met with SCAG staff in August 2016 to clarify some issues related to the Framework and Guidelines. SCAG's responses to questions posed by OCCOG and others is included as Attachment A. Furthermore, SCAG Executive Director Hasan Ikhata, attended the February 26, 2017 OCCOG Board of Directors meeting to address any questions and concerns the 2020 Framework and Guidelines and the 2020 RTP/SCS process and timeline. Mr. Ikhata indicated that SCAG has provided ARB with the results of a stress test that indicates what the SCAG region can achieve in terms of greenhouse gas emission reductions beyond the reduction achieved in the 2016 RTP/SCS. Mr. Ikhata concluded that SCAG and the other three major MPOs (Bay Area, Sacramento, and San Diego) have requested that ARB set targets that are achievable, but current discussion at ARB meetings have indicated ARB may increase the targets significantly, by double or more.

#### Major Issues with the 2020 Framework and Guidelines

##### 1) No Protection of Data at the Local (TAZ) Level – Loss of Local Control

2016 SCS Process: According to the Framework and Guidelines for the 2016-2040 SCS, "Growth distributions and land use data for the 2016 RTP/SCS, including incorporated sub-regional SCSs, will be adopted at the jurisdictional level by the SCAG Regional Council...SCAG may develop and incorporate growth and land use assumptions for delegated sub-regions that differ from or go beyond what is submitted by delegated sub-regions. For incorporation in the regional RTP/SCS, SCAG may adjust sub-regionally submitted growth distributions and land use data at the sub-jurisdictional level for a number of reasons, including complying with statutory requirements, ensuring meeting a regional GHG target, or other regional performance objections, specified by the SCAG Regional Council."

2020 SCS Process: According to the Draft 2020 Framework and Guidelines, "In the even that SCAG must alter the location and distribution of population, household, and employment growth for delegated sub-regions at the sub-jurisdictional level, staff will work directly with delegated sub-regions to review any proposed revisions through a collaborative and iterative process. Feedback will be sought to gauge the availability of growth capacity at the local level, and adjustments will be made to the highest extent possible based on input received, with consideration of the goal to fulfill SCAG's regional performance and GHG reduction targets. Delegated sub-regions will need to seek input from local jurisdictions on any potential revisions to sub-jurisdictional growth estimates, and will need to keep communication logs of any and all feedback. Delegated sub-regions,

however, will not be required to revise their SCS to reflect any such revisions.”

Protection of the TAZ-level data, the primary reason for accepting delegation for the 2011 SCS, is not an option allowed by SCAG for the 2016 sub-regional SCS or the 2020 sub-regional SCS.

2) Increased Costs

It is expected that development of a SCS for the 2020 RTP/SCS cycle would exceed the cost of the 2011 Orange County SCS, which was approximately \$600,000. This is due to the substantial changes and required additions to the Framework and Guidelines for a sub-regional SCS. The OCCOG estimates the cost to develop and monitor the implementation of a sub-regional SCS would be double or triple the approximate \$600,000 spent on the 2011 OC SCS.

- a. Increased costs due to new monitoring requirements. SCAG’s stated goal for the 2020 RTP/SCS is monitoring the implementation of the 2012-2035 SCS and the 2016-2040 SCS. According to the Draft 2020 Framework and Guidelines, “sub-regions should track subsequent actions on policies and strategies included in the sub-regional SCS. Monitoring should be focused on policy actions taken or subsequent planning work performed. While sub-regions have substantial discretion within the overall goal of ascertaining progress of adopted plan policies and strategies, reporting should be done at least prior to the end of the 4-year planning period. SCAG staff plans to conduct implementation monitoring for the regions and local jurisdictions.” This means that OCCOG would likely have to provide monitoring throughout the RTP/SCS development period up through at least April 2020.
- b. Increased costs associated with expanded public participation and outreach. During the 2012 and 2016 RTP/SCS development process, many more advocacy groups participated and influenced the development process and policy decisions. These groups have now been made partners at the decision making table at both the regional and sub-regional levels. During the development of the 2011 OC SCS, there was a substantial effort in Orange County to increase public participation. This included expanding the OCCOG Board membership to include four additional non-voting ex-officio members representing interest groups. Following the increased participation at the regional level, an interest expressed at the sub-regional level, it is expected that an even more robust sub-regional public participation effort will need to be developed and implemented. In addition, the Framework and Guidelines specify that delegated sub-regions will need to keep communication logs of any and all feedback received from local jurisdictions and submit these to SCAG.
- c. Increased costs possibly associated with the development of the Regional Housing Needs Assessment (RHNA). Although Senate Bill 375 calls for an integrated process, sub-regions are not automatically required to take on RHNA delegation as described in state law if they prepare a sub-regional SCS.

However, SCAG encourages sub-regions to undertake both processes due to their inherent connections.

- d. Increased costs associated with the development of alternative scenarios. While not required, the Draft 2020 Framework and Guidelines states: “Sub-regions are encouraged to develop a range of scenarios integrating transportation, growth, land use, housing, and environmental planning. Should a sub-region choose to develop alternative scenarios, they should be considered and evaluated using comparative performance information.” This is yet another new element to the Framework and Guidelines for sub-regional SCS development and causes concern on for a number of reasons. First, if a sub-region decides to not develop a range of alternative scenarios, the risk of litigation may be increased. This is based on the fact that one of the three lawsuits against the SCS for the Association of Bay Area Governments (ABAG) was filed on a similar argument. The development of any number of alternative scenarios would substantially increase the cost of the development of a sub-regional SCS. These costs would be in addition to the additional costs outlined above under expanded public participation and outreach.
- e. Increased costs of the unknown. As noted in the previous sub-sections, there are many unknowns remaining in the process. This includes the unknown requirements associated with the monitoring of the implementation of the SCS and the unknown requirements of the performance objectives. There are additional unknowns including the very likely possibility that the California Air Resources Board (ARB) will increase the greenhouse gas targets (GHG) for the SCAG region. It is expected that ARB will release draft targets in summer 2017 with approval of the targets in autumn 2017. In addition, a significant increase in the GHG reduction targets may result in SCAG being unable to meet those revised targets with a SCS. In that event, a sub-region may need to prepare an Alternative Planning Strategy (APS) that would be incorporated into the SCAG Regional APS. According to the Draft 2020 Framework and Guidelines “in the event that the regional SCS does not meet the targets, sub-regions will be involved in the formation of an APS – either through their development of a sub-regional APS or through their participation and contribution in SCAG’s regional APS. SCAG will not require subregions to complete a sub-regional APS; delegated sub-regions opting to complete their own sub-regional APS must first complete a sub-regional SCS. Records of communication between local jurisdictions and delegated sub-regions on the development of a regional or sub-regional APS must also be submitted to SCAG.”

**Next Steps:**

The OCCOG Board of Directors is required to decide on sub-regional delegation at their April 27, 2017 to meet the SCAG deadline for notification on April 28, 2017. SCAG is allowing sub-regions that agree to accept delegation to reconsider the decision after the release of the ARB greenhouse gas emission reduction targets in autumn 2017. OCCOG Board of Directors that represent multiple jurisdictions are encouraged to

meet with their colleagues to discuss the sub-regional delegation decision to ensure that the process is not only transparent, but reflects the wishes of all Orange County Council of Governments member agencies.

Pursuant to SB 375 and the 2020 Framework and Guidelines, the Orange County Transportation Authority (OCTA) would need to be an equal partner in the decision to assume sub-regional delegation. In a letter dated April 6, 2017 and addressed to the OCCOG, OCTA does not plan to pursue sub-regional delegation and will not be taking the discussion to the OCTA Board of Directors. Instead, OCTA is comfortable with SCAG leading the development of the sub-regional information using the process that was successfully utilized for the development of the 2016 RTP/SCS. OCTA is supportive of a path where OCCOG works with SCAG and local partners to assure there is local consensus on Orange County information that is used to prepare the next RTP/SCS. The OCTA letter is included as Attachment B.

