Association of Bay Area Governments

Metropolitan Transportation Commission

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Agenda

Joint MTC ABAG Legislation Committee

Jesse Arreguin, Chair *Sam Liccardo, Vice Chair*

Members
Eddie Ahn, David Canepa, Damon Connolly,
Carol Dutra-Vernaci, Pat Eklund, Victoria Fleming,
Barbara Halliday, Dave Hudson, Gordon Mar,
Karen Mitchoff, Alfredo Pedroza, David Rabbitt,
Belia Ramos, Libby Schaaf, and Jim Spering

Non-Voting Members
Dorene M. Giacopini and Vacant

Friday, January 14, 2022 **9:40 AM** **REMOTE**

In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with the recently signed Assembly Bill 361 allowing remote meetings, this meeting will be accessible via webcast, teleconference, and Zoom for all participants.

A Zoom panelist link for meeting participants will be sent separately to Committee members.

The meeting webcast will be available at http://mtc.ca.gov/whats-happening/meetings
Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Committee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: https://bayareametro.zoom.us/j/85416226171
iPhone One-Tap: US: +13462487799,,85416226171# or +16699006833,,85416226171#
Join by Telephone US: 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)
Webinar ID:854 1622 6171
International numbers available: https://bayareametro.zoom.us/u/kdAVIbHict
Detailed instructions on participating via Zoom are available at:
https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

1. Call to Order / Roll Call / Confirm Quorum

Quorum: A quorum of this body shall be a majority of its regular voting members (9).

2. Consent Calendar

2a. 22-0006 Approval of Joint MTC ABAG Legislation Committee Minutes of the December 10, 2021 Meeting

Action: Committee Approval

2b. 22-0007 Legislative History

Detailed list of bills the ABAG and MTC are tracking in Sacramento, including those ABAG or MTC supports or opposes.

Action: Information

Presenter: Rebecca Long

Attachments: 2b_Handout-Legislative_History_Jan_2022.pdf

3. State Legislation

3a. 22-0009 Overview of Governor Newsom's Fiscal Year 2022-23 State Budget Proposal

Highlights of transportation, housing, and climate aspects of the Governor's proposed budget.

Action: Information

Presenter: Rebecca Long

Attachments: 3a_Overview_of_Governor_Newsom's_Fiscal_Year_2022-23_State_Budget_Pr

3ai_Handout_Governor_Newsom's_Fiscal_Year_2022-23_Budget_Proposal.pd

3b. 22-0010 Bipartisan Infrastructure Law Implementation

Overview of opportunities at the state level to maximize the region's benefits from the new federal infrastructure bill.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: 3b_Bipartisan_Infrastructure_Law_Implementation.pdf

4. Federal Legislation

4a. 22-0011 Build Back Better Update

Update on the Build Back Better social and climate spending bill.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: 4a_Build_Back_Better_Update.pdf

4b. 22-0012 Washington D.C. Legislative Update

Report on key legislative, funding and political developments over the past month from Washington, D.C. prepared by the Summit Strategies team.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: 4b_DC_Report_to_MTC.pdf

5. Public Comment / Other Business

*Committee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6.*

6. Adjournment / Next Meeting

The next meeting of the Joint MTC ABAG Legislation Committee will be Friday, February 11, at 9:45 a.m. remotely and by webcast as appropriate. Any changes to the schedule will be duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章：MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

METROPOLITAN TRANSPORTATION COMMISSION

LEGISLATIVE HISTORY
MTC & ABAG Priority Bills
Wednesday, January 12, 2022

ABAG

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
AB 11 Ward	Amended 1/21/2021	Assembly 2 year	**Climate change: regional climate change authorities.** 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 autorities, state agencies, and other relevant stakeholders.		
AB 16 Chiu	Amended 1/12/2021	Assembly 2 year	**Tenancies: COVID-19 Tenant, Small Landlord, and Affordable Housing Provider Stabilization Act of 2021.** Would establish the Tenant, Small Landlord, and Affordable Housing Provider Stabilization Program. The bill would authorize the Director of Housing and Community Development to direct an existing office or program within the Department of Housing and Community Development to implement the program. The bill would establish in the State Treasury the COVID-19 Tenant, Small Landlord, and Affordable Housing Provider Stabilization Fund, and, upon appropriation by the Legislature, distribute all moneys in the fund to the department to carry out the purposes of the program.		
AB 50 Boerner Horvath	Introduced 12/7/2020	Assembly 2 year	**Climate change: Climate Adaptation Center and Regional Support Network: sea level rise.** Existing law requires the Natural Resources Agency, in collaboration with the Ocean Protection Council, to create, and update biannually, a Planning for Sea Level Rise Database describing steps being taken throughout the state to prepare for, and adapt to, sea level rise.This bill would establish the Climate Adaptation Center and Regional Support Network in the Ocean Protection Council to provide local governments facing sea level rise challenges with information and scientific expertise necessary to proceed with sea level rise mitigation.		

AB 51 Quirk	Introduced 12/7/2020	Assembly 2 year	**Climate change: adaptation: regional climate adaptation planning groups: regional climate adaptation plans.** Existing law establishes the Integrated Climate Adaptation and Resiliency Program, administered by the Office of Planning and Research, to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as specified. This bill would require the Strategic Growth Council, by July 1, 2022, to establish guidelines for the formation of regional climate adaptation planning groups. The bill would require the council, by July 1, 2023, and in consultation with certain state entities, to develop criteria for the development of regional climate adaptation plans.		
AB 52 Frazier	Introduced 12/7/2020	Assembly 2 year	**California Global Warming Solutions Act of 2006: scoping plan updates: wildfires.** The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include in its regulation of emissions of greenhouse gases the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund (fund) and to be available upon appropriation by the Legislature. Current law continuously appropriates 35% of the annual proceeds of the fund for transit, affordable housing, and sustainable communities programs and 25% of the annual proceeds of the fund for certain components of a specified high-speed rail project. This bill would require the state board, in each scoping plan update prepared by the state board after January 1, 2022, to include, consistent with the act, recommendations for achieving the maximum technologically feasible and cost-effective reductions of emissions of greenhouse gases and black carbon from wildfires.		
AB 67 Petrie-Norris	Amended 4/5/2021	Assembly 2 year	**Sea level rise: working group: economic analysis.** 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 71 Rivas, Luz	Amended 5/24/2021	Assembly 2 year	**Homelessness funding: Bring California Home Act.** The Personal Income Tax Law, in conformity with federal income tax law, generally defines gross income as income from whatever source derived, except as specifically excluded, and provides various exclusions from gross income. Current federal law, for purposes of determining a taxpayer's gross income for federal income taxation, requires that a person who is a United States shareholder of any controlled foreign corporation to include in their gross income the global intangible low-taxed income for that taxable year, as provided. This bill, for taxable years beginning on or after January 1, 2022, would include a taxpayer's global intangible low-taxed income in their gross income for purposes of the Personal Income Tax Law, in modified conformity with the above-described federal provisions.		
AB 111 Boerner Horvath	Amended 1/3/2022	Assembly Transportation	**Transportation: zero-emission vehicles.** Would require the Secretary of Transportation, in consultation with certain state entities, to implement a Safe and Clean Truck Infrastructure Program to support the construction and operation of zero-emission medium- and heavy-duty vehicle parking and electric vehicle charging and hydrogen refueling infrastructure on public and private properties, and to encourage the use of zero-emission vehicles.		
AB 113 Boerner Horvath	Amended 4/7/2021	Assembly Revenue and Taxation	**Income taxes: credits: electric vehicles.** The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 2021, and before January 1, 2026, in an amount equal to 40% of the amount paid or incurred in qualified costs by a qualified taxpayer during the taxable year for the installation of specified electric vehicle supply equipment in a covered multifamily dwelling or covered nonresidential building, subject to specified maximum credit amounts. The bill would define various terms for these purposes. The bill would repeal these provisions as of December 1, 2026.		
AB 115 Bloom	Amended 4/20/2021	Assembly 2 year	**Planning and zoning: commercial zoning: housing development.** 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 117 Boerner Horvath	Amended 7/16/2021	Senate 2 year	**Air Quality Improvement Program: electric bicycles.** Current law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the production and use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Current law specifies the types of projects eligible to receive funding under the program. This bill would specify projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the program.		
AB 162 Committee on Budget	Amended 9/4/2021	Senate Budget and Fiscal Review	**Community Economic Resilience Fund Program.** Would establish, within the Workforce Services Branch of the Employment Development Department (EDD), the Community Economic Resilience Fund Program (program). The bill would require the branch to administer the program. The bill would require the Inter-Agency Leadership Team (team), comprised of the Labor and Workforce Development Agency, the Office of Planning and Research, and the Governor's Office of Business and Economic Development, to administer the program. The bill would make the team jointly responsible for planning, oversight, and decision-making, as specified. The bill would set forth the specifics of the team's composition and duties.		
AB 261 Seyarto	Introduced 1/15/2021	Assembly 2 year	**Authorized emergency vehicles.** Would permit an authorized emergency vehicle to operate on an HOV lane if specified conditions are met, including, among others, that the vehicle is being driven while responding to, or returning from, an urgent or emergency call and the driver of the vehicle determines that the use of the HOV lane will likely improve the arrival time of the authorized emergency vehicle and its delivery of essential public safety services.		
AB 267 Valladares	Amended 6/2/2021	Senate 2 year	**California Environmental Quality Act: exemption: prescribed fire, thinning, and fuel reduction projects.** Current law, until January 1, 2023, exempts from the requirements of CEQA prescribed fire, thinning, or fuel reduction projects undertaken on federal lands to reduce the risk of high-severity wildfire that have been reviewed under the federal National Environmental Policy Act of 1969, as provided. Current law requires the Department of Forestry and Fire Protection, beginning December 31, 2019, and annually thereafter until January 1, 2023, to report to the relevant policy committees of the Legislature the number of times the exemption was used. This bill would extend the exemption from CEQA and the requirement on the department to report to the relevant policy committees of the Legislature to January 1, 2026.		