Attached is a sample fee structure that would be assessed for all Orange County jurisdictions and OCCOG member agencies. The \$600,000 is the minimum cost using the 2011 OC SCS as the baseline. With the additional requirements stated above, along with the potential litigation expenses, an estimated high end of the range was set at \$2,000,000. Since the ex-officio members of the OCCOG Board are non-due paying members, they would not be assessed a fee for sub-regional SCS development.

In the event, the majority of the OCCOG Board of Directors votes in the affirmative to accept sub-regional delegation, each OCCOG member agency is bound by the decision of the majority, irrespective of whether one or more object. Each OCCOG member agency would be assessed a fee and would be required to pay the fee. The only way to avoid the assessment would be for the agency or jurisdiction to withdraw their membership from OCCOG. The County of Orange, which is not a member, cannot be compelled to pay the assessment fee, however it should be noted that if sub-regional delegation is assumed, the County of Work would benefit from the actions by the others to take on sub-regional delegation.

Orange County has fifteen (15) Regional Council members and an addition twelve (12) representatives available for Orange County representation on the three SCAG Policy Committees (Transportation Committee, Energy and Environment Committee, and the Community, Economic and Human Development Committee). In the event the OCCOG Board of Directors votes not to accept sub-regional delegation, Orange County must remain diligent and continue to represent the best interests of the Orange County jurisdictions and OCCOG member agencies.

**Attachments:**

- A. Red Line Version of the Draft 2020 Framework and Guidelines for Sub-Regional Sustainable Communities Strategy (including all OCCOG questions and SCAG responses)
- B. April 6, 2017 Orange County Transportation Authority Letter Regarding Sub-Regional Delegation

C. Draft Sample Fee Structure

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### **Sub-regional Delegation of Preparation of Sustainable Communities Strategy (SCS)**

**What is it:** SB 375 mandates that MPO's produce a Sustainable Community Strategy (SCS) every 4 years, as part of the Regional Transportation Plan (RTP). SB 375 allows sub-regional planning agencies like OCCOG to prepare the sub-region's SCS. This means that OCCOG would prepare the content of the County's SCS, a significant planning effort, and submit to SCAG for inclusion as our portion of the region's 2020 RTP/SCS.

**Overview:** OCCOG prepared the 2012 SCS for Orange County. All Orange County data was included in the final SCAG-submitted RTP/SCS intact. In the 2016 RTP/SCS cycle, OCCOG did not take delegation and instead convened a technical working group of member jurisdictions and stakeholders. Unlike 2012 cycle, data was not guaranteed to be protected. OCCOG and Center for Demographic Research (CDR) worked very closely with SCAG staff to ensure all County data was accurate and complete. In both cases, we used data provided by our local jurisdictions and prepared by CDR.

**Background:** In the 2012 RTP/SCS cycle OCCOG was one of two (out of 16) sub-regional planning agencies that took delegation of the preparation of our SCS. The cost was approximately \$600,000 to prepare the sub-region's SCS. At that time, OCCOG had funds from an FTA grant that were used to provide consultant support. OCTA staffed the OCCOG providing both Executive Director and administrative/procurement support. SCAG committed to protecting the data submitted by sub-regions, meaning that our data would not be modified even if SCAG did not attain the CARB-set GHG reduction targets; modifications would come from other parts of the region.

In the 2016 cycle, SCAG made changes to its Framework and Guidelines for sub-regions wishing to take delegation of SCS preparation. Data could no longer be guaranteed to be protected. Sub-regions would not be indemnified against legal challenges to a sub-regional SCS. Additional monitoring requirements were added. In addition, by the 2016 RTP/SCS the OCTA was no longer supporting the OCCOG in terms of staffing.

The OCCOG now operates with a part time contract Executive Director and limited administrative support from a contract clerk of the board, treasurer and counsel. Significant consultant support services would be required to prepare the sub-region's SCS. Funding from the FTA grant was allocated to preparing the Complete Street Handbook and Funding Toolkit in lieu of taking delegation in the 2016 cycle. These new planning tools help OCCOG member jurisdictions comply with State legislation mandating that General Plan updates include complete streets elements. FTA grant funds have now been fully expended, no current grant funding is available.

**The choice now:** Shall the OCCOG prepare a sub-regional SCS for the 2020 cycle, or shall the OCCOG act as a convener of local jurisdictions and stakeholders, and a watchdog for County data included in the SCAG-led RTP/SCS process, as was done in the 2016 cycle? Preparation of a SCS is anticipated to cost the OCCOG between \$600,000 and \$2,000,000 and would require a special assessment to be apportioned to jurisdictions on a basis similar to that used for OCCOG and CDR dues. The potential costs for each jurisdiction are included on the back of this handout. The OCCOG Board of Directors will be making the decision at our April 27<sup>th</sup> Board meeting, just ahead of the deadline to notify SCAG on April 28 of our intention. At this time no other sub-regions are contemplating taking delegation.



Draft updated December 12, 2016  
Preliminary version—subject to update based on  
feedback from stakeholders and legal review  
Proposed for RC adoption – March 2, 2017

Southern California Association of Governments (SCAG)  
*Revised for use in developing the 2020 Regional Transportation Plan/Sustainable  
Communities Strategy (2020 RTP/SCS)*

**SUBREGIONAL SUSTAINABLE COMMUNITIES  
STRATEGY FRAMEWORK AND GUIDELINES**

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## I. INTRODUCTION

Codified in 2009, California’s Sustainable Communities and Climate Protection Act (referred to as “SB 375”), calls for the integration of transportation, land use, and housing planning, and also establishes the reduction of greenhouse gas (GHG) emissions as part of the regional planning process. SCAG, working with the individual County Transportation Commissions (CTCs) and the subregions within the SCAG region, is responsible for complying with SB 375 in the Southern California region. The success in this endeavor is dependent on the collaboration of SCAG with a range of public and private partners throughout the region.

Briefly summarized here, SB 375 requires SCAG as the Metropolitan Planning Organization (MPO) to:

- Submit to the State every four years, a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP). The SCS will meet a State-determined regional GHG emission reduction target, if it is feasible to do so.
- Prepare an Alternative Planning Strategy (APS) that is not part of the RTP if the SCS is unable to meet the regional GHG emission reduction target.
- Integrate SCAG planning processes, in particular assuring that the Regional Housing Needs Assessment (RHNA) is consistent with the SCS, at the jurisdictional level.
- Specific to SCAG only, allow for subregional SCS/APS development.
- Develop a public participation process involving all required stakeholders.

Unique to the SCAG region, SB 375 provides that “a subregional council of governments and the county transportation commission may work together to propose the sustainable communities strategy and an alternative planning strategy, if one is prepared pursuant to subparagraph (H), for that sub- regional area.” Govt. Code §65080(b)(2)(D). In addition, SB 375 provides that SCAG “may adopt a framework for a subregional SCS or a subregional APS to address the intraregional land use, transportation, economic, air quality, and climate policy relationships.” *Id.*

Finally, SB 375 requires SCAG to “develop overall guidelines, create public participation plans, ensure coordination, resolve conflicts, make sure that the overall plan complies with applicable legal requirements, and adopt the plan for the region.” *Id.* ~~Note that the Framework and Guidelines herein may be administratively amended subject to changes in applicable federal and/or state planning laws, regulations, and guidance.~~

The intent of this Framework and Guidelines for Subregional Sustainable Communities Strategy (also referred to herein as the “Framework and Guidelines” or the “Subregional Framework and Guidelines”) is to offer the SCAG region’s subregional agencies the highest degree of autonomy, flexibility and responsibility in developing a program and set of implementation strategies for their subregional areas while still achieving the goals of the regional SCS. This will enable the subregional strategies to reflect the issues, concerns, and future vision of the region’s collective jurisdictions with the input of the fullest range of stakeholders. This Framework and Guidelines establishes standards for the subregions’ work in preparing and submitting subregional strategies, while also laying out SCAG’s role in facilitating and supporting the subregional effort with data, tools, and other assistance. Note that the Framework and Guidelines herein may be administratively amended subject to changes in applicable federal and/or state planning

## laws, regulations, and guidance.

The Framework and Guidelines are intended to facilitate the specific subregional option to develop the SCS (and potential APS) as described in SB 375. SCAG supports the fullest possible participation and will work closely with all the subregions equally within the SCAG region (regardless if the subregion accepts subregional SCS delegation or not) to develop the regional SCS.