AB 294 Santiago	Introduced 1/21/2021	Assembly Appropriations	**Vehicle Tow and Storage Act.** Would establish the Vehicle Towing and Storage Board in the Department of Consumer Affairs and would empower the board to, among other things, regulate and resolve disputes involving vehicle towing businesses. The bill would require the board to maintain a public database on its internet website on vehicle towing businesses. The bill would require a business to obtain a Vehicle Tow and Storage Permit and pay an annual fee before operating a tow truck or tow vehicle in California. The bill would establish various penalties for violations of these provisions. The bill also would require a permit applicant or permitholder to submit specified information to the board under penalty of perjury.		
AB 348 Villapudua	Introduced 1/28/2021	Assembly 2 year	**Affordable housing: annual expenditure report.** 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 357 Kamlager	Introduced 2/1/2021	Assembly 2 year	**Affordable housing.** Existing law, the Planning and Zoning Law, requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element.This bill would declare the intent of the Legislature to enact legislation that would address the need to build more affordable housing units.		

AB 363 Medina	Amended 7/5/2021	Senate 2 year	**Carl Moyer Memorial Air Quality Standards Attainment Program.** Current law requires the State Air Resources Board to establish or update grant criteria and guidelines for covered vehicle and infrastructure projects as soon as practicable, but not later than July 1, 2017. The state board's program guidelines describe the minimum criteria and requirements for on-road heavy-duty vehicles and the types of projects that can be incentivized to provide surplus emissions reductions from on-road heavy-duty vehicles through contracts or through the On-Road Heavy-Duty Voucher Incentive Program (VIP). The VIP guidelines allow for the early retirement of existing on-road heavy-duty vehicles, allowing these high-polluting vehicles to be replaced with newer, lower emission vehicles. The VIP guidelines further describe the minimum criteria and requirements for eligibility in the VIP, including, but not limited to, limiting the fleet size and vehicle weight class of eligible vehicles, excluding from program eligibility vehicles subject to the solid waste collection vehicle rule and the fleet rule for transit agencies, and prohibiting the leasing of replacement vehicles. This bill would require the state board, upon appropriation by the Legislature, to develop project grant criteria and guidelines for a new On-Road Heavy-Duty Vehicle Incentive Program (VIP2) that shall provide additional incentives for projects eligible for program funding that are deployed in disadvantaged communities, as provided, and in low-income communities, as defined.		
AB 371 Jones-Sawyer	Amended 7/1/2021	Senate 2 year	**Shared mobility devices: insurance and tracking.** Current law defines shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. Current law requires a city or county that authorizes a shared mobility device provider to operate within its jurisdiction to adopt operation, parking, and maintenance rules, as provided, regarding the use of the shared mobility devices in its jurisdiction before the provider may offer shared mobility devices for rent or use. This bill would require a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille, as specified, to identify the device for the purpose of reporting illegal or negligent activity.		