## II. ELIGIBILITY AND PARTICIPATION

The option to develop a subregional SCS (and APS, as ~~appropriate~~ appropriate) is available to any subregions recognized by SCAG, regardless of whether the organization is formally established as a “subregional council of governments.”

CTCs play an important and necessary role in the development of a subregional SCS. Any subregion that chooses to develop a subregional strategy will need to work closely with the respective CTC in its subregional area in order to identify and integrate transportation projects and policies. Beyond working with CTCs, SCAG encourages partnership efforts in the development of subregional strategies, including partnerships between and among subregions.

**For the 2020 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) cycle, subregional agencies should indicate to SCAG, in writing by Friday, April 28, 2017, if they intend to exercise their option to develop their own subregional SCS (see other major milestones for the 2020 RTP/SCS attached here as Appendix A.)**

Subregions that choose to develop an SCS for their subregional area shall do so in a manner consistent with the most current version of this Framework and Guidelines. The subregion’s decision to prepare the subregional SCS for their area must be communicated through formal action of the subregional agency’s governing board or the agency’s designee. Subsequent to receipt of any subregion’s decision to develop and adopt an SCS, SCAG and the subregion will develop a Memorandum of Understanding (MOU). The final executed version of the MOU shall be consistent with the Framework and Guidelines, and may be amended during the process, if necessary.

## III. FRAMEWORK

The Framework portion of this document covers regional objectives and policy considerations, and provides general direction to the subregions in preparing a subregional SCS (and APS, as appropriate if necessary).

### A. SCAG’s Goals

SCAG's goals for complying with SB 375 include:

- Update the 2020 RTP/SCS with an emphasis on documenting the region’s

progress in implementing the strategies and actions described in the 2016-2040 SCS.

- Achieve the regional GHG emission reduction targets for 2030 and 2035<sup>1</sup> for cars and light trucks as determined by the California Resources Board (ARB) through an SCS.
- Fully integrate SCAG’s planning processes for transportation, growth, intergovernmental review, land use, housing, and the environment.
- Seek areas of cooperation that go beyond the procedural statutory requirements, but that also result in regional plans and strategies that achieve co-benefits.
- Build trust by providing an interactive, participatory and collaborative process for all stakeholders. Provide, in particular, for the robust participation of local jurisdictions, subregions and CTCs in the development of the SCAG regional SCS and implementation of the subregional provisions of the law.
- Assure that the SCS adopted by SCAG and submitted to ARB is a reflection of the region’s collective growth strategy and the shared vision for the future.
- Demonstrate continued reasonable progress in implementing the [2016 RTP/SCS](#)<sup>previous</sup> RTP/SCS.
- Develop strategies that incorporate and are respectful of local and subregional priorities, plans, and projects.

## B. Flexibility, Targets and Adoption

Subregions may develop an appropriate strategy to address the region’s greenhouse gas reduction goals and the intent of SB 375. Subregions may employ any combination of land use policy change, transportation policy, and transportation investment, within the specific parameters described in the Guidelines.

SCAG will not issue subregional GHG or any other subregional performance targets.

Growth distribution and land use data for the 2020 RTP/SCS, including incorporated sub-regional SCSs, will be adopted at the jurisdictional level by the SCAG Regional Council.

## C. Outreach Effort and Principles

In preparing a subregional SCS, subregions are required to conduct an open and participatory process that allows for [public and](#) stakeholder input. A more detailed discussion on outreach effort and principles can be found in Section IV.A(3).

## D. Communication and Coordination

Subregions developing their own SCS are strongly encouraged to maintain regular communication with SCAG staff, the respective CTC, their jurisdictions and other stakeholders, and other subregions if necessary, to review issues as they arise and to assure close coordination. Mechanisms for ongoing communication should be established in the early phases of strategy development.

## E. Planning Concepts

<sup>1</sup> SB32 requirements and other years which may be determined by ARB through the GHG target updating process.

SCAG, its subregions, and member cities have established a successful track record on a range of land use and transportation planning approaches up through and including planning approaches that are reflected in the 2016-2040 RTP/SCS. The subregional SCS should consider the 2016-2040 RTP/SCS and build off [off from](#) its policies and concepts, including emphases on: (1) compact development, (2) developing transit-oriented, mixed use, walkable and bike-able communities, (3) concentrating on destinations/attractions and vehicle technology in concert with land use, and (4) providing for a mix of housing and jobs, among others. These are further discussed in Section IV.A(1).

## IV. GUIDELINES

These Guidelines describe specific parameters for the subregional SCS/APS effort under SB 375, including process, deliverables, data, documentation, and timelines. As described above, the Guidelines are created to ensure that the SCAG region can successfully incorporate strategies developed by the subregions into the regional SCS, and that the region can comply with its own requirements under SB 375. Failure to proceed in a manner consistent with the Guidelines could result in SCAG not accepting a subregion's submitted strategy.

### A. Subregion Role and Responsibilities

#### (1) Subregional Sustainable Communities Strategy

Subregions that choose to exercise their optional role under SB 375 will develop and adopt a subregional Sustainable Communities Strategy. That strategy must contain all of the required elements, and follow all procedures, as described in SB 375 and outlined below:

- (i) identify the general location of uses, residential densities, and building intensities within the subregion;
- (ii) identify areas within the subregion sufficient to house all the population of the subregion, including all economic segments of the population, over the course of the planning period of the RTP taking into account net migration into the region, population growth, household formation and employment growth;
- (iii) identify a transportation network to service the transportation needs of the subregion;
- (iv) gather and consider the best practically available scientific information regarding resource areas and farmland in the subregion as defined in subdivisions (a) and (b) of Section 65080.01;
- (v) consider the state housing goals specified in Sections 65580 and 65581;
- (vi) set forth a forecasted development pattern for the subregion, 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 ARB; and
- (vii) allow the RTP to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).

[Government Code §65080(b)(2)(B).]

In preparing the subregional SCS, the subregion [and respective CTC](#) should consider

feasible strategies, including local land use policies, transportation infrastructure investment (e.g., transportation projects), and other transportation policies such as Transportation Demand Management (TDM) strategies (which includes pricing), and Transportation System Management (TSM) strategies. Subregions need not constrain land use strategies considered for the SCS to current General Plans. In other words, the adopted strategy need not be fully consistent with local General Plans currently in place. If the land use assumptions included in the final subregional SCS depart from General Plans, it is recommended that subregions include a finding as part of their adoption action (e.g., adopting resolution) that concludes that the land uses are feasible and may be implemented. Technological measures may be included if they can be demonstrated to exceed measures captured in other state and federal requirements (e.g., AB 32).

Subregions are encouraged, but not required, to develop a range of scenarios integrating transportation, growth, land use, housing, and environmental planning. Should a sub-region choose to develop alternative scenarios, they should be considered and evaluated using comparative performance information. If scenarios are prepared, subregions may choose to work with SCAG for further guidance. Tools that can allow for a process [to develop alternative scenarios](#) similar to that used at the regional level will be provided.

The regional RTP/SCS, of which the SCS is a component, is required to be internally consistent. Therefore, for transportation investments included in a subregional SCS to be valid, they must also be included in the corresponding RTP/SCS. Further, such projects need to be scheduled in the ~~2019 current~~ Federal Transportation Improvement Program (FTIP) for construction completion by the target years in order to demonstrate any benefits as part of the SCS. As such, subregions will need to collaborate with the respective CTC in their area to coordinate the subregional SCS with future transportation investments.

SCAG will accept and incorporate the subregional SCS, unless (a) it does not comply with SB 375, (b) it does not comply with federal law, or (c) it does not comply with SCAG's Subregional Framework and Guidelines. SCAG may adjust subregionally submitted growth distribution and land use data at the sub-jurisdictional level if the compiled regional SCS does not meet GHG targets established by ARB or other performance objectives specified by the Regional Council. More information on this contingency is included below in Section IV.C.(4) "Incorporation/Modification."

The regional SCS, including incorporated subregional SCSs, are subject to a standard public review process as well as the review and adoption by the SCAG Regional Council.

## (2) Subregional Alternative Planning Strategy

~~At this time, SCAG does not intend to prepare a regional APS for the 2020 Plan update. SCAG also does not anticipate that a sub-regional APS scenario will be appropriate for the 2020 Plan update. Nevertheless, SB 375 provides regions and subregions the option to further develop an APS, according to the procedures and requirements described in SB 375, if the combined regional SCS does not meet greenhouse gas emission reduction targets established by ARB. In the event that the regional SCS does not meet the targets, subregions will be involved in the formation of an APS - either through their development of a subregional APS or through their participation and contribution in SCAG's regional APS. SCAG will not require subregions to complete a subregional~~

~~APS; delegated subregions opting to complete their own subregional APS must first complete a subregional SCS. Records of communication Written records reflecting the feedback between local jurisdictions and delegated subregions on the development of a regional or subregional APS must also be submitted to SCAG. If SCAG prepares an APS, SCAG reserves the right to require delegated subregions to prepare an APS in addition to a Sustainable Communities Strategy.~~

Subregions are encouraged to focus their efforts on feasible measures that can be included in an SCS. Any timing or submission requirements for a subregional APS will be determined based on further discussions. In the event that a subregion ~~opts is required~~ to prepare an APS, the content of a subregional APS should be consistent with state requirements (See Government Code §65080(b)(2)(H)), as follows:

- (i) Shall identify the principal impediments to achieving the subregional SCS.
- (ii) May include an alternative development pattern for the subregion pursuant to subparagraphs (B) to (F), inclusive.
- (iii) Shall describe how the alternative planning strategy would contribute to the regional greenhouse gas emission reduction target, and why the development pattern, measures, and policies in the alternative planning strategy are the most practicable choices for the subregion.
- (iv) An alternative development pattern set forth in the APS shall comply with Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations, except to the extent that compliance will prevent achievement of the regional greenhouse gas emission reduction targets approved by the ARB.
- (v) For purposes of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), an APS shall not constitute a land use plan, policy, or regulation, and the inconsistency of a project with an alternative planning strategy shall not be a consideration in determining whether a project may have an environmental effect.

### (3) Subregional SCS Outreach

SCAG will fulfill all of the statutory outreach requirements under SB 375 for the regional SCS/APS, which will include outreach regarding any subregional SCS/APS. SCAG's adopted Public Participation Plan incorporates the outreach requirements of SB 375, integrated with the outreach process for the 2020 RTP/SCS development. See Section IV.C(2) below for more information on SCAG's regional outreach plan.

In preparing a subregional SCS, subregions are strongly encouraged to design and adopt their own outreach processes that mirror the requirements imposed on the region under SB 375. Subregional outreach processes should reinforce the regional goal of full and open participation, and engagement of the broadest possible range of stakeholders.

Subregions that elect to prepare their own SCS are encouraged to present their subregional SCS (and potential APS), in coordination with SCAG, at all meetings, workshops and hearings held by SCAG in their respective counties. Additionally, the subregions are encouraged to either provide SCAG with their mailing lists so that public notices and outreach materials may also be posted and sent out by SCAG; or coordinate with SCAG to distribute notices and outreach materials to the subregions' stakeholders. Additional outreach may be performed by subregions.

#### (4) Subregional SCS Approval

The governing board of the subregional agency and the respective CTC board (at their option) shall approve the subregional SCS prior to submission to SCAG. SCAG recommends that the governing board of the subregion adopt a resolution approving the subregional SCS with a finding that the land use strategies included in the subregional SCS are feasible and based upon consultation with the local jurisdictions in the respective subregion. Subregions should consult with their legal counsel as to compliance with the California Environmental Quality Act (CEQA). In SCAG’s view, the subregional SCS (and potential APS) is not a “project” for the purposes of CEQA; rather, the RTP which will include the regional SCS is the actual “project” which will be reviewed for environmental impacts pursuant to CEQA. As such, the regional SCS, which will include the subregional SCSs, will undergo a thorough CEQA review. Nevertheless, subregions approving subregional SCSs should consider issuing a notice of exemption under CEQA to notify the public of their “no project” determination and/or to invoke the “common sense” exemption pursuant to CEQA Guidelines § 15061(b)(3).

In accordance with SB 375, subregions are strongly encouraged to work in partnership with the CTC in their area. SCAG can facilitate these arrangements if needed.

#### (5) Data Standards

Subregions and jurisdictions are strongly encouraged, but will not be required, to use the Scenario Planning Model (SPM) tool or other tools for developing and evaluating the subregional SCSs and to submit subregional SCSs in SPM, or other compatible, GIS-based, format. This will enable SCAG to better integrate subregional submissions with the regional SCS and will allow subregions to prepare alternative scenarios if they so choose. SCAG will provide the SPM tool, and necessary training, free of charge for subregions and jurisdictions. This service is available at the request of local jurisdictions currently, and will be formally released in fall 2017. See Section IV.CHC(11) “Tools” below for more information on the SPM tool. Growth distribution and land use data for the 2020 RTP/SCS, including incorporated subregional SCSs, will be adopted at the jurisdictional level.

SCAG will distribute data to subregions and local jurisdictions via the region-wide shared vision local review and input process for the 2020 RTP/SCS. More information on shared vision, data, and the local review input process can be found below in Section IV.C(10).

#### (6) Documentation

Subregions are expected to maintain full and complete records related to the development of the subregional SCS, and to use the most recent local general plans and other locally approved planning documents. Subregions should also keep records of all electronic, in-person, and written communication feedback from local jurisdictions related to the development of the socioeconomic estimates and projections for the SCS and, along with the base land use data<sup>2</sup> required for consideration in the

<sup>2</sup> “Base land use data” consists of local general plan land use, zoning, existing land use, planned entitlements, recent



development of the [SCS-subregional SCS \(and APS as appropriate\)](#).

#### (7) Implementation Monitoring

Delegated subregions for the 2020 Plan will be required to provide progress reporting on the implementation of policies included in their subregional SCS. SCAG will, likewise, monitor implementation of the regional SCS. This information will assist SCAG in preparing future plan updates, and is consistent with SCAG's intended approach for developing the 2020 RTP/SCS, which will emphasize progress reporting, monitoring and updating. The intent is for SCAG to ensure that progress and success for our subregions and local jurisdictions are documented and recognized.

To monitor implementation, subregions should track subsequent actions on policies and strategies included in the subregional SCS. Monitoring should be focused on policy actions taken (e.g., General Plan updates) or subsequent planning work performed.

While subregions have substantial discretion within the overall goal of ascertaining progress of adopted plan policies and strategies, reporting should be done at least prior to the end of the 4-year planning period. SCAG staff plans to conduct implementation monitoring for the region, including a local implementation survey, and will lead the effort for any data-intensive exercise and technical analysis, with assistance from subregions and local jurisdictions.