AB 374 Seyarto	Introduced 2/1/2021	Assembly 2 year	**Department of Housing and Community Development: annual report: Homeless Housing, Assistance, and Prevention program.** 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 377 Rivas, Robert	Amended 4/13/2021	Assembly 2 year	**Water quality: impaired waters.** Would require, by January 1, 2023, the State Water Resources Control Board and regional boards to prioritize enforcement of all water quality standard violations that are causing or contributing to an exceedance of a water quality standard in a surface water of the state. The bill would require the state board and regional boards, by January 1, 2025, to evaluate impaired state surface waters and report to the Legislature a plan to bring all water segments into attainment by January 1, 2050. The bill would require the state board and regional boards to update the report with a progress summary to the Legislature every 5 years. The bill would create the Waterway Recovery Account in the Waste Discharge Permit Fund and would make moneys in the Waterway Recovery Account available for the state board to expend, upon appropriation by the Legislature, to bring impaired water segments into attainment in accordance with the plan.		
AB 387 Lee	Amended 3/25/2021	Assembly 2 year	**Social Housing Act of 2021.** 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	Amended 3/1/2021	Assembly 2 year	**Veterans Housing and Homeless Prevention Bond Act of 2022.** 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 455 Wicks	Amended 5/20/2021	Senate 2 year	**San Francisco-Oakland Bay Bridge: transit-only traffic lanes.** Under current law, the San Francisco-Oakland Bay Bridge is part of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles, and may authorize or permit the exclusive or preferential use of designated lanes on existing highways that are part of the state highway system. This bill would authorize the authority, in consultation with the department, to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge.	Support and Seek Amendment	
AB 476 Mullin	Amended 9/7/2021	Assembly 2 year	**Department of Transportation: state highways: part-time transit lane pilot program.** Would require the Department of Transportation to establish a pilot program to authorize a transit operator or operators, in partnership with an eligible transportation agency, to operate part-time transit lanes, defined as designated highway shoulders that support the operation of transit vehicles during specified times. The bill would require the department by January 1, 2024, to develop guidelines for the safe operation of part-time transit lanes, as provided, a training program for transit operators to operate transit buses on the shoulders of highways within the state, and a program to identify transit buses authorized to be used or operated in part-time transit lanes within the state. The bill would require the eligible transportation agency to be responsible for all costs attributable to the project.	Support	

AB 482 Ward	Amended 3/17/2021	Senate 2 year	**Housing authorities: City of San Diego, County of San Bernardino, and County of Santa Clara: middle-income housing projects pilot program.** 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, asspecified, on and before January 1, 2020, and on or before January 1, 2022. This bill would extend the authority of a housing authority located in the City of San Diego, the County of San Bernardino, or the County of Santa Clara to implement the above-described pilot program from January 1, 2022, to January 1, 2026.		
AB 500 Ward	Amended 8/31/2021	Senate 2 year	**Local planning: coastal development: streamlined permitting.** The Coastal Act generally requires each local government lying, in whole or in part, within the coastal zone to prepare a local coastal program for that portion of the coastal zone within its jurisdiction. Ths bill would require a local government lying, in whole or in part, within the coastal zone that has a certified land use plan or a fully certified local coastal program to adopt, by January 1, 2024, an amendment to that plan or program, as applicable, specifying streamlined permitting procedures in nonhazardous zones for the approval of (1) accessory dwelling units or junior accessory dwelling units, consistent with specified requirements relating to the rental of those units (2) projects in which a specified percentage of the units will be affordable to lower income households or designated for supportive housing, as those terms are defined, and (3) Low Barrier Navigation Centers, as defined. The bill would require that the amendment be submitted to, and processed and approved by, the commission consistent with the above-described requirements for the amendment of a local coastal program.		

AB 550 Chiu	Amended 4/29/2021	Assembly 2 year	**Vehicles: Speed Safety System Pilot Program.** Would authorize, until January 1, 2027, the Cities of Los Angeles, Oakland, San Jose, one city in southern California, and the City and County of San Francisco to establish the Speed Safety System Pilot Program for speed limit enforcement in certain areas, if the system meets specified requirements, including that the presence of a fixed or mobile system is clearly identified. The bill would require the participating cities or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized.	Support	Support
AB 561 Ting	Amended 8/26/2021	Senate 2 year	**Help Homeowners Add New Housing Program: accessory dwelling unit financing.** Current law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units in areas zoned to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions. This bill would require the Treasurer's office, by April 1, 2022, to provide a report to the Legislature regarding the creation of the Help Homeowners Add New Housing Program with the purpose of assisting homeowners, as defined, in qualifying for loans to construct additional housing units on their property, including accessory dwelling units and junior accessory dwelling units. The bill would, with regard to the development of recommendations for the program, require the Treasurer to consult with the California Housing Financing Agency and the Department of Housing and Community Development, and would also authorize the Treasurer to consult with various other entities, including federal mortgage agencies, private lenders, community development financial institutions, community-based organizations, and local housing trust funds.		