Further guidance on implementation monitoring including required format and timing will be developed through further discussion and documented in MOUs with delegated subregions.

#### (8) Timing

An overview schedule of the major milestones of the subregional process and its relationship to the regional 2020 RTP/SCS is attached herein as Appendix A, which may be further delineated or adjusted in MOUs with delegated subregions.

#### (9) Relationship to Regional Housing Needs Assessment and Housing Element

Although SB 375 calls for an integrated process, subregions are not automatically required to take on RHNA delegation as described in state law if they prepare a subregional SCS. However, SCAG encourages subregions to undertake both processes due to their inherent connections.

SB 375 requires that the RHNA allocated housing units be consistent with the development pattern included in the SCS. See Government Code §65584.04(i). [At the regional level](#), population and housing demand ~~ought to must also~~ be proportional to employment growth. The subregional SCS should consider the state housing goals specified in Sections 65580 and 65581, and should describe how these goals are addressed. Subregions that develop and adopt a subregional SCS should also note that the growth forecast of jurisdictional level population, household and employment as part of the SCS will form the basis of the methodology for allocation of housing need as part of

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demolitions, and other resource areas datasets required for consideration in the development of an SCS as described in section 65080 of SB 375

the RHNA process. Further, regional SCS development requires integration of elements of the RHNA process, including assuring that areas are identified to accommodate the first eight years of housing need, and that housing not be constrained by certain types of local growth controls as described in state law.

To allow sufficient time to conduct the 6th cycle of the RHNA, subregions opting for SCS delegation will be required to submit the draft base land use data, and jurisdictional/sub-jurisdictional population, household, and employment estimates and forecasts in May 2018. The final datasets must be submitted by the end of September 2018, and must be accompanied with (1) a detailed memo that explains how the subregional SCS will consider the state housing goals specified in Sections 65580 and 65581, and (2) copies of all electronic, in-person, and written ~~communication~~ with feedback from jurisdictions ~~for on~~ the development of the final socioeconomic estimates/projections and base land use data required for consideration in the development of the SCS.

## B. County Transportation Commissions' Roles and Responsibilities

Subregions that develop a subregional SCS will need to work closely with the CTCs in their respective subregional area in order to coordinate and integrate transportation projects and policies as part of the subregional SCS, as it is the role of CTCs to make transportation planning decisions. As discussed above (under “Subregional Sustainable Communities Strategy”), any transportation projects identified in the subregional SCS must also be included in the associated RTP/SCS in order to be considered as a feasible strategy. SCAG can help to facilitate communication between subregions and CTCs.

## C. SCAG Roles and Responsibilities

SCAG’s roles in supporting the subregional SCS development process are as follows:

### (1) Preparing and adopting the Framework and Guidelines

SCAG will update and have the SCAG Regional Council adopt these Framework and Guidelines each RTP/SCS cycle in order to assure regional consistency and the region’s compliance with law.

### (2) Public Participation Plan

SCAG will assist the subregions by developing, adopting and implementing a Public Participation Plan and outreach process with stakeholders. This process includes consultation with congestion management agencies, transportation agencies, and transportation commissions; as well as holding public workshops and hearings. SCAG will also conduct informational meetings in each county within the region for local elected officials (members of the board of supervisors and city councils), to present the draft SCS (and APS, as appropriate if necessary) and solicit and consider input and recommendations.

### (3) Methodology

As required by SB 375, SCAG will adopt and regularly update a methodology for

measuring greenhouse gas emission reductions associated with the strategy.

#### (4) Incorporation/Modification

SCAG will accept and incorporate the subregional SCS, unless (a) it does not comply with SB 375 (Government Code Section 65080 et seq.), (b) it does not comply with federal law, or (c) it does not comply with SCAG's Subregional Framework and Guidelines.

~~Further~~Further, given that one of SCAG's goals is achieve the regional GHG reduction targets from ARB through an SCS, SCAG may develop and incorporate growth and land use assumptions for delegated subregions that differ from or go beyond what is submitted by delegated sub- regions. For incorporation in the regional RTP/SCS, SCAG may adjust subregionally submitted growth distribution and land use data at the sub-jurisdictional level for a number of reasons including complying with statutory requirements, ensuring that SCAG's regional SCS meets the regional GHG targets or other regional performance objectives specified by the SCAG Regional Council. Performance considerations other than the GHG targets that may prompt adjustments to subregional land uses would be specified prior to regional public workshops and included in the regional scenario options discussed at public workshops as required under SB 375. Any necessary modifications of subregionally submitted growth forecast, distribution and land use data for the 2020 RTP/SCS will be made at the sub-jurisdictional level. Growth forecast, distribution and land use data for 2020 RTP/SCS subregional SCS submittals will be held constant at the jurisdictional level.

The intent of this provision is to maintain flexibility in assembling the regional SCS if such flexibility is needed to meet federal or State requirements. Any adjustment to sub-regionally submitted growth distribution and land use data will be an iterative process, in close collaboration with the subregion and affected jurisdictions. SCAG staff will also work closely with subregions prior to the finalization and submittal of the subregional SCS to address potential adjustments.

The development of a subregional SCS does not exempt the subregion from other regional GHG emission reduction strategies not directly related to land use included in the regional SCS. An example from the adopted 2016-2040 RTP/SCS is regional TDM. All regional measures needed to meet the regional target will be subject to adoption by the SCAG Regional Council.

SCAG will develop an MOU with each subregion to define a process and timeline whereby subregions would submit a draft subregional SCS to SCAG for review and comments, so that any inconsistencies may be identified and resolved early in the process.

#### (5) Modeling

SCAG currently uses a Trip-Based Regional Transportation Demand Model and ARB's EMFAC model for emissions purposes. SCAG is also in the process of developing an Activity Based Model for use which may be used in 2020 RTP/SCS development and evaluation.

SCAG will compile and disseminate performance information on the preliminary

regional SCS and its components in order to facilitate regional dialogue.

(6) Regional Performance Measures.

As discussed above (Section IV.C.(4)), SCAG may make adjustments to subregionally submitted land use data in order to meet the GHG targets or to achieve other performance objectives. The process for finalizing formal Performance Measures will inform any potential adjustments. Below is a general description of the process for developing and finalizing formal Performance Measures.

SCAG is in the process of compiling two complete lists of performance measures and monitoring: one will be used for evaluating regional-level scenarios in support of development of the 2020 RTP/SCS. The other will be used for monitoring implementation of the 2016-2040 RTP/SCS. The monitoring of implementation may include, for example, tracking local general plan updates, specific plan adoption in Transit Priority Areas, active transportation plan adoption, and housing element compliance. Building on the foundation of the performance measures developed in support of the 2016 RTP/SCS, the 2020 RTP/SCS performance measures will also include the set of federally designated MAP-21 performance measures scheduled for adoption by the U.S. Department of Transportation in 2017 and associated target-setting in coordination with the California Department of Transportation, as well as any other updates adopted by the SCAG Regional Council. Most update related activities for the 2020 RTP/SCS performance measures will be expected to occur between January 2018 and May 2019. These updates will be addressed through discussions with the SCAG Technical Working Group, regional stakeholders, and the SCAG Policy Committees.

(7) Adoption/Submission to State

After the incorporation of subregional strategies, the Regional Council will finalize and adopt the 2020 RTP/SCS. SCAG will submit the [regional SCS](#), including all subregional SCSs, to ARB for review as required in SB 375.