AB 578 Fong	Introduced 2/11/2021	Assembly 2 year	**Housing and Community Development: grant contracts and agreements.** 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	Amended 7/13/2021	Senate 2 year	**Climate change: Extreme Heat and Community Resilience Program.** Would establish the Extreme Heat and Community Resilience Program for the purpose of coordinating state efforts and supporting local and regional efforts to mitigate the impacts of, and reduce the public health risks of, extreme heat and the urban heat island effect, and would require the Office of Planning and Research to administer the program through the Integrated Climate Adaptation and Resiliency Program.		
AB 605 Villapudua	Amended 3/11/2021	Assembly 2 year	**Department of Housing and Community Development: program administration: bonus points: housing element.** 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	Introduced 2/12/2021	Assembly 2 year	**Planning and zoning: regional housing needs: exchange of allocation.** 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.		
AB 629 Chiu	Amended 3/22/2021	Assembly 2 year	**San Francisco Bay area: public transportation.** Current law requires the Metropolitan Transportation Commission to develop regional transit service objectives, develop performance measures of efficiency and effectiveness, specify uniform data requirements to assess public transit service benefits and costs, and formulate procedures for establishing regional transportation priorities in the allocation of funds for transportation purposes. This bill would require the commission to consult with transit agencies, local jurisdictions, county transportation agencies, and the general public to establish and maintain a transit priority network for the San Francisco Bay area that designates corridors that will most benefit from interventions to support fast and reliable transit service.	Support and Seek Amendments	
AB 648 Fong	Introduced 2/12/2021	Assembly 2 year	**Greenhouse Gas Reduction Fund: healthy forest and fire prevention: appropriation.** Would continuously appropriate, beginning in the 2021–22 fiscal year and ending in the 2028–29 fiscal year, $200,000,000 of the annual proceeds from the Greenhouse Gas Reduction Fund to the Department of Forestry and Fire Protection for (1) healthy forest and fire prevention programs and projects that improve forest health and reduce greenhouse gas emissions caused by uncontrolled wildfires and (2) prescribed fire and other fuel reduction projects through proven forestry practices consistent with the recommendations of the California Forest Carbon Plan, including the operation of year-round prescribed fire crews and implementation of a research and monitoring program for climate change adaptation.		

AB 660 Cooper	Introduced 2/12/2021	Assembly 2 year	**Department of Motor Vehicles: records: pull-notice system.** Current law requires a prospective employer of a driver of specified vehicles, such as a permitted taxicab, to obtain a report from the Department of Motor Vehicles that shows the driver's current public record. Current law requires an employer of a driver who drives a specified vehicle to participate in a pull-notice system, which is a process for the purpose of providing the employer with a report showing the driver's current public record, and any subsequent convictions, failures to appear, accidents, driver's license suspensions, driver's license revocations, or any other actions taken against the driving privilege or certificate, added to the driver's record while the employer's notification request remains valid and has not been canceled. Current law also requires the employer of the driver to obtain a periodic report from the department at least every 12 months. This bill would expand the applicability of these provisions, including the pull-notice system, to include drivers of vehicles operated in the service of a delivery network company, a transportation network company, a charter-party carrier, as defined, or operated for compensation in fulfillment of deliveries, as defined.		
AB 678 Grayson	Amended 3/25/2021	Assembly 2 year	**Housing development projects: fees and exactions cap.** Would prohibit a city or county from imposing a specified fee or exaction if the total dollar amount of the fees and exactions that a city or county would impose on a proposed housing development is greater than 12% of the city's or county's median home price unless approved by the Department of Housing and Community Development. The bill would authorize a city or county to seek approval from the department to impose a fee or an exaction that would result in the total dollar amount of fees and exactions exceeding that limitation by making a specified finding and submitting a completed application for a waiver. The bill would require the department to develop a standard form application for a waiver in conjunction with the Governor's Office of Planning and Research.		

AB 682 Bloom	Amended 1/3/2022	Assembly Housing and Community Development	**Planning and zoning: density bonuses: cohousing buildings.** Current law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct, among other options, specified percentages of units for moderate-income, lower income, or very low income households and meets other requirements. This bill would additionally require that a density bonus be provided under these provisions to a developer who agrees to construct a housing development that is a cohousing building, as defined, that meets specified requirements and will contain either 10% of the total square footage for lower income households, as defined, or 5% of the total square footage for very low income households, as defined.		
AB 703 Rubio, Blanca	Amended 4/29/2021	Assembly 2 year	**Open meetings: local agencies: teleconferences.** Current law, by Executive Order N-29-20, suspends the Ralph M. Brown Act's requirements for teleconferencing during the COVID-19 pandemic, provided that notice requirements are met, the ability of the public to observe and comment is preserved, as specified, and that a local agency permitting teleconferencing have a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, as specified. This bill would remove the notice requirements particular to teleconferencing and would revise the requirements of the act to allow for teleconferencing subject to existing provisions regarding the posting of notice of an agenda, provided that the public is allowed to observe the meeting and address the legislative body directly both in person and remotely via a call-in option or internet-based service option, and that a quorum of members participate in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the jurisdiction.		

AB 713 Garcia, Cristina	Amended 5/24/2021	Senate 2 year	**State Air Resources Board: greenhouse gas emissions scoping plan: comprehensive health analysis.** The State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse This bill would require the state board to conduct a comprehensive health analysis in conjunction with the development of each update of the scoping plan that includes a framework to provide an overview of the breadth of health impacts and health benefits that may accrue from the outcomes in the scoping plan, as specified.		
AB 745 Gipson	Amended 4/21/2021	Assembly 2 year	**Air pollution: Clean Cars 4 All Program.** Would require the State Air Resources Board, as a part of the Clean Cars 4 All Program, to provide vouchers for the purchase of zero-emission vehicles to persons of low income living in disadvantaged communities to replace those persons' vehicles that have failed a smog check inspection, as provided. The bill would require the state board, by January 1, 2024, to take specified actions to meet the goals of the Clean Cars 4 All Program.		
AB 854 Lee	Amended 3/18/2021	Assembly Housing and Community Development	**Residential real property: withdrawal of accommodations.** Current law, commonly known as the Ellis Act, generally prohibits public entities from adopting any statute, ordinance, or regulation, or taking any administrative action, to compel the owner of residential real property to offer or to continue to offer accommodations, as defined, in the property for rent or lease. This bill would prohibit an owner of accommodations from filing a notice with a public entity of an intent to withdraw accommodations or prosecuting an action to recover possession of accommodations, or threatening to do so, if not all the owners of the accommodations have been owners of record for at least 5 continuous years, or with respect to property that the owner acquired within 10 years after providing notice of an intent to withdraw accommodations at a different property.		

AB 859 Irwin	Introduced 2/17/2021	Assembly 2 year	**Mobility devices: personal information.** Would authorize a public agency, defined as a state or local public entity that issues a permit to an operator for mobility services or that otherwise regulates an operator, to require an operator to periodically submit to the public agency anonymized trip data and the operator's mobility devices operating in the geographic area under the public agency's jurisdiction and provide specified notice of that requirement to the operator. The bill would authorize a public agency to share anonymized trip data with a contractor, agent, or other public agency only if specified conditions are met, including that the purpose of the sharing is to assist the public agency in the promotion and protection of transportation planning, integration of mobility options, and road safety.		
AB 880 Aguiar-Curry	Introduced 2/17/2021	Assembly 2 year	**Affordable Disaster Housing Revolving Development and Acquisition Program.** Would, upon appropriation of the Legislature, establish the Affordable Disaster Housing Revolving Development and Acquisition Program to fund the predevelopment expenses, acquisition, construction, reconstruction, and rehabilitation of property to develop or preserve affordable housing in the state's declared disaster areas that have experienced damage and loss of homes occupied by or affecting lower income households. The bill would require the department to administer the program. The bill would require the department to establish an application process for community development financial institutions, as defined, to apply for emergency short-term or temporary loans under the program.		
AB 897 Mullin	Amended 7/14/2021	Senate 2 year	**Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans.** Current law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state's climate adaptation strategy, known as the Safeguarding California Plan. Current law establishes the Office of Planning and Research in state government in the Governor's office. Current law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office, through the program, to encourage the inclusion of eligible entities with land use planning and hazard mitigation planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified.	Support	Support

AB 906 Carrillo	Introduced 2/17/2021	Assembly 2 year	**Zero-emission trucks: tax and fee exemptions.** Current sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. Those laws provide various exemptions from those taxes. This bill would exempt from those taxes, on and after January 1, 2022, the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, fuel for the operation of a zero-emission medium- or heavy-duty truck that is the subject of a lease entered into after July 1, 2022, with specified characteristics.		
AB 946 Lee	Introduced 2/17/2021	Assembly 2 year	**Home Purchase Assistance Fund: personal income taxation: mortgage interest deduction.** The Personal Income Tax Law allows various deductions in computing the income that is subject to the taxes imposed by that law, including, in modified conformity with federal income tax laws, a deduction for a limited amount of interest paid on acquisition indebtedness, as defined, with respect to a qualified residence of the taxpayer. Current law limits the aggregate amount treated as acquisition indebtedness for these purposes to $1,000,000, or $500,000 in the case of a married individual filing a separate return. Current law specifies for these purposes that a qualified residence includes the taxpayer's principal residence and one other residence selected by the taxpayer, as provided. This bill, for taxable years beginning on or after January 1, 2022, would disallow the deduction of acquisition indebtedness with respect to a qualified residence of a taxpayer other than the principal residence.		
AB 950 Ward	Amended 7/13/2021	Senate 2 year	**Department of Transportation: sales of excess real property: affordable housing, emergency shelters, and feeding programs.** Would authorize the Department of Transportation to sell its excess real property to the city, county, or city and county where the real property is located if the city, county, or city and county agrees to use the real property for the sole purpose of implementing affordable housing, emergency shelters, or feeding programs, as specified. The bill would exempt these sales from the California Environmental Quality Act, except the department would be required to file a notice of exemption with the Office of Planning and Research and the county clerk of the county in which the real property is located.		