(8) Conflict Resolution

SCAG must develop a process for resolving conflicts, as required by SB 375. As noted above, SCAG will accept the subregional SCS unless ~~it is inconsistent with SB 375, federal law, or the Sub-regional Framework and Guidelines. In the event that growth and land use assumptions in a sub-regional SCS must be modified, the process will be collaborative, iterative and in close coordination among SCAG, sub-regions and their respective jurisdictions and CTCs. SCAG may establish a conflict resolution process as part of the MOU between SCAG and the sub-region-~~ (a) it does not comply with SB 375, (b) it does not comply with federal law, or (c) it does not comply with SCAG's Subregional Framework and Guidelines. SCAG may adjust subregionally submitted growth distribution and land use data at the sub-jurisdictional level if the compiled regional SCS does not meet GHG targets established by ARB or other performance objectives specified by the Regional Council.

In the event that SCAG ~~must alter~~ alters the location and distribution of population, household, and employment growth for delegated subregions at the sub-jurisdictional level, staff will work directly with delegated subregions to review any proposed revisions through a collaborative and iterative process. Feedback will be sought to ~~gage~~ gauge the availability of growth capacity at the local level, and adjustments will be made to the highest extent possible based on input received, with consideration of

the goal to fulfill SCAG’s regional performance and GHG reduction targets. Delegated subregions will need to seek input from local jurisdictions on any potential revision to sub-jurisdictional growth estimates and projections, and will need to keep communication logs/records of any and all feedback on these figures or the base land use data for the 2020 RTP/SCS. Delegated subregions, however, will not be required to revise their SCS to reflect any such revisions.

SCAG will establish a conflict resolution process as part of the MOU between SCAG and the subregion. This process will be the same for all delegated subregions.

#### (9) Funding

Funding for subregional SCS/APS activities is not available at this time. Any specific parameters for future funding are speculative. SCAG does not anticipate providing a share of available resources to subregions if funding were to become available. While there are no requirements associated with potential future funding at this time, it is advisable for subregions to track and record their expenses and activities associated with these efforts.

#### (10) Data

SCAG will distribute data to subregions and local jurisdictions via the region-wide shared vision and local review and input process for the 2020 RTP/SCS. Shared Vision involves a bottom-up approach for developing the base land use data, policy growth forecast, and scenarios for the 2016 RTP/SCS, and also integrates SCAG’s other efforts (e.g., plan implementation, performance monitoring) to improve local jurisdictions’ competitiveness for funding that helps put our region’s “shared vision” for growth on the ground.

SCAG will work with delegated subregions during the MOU process, and before the official kickoff of the local input process, to outline responsibilities for generating and refining the datasets required for consideration under SB 375. It is anticipated that the delegated subregion will take a leadership role in both outreach to local jurisdictions and data development, with SCAG offering support as needed.

#### (11) Tools

SCAG is developing a SPM tool for subregions and local jurisdictions to analyze land use ~~impact~~impacts. The use of this tool is not mandatory and is at the discretion of the subregion. SPM is a web-based tool that can be used to analyze, visualize and calculate the impact of land use changes on greenhouse gas emissions, auto ownership, mode use, vehicle miles of travel (VMT), and other metrics in real time. Users will be able to estimate transportation and emissions impacts by modifying land use designations within their community. SPM can be used by subregions in a technical setting for developing and evaluating alternative scenarios and in outreach settings for visualizing and communicating planning options and potential outcomes. SPM can also be used to collect, organize and transmit data.

Other planning tools that SCAG maintains or has access to (e.g., REVISION application) will, likewise, be made available to subregions for the subregional SCS development effort. SCAG will consider providing guidance and training on additional

tools based on further discussions with subregional partners.

(12) Resources and technical assistance

SCAG will assist the subregions by making available technical tools for scenario development as described above. SCAG staff can participate in subregional workshops, meetings, and other processes at the request of the subregion, and pending funding and availability. SCAG's legal staff will be available to assist with questions related to SB 375 or SCAG's implementation of SB 375. Further, SCAG will prepare materials for its own process in developing the regional SCS, and will make these materials available to subregions.

D. Milestones/Schedule

- Deadline for subregions to communicate intent to prepare a subregional SCS – April 28, 2017
- CARB issues Final Regional Targets – Summer 2017
- Subregional SCS development – Spring 2017 through early 2019
- Release Draft 2020 RTP/SCS for public review – Fall 2019
- Regional Council adopts 2020 RTP/SCS – Spring 2020

For more detail on the process schedule and milestones, refer to the attached Appendix A. If other milestones are needed, they will be incorporated into the MOU between SCAG and the subregion.

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## APPENDIX A

### SCHEDULE AND MILESTONES FOR FOR SUBREGIONAL SUSTAINABLE COMMUNITIES STRATEGIES

#### SCS

The key milestones and related schedule for the Regional SCS are as follows:

- CARB issues Final Regional Targets - Summer 2017
- Regional SCS Workshops – mid-2019
- Release Draft 2020 RTP/Regional SCS for public review – Fall 2019
- Regional Council adopts 2020 RTP/SCS – Spring 2020

#### Subregional SCS

The key milestones and related schedule required as part of the development of the Sub-regional SCS are as follows:

1. Deadline for subregions to communicate intent to prepare a subregional SCS – April 28, 2017
2. Draft Subregional Dataset/Delivery to SCAG – May 2018
3. Final Subregional Dataset/Delivery to SCAG, including memo on state housing goals and [communication-log/feedback records](#), and CTC preliminary input on all planning projects – September 2018
4. Status report on Preliminary Subregional SCS – September 2018
5. Preliminary Regional SCS / for purposes of preparing PEIR project description (intended to be narrative only project description that describes intended strategies or strategy options that are likely to be incorporated into the final Subregional SCS) – January 2019
6. Status report on Draft Subregional SCS – January 2019
7. Draft Subregional SCS (containing all components described above) to be incorporated into draft Regional SCS – February 2019
8. Iterative process, if necessary to meet target – January through March 2019
9. Status report on final Subregional SCS – February 2019
10. Final Subregional SCS for incorporation into Regional SCS – March 2019
11. CTC final input on planned projects from the CTCs – April 2019
12. Regional SCS adoption – April 2020

## APPENDIX B

**Q & A on SUBREGIONAL SUSTAINABLE COMMUNITIES  
STRATEGY FRAMEWORK AND GUIDELINES**

Note: The Orange County Council of Governments (OCCOG) requested written responses to a number of questions on the 2020 RTP/SCS Subregional Framework &and Guidelines. SCAG is sharing these responses, which were provided to OCCOG on August 18<sup>th</sup> 2016 and further refined in discussions with stakeholders in Fall 2016, as a resource to other subregions.

	<b>Question</b>	<b>Preliminary Response</b>
1	What is the review and approval process for the 2020 RTP/SCS Framework and Guidelines (F&G) for Subregional Delegation? When will the Framework and Guidelines for Subregional Delegation for the 2020 RTP/SCS cycle be adopted by the Regional Council? (This would need to be completed by the end of 2016 to ensure subregions have adequate time to discuss delegation, acquire funding to develop the SCS, and complete procurement for the SCS consultant)	The draft Subregional Framework <u>&amp;and</u> Guidelines is planned for presentation to SCAG's Technical Working Group (TWG) in September 2016 and will be updated this Fall/Winter. As ARB's preliminary GHG reduction targets update is anticipated in Spring 2017, the final draft will be presented to Policy Committees and Regional Council for approval thereafter.
2	Will the draft F&G be presented to the SCAG subregions and the Technical Working Group for review and comment prior to SCAG policy committee and SCAG Regional Council review and actions?	Yes. The TWG will review the draft Subregional Framework <u>&amp;and</u> Guidelines this Fall/Winter.
3	Does SCAG intend to update the principles/policies/guidelines within the current document or simply change the referenced dates to be consistent with the 2020 cycle?	Yes. The Framework & Guidelines will be updated to include more direction on RHNA.
4	Will subregional SCS greenhouse gas emissions reduction targets (in addition to a SCAG region wide target) be a possible requirement within the Framework and Guidelines?	No.