AB 965 Levine	Amended 6/29/2021	Senate 2 year	**Building standards: electric vehicle charging infrastructure.** Would require the Department of Housing and Community Development to, when considering proposed building standards for future electric vehicle charging infrastructure in existing multifamily dwellings, consider whether electric vehicle charging standards shall only apply to multifamily dwellings or during the time of construction activity requiring a building or electrical permit in order to minimize the cost of installing infrastructure, and whether to require up to 20% of parking spaces in existing multifamily dwellings to support future installation of electric vehicle charging infrastructure. The bill would require the commission, by July 1, 2024, or the publication of the next interim California Building Code, whichever comes first, to research, develop, and propose building standards regarding the installation of future electric vehicle charging infrastructure for parking spaces for existing nonresidential development, as specified.		
AB 981 Frazier	Amended 4/19/2021	Assembly 2 year	**Forestry: California Fire Safe Council.** Would establish the California Fire Safe Council in the Natural Resources Agency consisting of 11 members, as specified. The bill would require the council to identify programs administered by public agencies to address and minimize the risks of wildfire and to coordinate the implementation of those programs, to identify public and private programs that may be leveraged to facilitate structure-hardening and community resilience to minimize the impacts of wildfire to habitable structures, to conduct public outreach effects to regional and local wildfire mitigation groups, and to make recommendations to the Legislature on how the programs identified by the council can be coordinated to increase the effectiveness of those programs. The bill would require the Natural Resources Agency to post on its internet website the membership of the council and recommendations made by the council.		
AB 983 Garcia, Eduardo	Amended 6/15/2021	Senate 2 year	**Public contracts: construction projects: community workforce agreements: battery manufacturing and lithium-based technology.** Current law requires the California Workforce Development Board to report to the Legislature on the need for workforce development resources, including the use of community workforce agreements, among other things, to help industry, workers, and communities transition to economic and labor-market changes related to statewide greenhouse gas emissions reduction goals. This bill would authorize a public entity to use, enter into, or require contractors to enter into, a community workforce agreement, as defined, for construction projects related to battery manufacturing and lithium-based technology in the Salton Sea geothermal resource area.		

AB 984 Rivas, Luz	Amended 9/3/2021	Assembly 2 year	**Vehicle identification and registration: alternative devices.** Current law requires a vehicle to display a license plate, issued by the Department of Motor Vehicles, with tabs that indicate the month and year the vehicle registration expires. Current law authorizes the department to conduct a pilot program, until January 1, 2023, if certain conditions are met, to evaluate the use of alternatives to stickers, tabs, license plates, and registration cards. Under existing law, a person who alters, forges, counterfeits, or falsifies, among other things, a device issued pursuant to the pilot program, is guilty of a felony. This bill would require the department to establish a program authorizing an entity to issue alternatives to stickers, tabs, license plates, and registration cards under specified conditions that include, among others, approval of the alternative devices by the Department of the California Highway Patrol.		
AB 989 Gabriel	Amended 8/18/2021	Senate 2 year	**Housing Accountability Act: appeals: Office of Housing Appeals.** The Housing Accountability Act prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, specified housing development projects, including projects for very low, low-, or moderate-income households and projects for emergency shelters that comply with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time the application for the project is deemed complete, unless the local agency makes specified written findings based on a preponderance of the evidence in the record. This bill would, until January 1, 2029, establish an Office of Housing Appeals (office) within the department, administered by the director of the department, to review housing development projects that are alleged to have been denied or subject to conditions in violation of the Housing Accountability Act. The bill would establish housing appeals panels, consisting of administrative law judges with specified qualifications, within the office.		
AB 1028 Seyarto	Introduced 2/18/2021	Assembly 2 year	**Telework Flexibility Act.** Current law, with various exceptions, generally establishes 8 hours as a day's work and a 40-hour workweek and requires the payment of prescribed overtime compensation for additional hours worked. This bill would permit an individual nonexempt employee to request an employee-selected remote work flexible work schedule providing for workdays up to 10 hours per day within a 40-hour workweek and would allow an employer to implement this schedule without the obligation to pay overtime compensation for those additional hours in a workday, except as specified.		

AB 1047 Daly	Amended 3/26/2021	Assembly 2 year	**Road Repair and Accountability Act of 2017: reporting internet website.** 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	Introduced 2/18/2021	Assembly 2 year	**Public Transportation Account: loan repayment.** 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 1056 Grayson	Amended 3/18/2021	Assembly 2 year	**Infrastructure financing: industrialized housing.** The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the California Infrastructure and Economic Development Bank (bank) and sets forth the powers and duties of the bank including authority to make loans, issue bonds, and provide financial assistance relating to economic development or public development facilities. This bill would require the Department of Housing and Community Development and the bank to develop a proposed program, as specified, to invest in the building of offsite industrialized housing to support the policy goal of increasing the state's capacity to quickly respond to additional housing needs precipitated by homelessness, wildfires, COVID-19, or other emergency situations. The bill would require the department and the bank to report its recommendations to the Legislature by January 1, 2023, including whether and how industrialized housing would alleviate the state's housing, homelessness, and disaster response needs.		
AB 1068 Santiago	Amended 1/3/2022	Assembly Housing and Community Development	**Affordable housing: alternative forms of development.** Current law establishes various programs and funding sources administered by the Department of Housing and Community Development to enable the development of affordable housing, including the Building Homes and Jobs Act, the Multifamily Housing Program, the Housing for a Healthy California Program, and the Veterans Housing and Homeless Prevention Act of 2014. Existing law authorizes the Department of General Services (DGS) to dispose of surplus state real property, as provided. Under existing law, DGS is required to offer surplus state real property, that has been determined by DGS not to be needed by any state agency, to any local agency, as defined, and then to nonprofit affordable housing sponsors, as defined, prior to being offered for sale to private entities or individuals. This bill would require the department to solicit and consider proposals for adaptive reuse, as defined, that demonstrate cost efficiencies and timely completion in implementing the affordable housing loan and grant programs described above.		

AB 1075 Wicks	Amended 3/18/2021	Assembly 2 year	**Planning and zoning: residential developments.** Would require a local government to deem a residential development compliant with its local zoning requirements if the proposed development is located on a site that meets specified requirements, including that the development is not located within a wetland, as defined, or within a very high fire hazard severity zone, as defined, and that the proposed development is zoned residential. The bill would require the residential development to meet certain requirements, including that the development meets objective design review standards. If the proposed project is subject to an inclusionary housing ordinance when the project application is submitted, the bill would require the project to satisfy the requirements of the inclusionary housing ordinance.		
AB 1091 Berman	Introduced 2/18/2021	Assembly 2 year	**Santa Clara Valley Transportation Authority: board of directors.** Current law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Current law vests the government of the VTA in a 12-member board of directors whose terms of office are two years. Under existing law, only members of the county board of supervisors and city council members and mayors of cities in the county are authorized to serve on the board. Current law provides for the appointment of the board members by those local governments, as specified. This bill, on and after July 1, 2022, would reduce the size of the board to 9 members, increase their terms of office to 4 years, and provide for residents living in the county, rather than local officials, to serve on the board, as specified.		
AB 1099 Rivas, Robert	Amended 3/25/2021	Assembly 2 year	**Environmental equity: principles: bond and fund expenditures.** The State General Obligation Bond Law contains procedures for use in authorizing the issuance, sale, and providing for the repayment of, state general obligation bonds. Current law establishes various funds in the State Treasury for purposes of providing financial incentives to eligible entities for specified purposes. This bill would require the administration of proceeds from the sales of bonds issued under a bond act that is enacted by the Legislature and is approved by the voters on or after January 1, 2022, pursuant to the State General Obligation Bond Law and that addresses environmental issues, and the administration of certain funds established on or after January 1, 2022, that provide financial assistance to eligible entities to incorporate certain principles of environmental equity.		

AB 1110 Rivas, Robert	Amended 8/26/2021	Assembly 2 year	**Zero-emission vehicles: Clean Vehicles Ombudsperson: Climate Catalyst Revolving Loan Fund Program.** Would establish the Clean Vehicles Ombudsperson, to be appointed by and report directly to the Director of GO-Biz, and would require the ombudsperson to consult with appropriate entities in identifying available programs and incentives offered by the state that can help to reduce costs and increase participation in a statewide contract or leveraged procurement agreement, as specified. The bill would also require the ombudsperson to convene 2 or more workshops of an advisory committee to aid the ombudsperson in identifying and publishing best practices in adopting zero-emission fleet vehicles for public agencies and identifying appropriate candidate vehicles for bulk purchase, leveraged procurement, or other means of widespread adoption by public entities, as specified. The bill would also require the ombudsperson to develop, and recommend that DGS adopt, criteria for evaluating vehicle purchase options or other means of widespread and streamline