<p>5</p>	<p>Will sub-jurisdictional data (Traffic Analysis Zone or smaller geographic level data) be protected as submitted by the local jurisdictions/subregion, or will SCAG be able to modify the sub-jurisdictional data?</p>	<p>Similar to the 2016 RTP/SCS process, SCAG will accept and incorporate the subregional SCS, unless (a) it does not comply with SB 375, (b) it does not comply with federal law, or (c) it does not comply with SCAG’s Subregional Framework <u>&amp;and</u> Guidelines. SCAG reserves the right to adjust subregionally submitted growth distribution and land use data at the sub-jurisdictional level if the compiled regional SCS does not meet GHG targets or other performance objectives specified by the Regional Council.</p>
<p>6</p>	<p>Under what circumstances will SCAG be able to modify the sub-jurisdictional data? Please provide all known circumstances? I.e. targets are not met; data is not consistent with adopted SCAG policies.</p>	<p>As noted before, reasons for modifications may include complying with statutory requirements and ensuring that the SCAG region meets regional GHG targets and/or other regional performance objectives specified by the Regional Council. Performance considerations other than the GHG targets that may prompt adjustments to subregional land uses would be specified prior to regional public workshops and included in the regional scenario options discussed at public workshops. Any necessary modifications of subregionally submitted growth distribution and land use data for the RTP/SCS will be made at the subjurisdictional level. Growth distribution and land use data subregional SCS submittals will be held constant at the jurisdictional level.</p>
<p>7</p>	<p>Please describe in detail the role of the Scenario Planning Model (SPM) for the development of the 2020 RTP/SCS? If a subregional SCS delegation is pursued, will the subregion be required to utilize the SPM in their individual SCS?</p>	<p>For our process, the SPM will play a role in collecting and maintaining data from local jurisdictions (through the data management site, which <del>will be</del> was released <del>Summer/in</del> Fall 2016, and is optional), and will likely serve as a foundation for the scenario planning requirement for the SCS (through the scenario planning site, which will be released Summer of 2017). Similar to SCAG's approach, subregions and jurisdictions are encouraged, but will not be required, to use the Scenario Planning Model (SPM) tool for developing and evaluating the subregional SCSs and to submit subregional SCSs in SPM, or other</p>

		compatible, GIS-based, format. This will enable SCAG to better integrate subregional submissions with the regional SCS and will allow subregions to prepare alternative scenarios if they so choose. SCAG will provide the SPM tool, and necessary training, free of charge for sub-regions and jurisdictions.
8	What is the “shared vision” growth forecast that continues to be referenced by SCAG staff for the 2020 RTP/SCS? Is this a bottom-up process or a top-down driven process? Provide as much detail as possible on the “shared vision” growth forecast. How is it different from local input? What will be the jurisdiction’s role? What is SCAG’s role in developing the “shared vision”?	Shared Vision involves a bottom-up approach for developing the base data, policy growth forecast, and scenarios for the 2016 RTP/SCS, and also integrates SCAG’s other efforts (e.g. plan implementation, performance monitoring) to improve local jurisdictions’ competitiveness for funding that helps put our region’s “shared vision” for growth on the ground.
9	If a subregion accepts delegation, will it also be expected to accept RHNA delegation?	No; however also accepting RHNA delegation may make planning sense for the subregion. Therefore, we would not discourage this recognizing that the rules for RHNA delegation are different than SCS delegation.
10	Will the requirement for the 4-year implementation monitoring included in the 2016 RTP/SCS Framework and Guidelines be carried over into the 2020 RTP/SCS Framework and Guidelines? This was not a requirement for the 2012 RTP/SCS. What are the expectations for the 4-year implementation monitoring? Is this a statutory requirement, and if so, could the citation be provided? Is this reported annually? Twice a year? Monthly?	We would expect that the 4-year monitoring requirement would be continued with the 2020 Plan, as performance monitoring has evolved into a key element of the planning processes. OCCOG should monitor its SCS implementation policies or strategies that were taken over the 4-year planning period. Reporting should be done at least prior to the end of the 4-year planning period. SCAG staff plans to conduct implementation monitoring for the region, including a local implementation survey, and would like to collaborate with subregions that decide to take subregional delegation.
11	Will SCAG indemnify subregions taking delegation?	No.
12	Will subregions be required to do any individual environmental review or will the environmental review for the subregional SCS be incorporated into the regional EIR?	No. In SCAG’s view, the subregional SCS is not a “project” for the purposes of CEQA; rather, the RTP which will include the regional SCS is the actual “project” which

		<p>will be reviewed for environmental impacts pursuant to CEQA. As such, the regional SCS, which will include the subregional SCSs, will undergo a thorough CEQA review. Nevertheless, subregions approving subregional SCSs should consider issuing a notice of exemption under CEQA to notify the public of their “no project” determination and/or to invoke the “common sense” exemption pursuant to CEQA Guidelines § 15061(b)(3).</p> <p>(This item was modified on September 15, 2016, and is more detailed than the version provided to OCCOG on August 19, 2016).</p>
<p>1 3</p>	<p>When will subregions need to provide SCAG with the draft subregional SCS and an adopted subregional SCS for incorporation into the regional SCS?</p>	<p>Please <del>refer to</del> see <a href="#">Appendix A</a>, along with the Draft Schedule for Subregional SCS Development <del>as of December 2016</del> on the next page.</p> <p>(This item was updated <del>on December 12, 2016</del> and is different than the version provided to OCCOG on August 19, 2016)</p>
<p>1 4</p>	<p>Will delegated subregions have to provide feedback to SCAG on SCS implementation at least once during the four year cycle (if and after they opt for subregional delegation on the SCS)?</p>	<p>Yes.</p>

~~Note: These preliminary responses to questions are subject to modification based on input received from stakeholders in the lead up to the adoption of the Subregional Framework & Guidelines by SCAG's Policy Committees and the Regional Council in Spring 2017.~~ Note: Similar to the 2016 RTP/SCS process, SCAG also reserves the right to revisit the Framework &and Guidelines with Regional Council in the event that new state and federal guidelines necessitate a revision.

### SCAG's DRAFT Schedule for Subregional Sustainable Communities Strategies (SCS) Development as of March 2017

Note: Preliminary Version is Subject to Review, Revisions and Approval of SCAG Management, RC/Policy Committees, and Provided for Purposes of Facilitating Subregion SCS Delegation, Consideration and Decision Making

2016	2017	2018	2019
Basic Approach/Framework and Program Set up	Establishing Technical Bases and Data Collection	Focus on Major Policy Directions	Establishing the Plan and Engaging the Public
<p><b>June - December 2016 / January 2017</b> Final statewide RTP Guidelines adopted by California Transportation Commission (CTC) (will not affect schedule based on staff assessment of Sept. version of Guidelines)</p> <p><b>October 2016 - March 2017</b> Revise and finalize SCAG's Subregional SCS Framework &amp; Guidelines</p>	<p><b>January 2017</b> SCAG provides recommendations to the California Air Resources Board (ARB) regarding targets for the 2020 RTP/SCS</p> <p><b>March 2017</b> Preliminary regional GHG targets from ARB released</p> <p><b>April 2017</b> (1) Subregions sign letter of intent to accept SCS delegation and submit this document to SCAG (2) RC approves SCAG's Subregional SCS Framework &amp; Guidelines</p> <p><b>May 2017</b> California Department of Finance (DOF) releases 2017 estimates for population and households at the jurisdictional level</p> <p><b>June 2017</b> SCAG and delegated subregions enter into Memorandum of Understanding (MOU) outlining responsibilities and timeline</p> <p><b>July 2017</b> Establishment of MAP-21 performance targets for transit asset management (additional MAP-21 performance measures and targets are anticipated for this cycle and are pending final rulemaking by FHWA and FTA)</p> <p><b>August 2017</b> (1) ARB releases regional GHG targets for the 2020 RTP/SCS (2) Caltrans establishes Highway Safety Improvement Program (HSIP) targets</p>	<p><b>May 2018</b> Delegated Subregions submit draft growth forecast (jurisdictional and subjurisdictional totals)</p> <p><b>September 2018</b> (1) Deadline for input from local jurisdictions on growth forecast and scenarios (2) Delegated subregions submit final growth forecast (jurisdictional and subjurisdictional totals)</p> <p><b>October - December 2018</b> (1) SCAG seeks policy input/direction from Policy Committees and Regional Council on potential RTP/SCS strategies and the preliminary contents and approaches to the environmental assessment for the Plan (2) Update SCAG's Public Participation Plan</p> <p><b>November 2018</b> (1) Growth forecast, land use patterns, and preliminary financial assumptions for the RTP/SCS to be completed and presented to Policy Committees and Regional Council (2) Deadline for County Transportation Commissions (CTCs) to provide preliminary input on all planned projects to SCAG for the RTP/SCS (3) SCAG issues Notice of Preparation for the Draft PEIR</p> <p><b>December 2018</b> (1) SCAG submits its technical methodology for the 2020 Plan to ARB for their review and comment (2) SCAG evaluates pursuing an Alternative Planning Strategy (APS), as needed</p> <p><b>December 2018 - March 2019</b> Development of alternatives for achieving SCAG's regional GHG reduction targets, as set by ARB, and demonstrating transportation conformity</p>	<p><b>January - March 2019</b> Conduct county-specific Draft 2020 RTP/SCS planning workshops to fulfill SB 975 outreach requirements (16 workshops minimum, including extensive outreach for public participation)</p> <p><b>March 2019</b> Delegated Subregions complete their Sustainable Communities Strategies and submit their plans to SCAG</p>
<b>LEGEND</b>			
Public Outreach and Input from Local Jurisdictions	October 2017 - September 2018		
SCS Development for Delegated Subregions	(1) Kick-off of the Integrated Bottom Up Local Review and Shared Vision Process, including one-on-one meetings with local jurisdictions to refine data, and train local staff to develop scenarios (i.e. shared vision) using web tools and other materials		
Staff Actions in Relation to Policy/Plan Development	(2) Brief Policy Committees and Regional Council on kickoff and initiate Regional Housing Needs Assessment (RHNA) Subcommittee to inform the Integrated Bottom Up Local Review and Shared Vision Process		
Regional Council Policy Committees/Subcommittees Milestones	(3) Roll-out of web tools (e.g. SPM - Scenario Planning Site) and hand copy materials for use in reviewing RTP/SCS base data by local jurisdictions		
Coordination with State and Federal Agencies			



*AFFILIATED AGENCIES*

*Orange County  
Transit District*

*Local Transportation  
Authority*

*Service Authority for  
Freeway Emergencies*

*Consolidated Transportation  
Service Agency*

*Congestion Management  
Agency*

*Service Authority for  
Abandoned Vehicles*

**April 6, 2017**

**Ms. Marnie Primer  
Executive Director  
Orange County Council of Governments  
1 Civic Center Plaza  
Irvine, CA 92606**

**Dear Marnie:**

As you are aware, SB 375 (Chapter, 728, Statutes 2008) allows for subregional council of governments and county transportation commissions to work together to propose a subregional Sustainable Communities Strategy (SCS). With the 2012 Regional Transportation Plan (RTP)/SCS, the Orange County Council of Governments (OCCOG) took a lead role with the development of a subregional SCS. The Orange County Transportation Authority (OCTA) was pleased to partner with OCCOG and other stakeholders in that successful effort.

As the Southern California Association of Governments (SCAG) develops the 2020 RTP/SCS, OCTA is comfortable with SCAG leading the development of the subregional information using the process that was successfully utilized for the development 2016 RTP/SCS. OCTA is supportive of a path where OCCOG works with SCAG and local partners to assure there is local consensus on Orange County information that is used to prepare the next RTP/SCS. Such an effort would be based on the latest Orange County projections information and will lead to a plan that can be supported by Orange County interests.

If you have any questions, please contact me at (714) 560-5741.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kia Mortazavi", is written over a light blue circular stamp.

**Kia Mortazavi  
Executive Director, Planning**

**KM:ds**

**c: Hasan Ikhata, Executive Director, SCAG**



Draft Proposed Fee Structure Range for 2020 OC SCS

Member Agency Name	Min: \$600,000	Est. Max. \$2,000,000
1 Aliso Viejo	\$10,616	\$35,388
2 Anaheim	\$44,827	\$149,423
3 Brea	\$9,860	\$32,868
4 Buena Park	\$14,268	\$47,561
5 Costa Mesa	\$17,744	\$59,147
6 Cypress	\$10,531	\$35,104
7 Dana Point	\$8,715	\$29,052
8 Fountain Valley	\$11,307	\$37,688
9 Fullerton	\$20,842	\$69,472
10 Garden Grove	\$24,717	\$82,390
11 Huntington Beach	\$26,708	\$89,028
12 Irvine	\$33,734	\$112,446
13 Laguna Beach	\$7,626	\$25,420
14 Laguna Hills	\$8,411	\$28,038
15 Laguna Niguel	\$12,355	\$41,183
16 Laguna Woods	\$6,803	\$22,675
17 La Habra	\$11,901	\$39,672
18 Lake Forest	\$14,331	\$47,770
19 La Palma	\$6,785	\$22,617
20 Los Alamitos	\$6,305	\$21,016
21 Mission Viejo	\$15,753	\$52,511
22 Newport Beach	\$14,371	\$47,903
23 Orange	\$20,726	\$69,088
24 Placentia	\$10,812	\$36,038
25 Rancho Santa Margarita	\$10,395	\$34,649
26 San Clemente	\$12,366	\$41,221
27 San Juan Capistrano	\$9,012	\$30,041
28 Santa Ana	\$43,136	\$143,786
29 Seal Beach	\$7,788	\$25,961
30 Stanton	\$9,420	\$31,400
31 Tustin	\$14,198	\$47,327
32 Villa Park	\$5,661	\$18,870
33 Westminster	\$15,461	\$51,537
34 Yorba Linda	\$12,521	\$41,737
<b>Subtotal for OC Cities</b>	<b>\$510,009</b>	<b>\$1,700,030</b>
Agencies (Cost is equal to average city cost)		
35 COUNTY	\$14,999	\$49,995
36 OCTA	\$14,999	\$49,995
37 AQMD	\$14,999	\$49,995
38 TCA	\$14,999	\$49,995
39 OCSD	\$14,999	\$49,995
40 ISDOC	\$14,999	\$49,995
<b>Subtotal for Other Member Agencies</b>	<b>\$89,991</b>	<b>\$299,970</b>
Ex officio agencies		
Anaheim Transit Network	\$0	\$0
Private Sector (OC BIA)	\$0	\$0
OC LAFCO	\$0	\$0
ACC-OC	\$0	\$0
University Community (UCI)	\$0	\$0
Health Care/Hospitality Industry	\$0	\$0
Housing Community (Non-Profit)	\$0	\$0
Business Community (OCBC)	\$0	\$0
LOCC OCD	\$0	\$0
<b>Subtotal for Ex-Officio Agencies</b>	<b>\$0</b>	<b>\$0</b>
<b>GRAND TOTAL</b>	<b>\$600,000</b>	<b>\$2,000,000</b>
Share of total for OC Cities	85%	85%
Share of total for other member agencies	15%	15%
Share of total for Ex-officio agencies	0%	0%
City Average	\$89,991	\$299,970

Please let us know your thoughts: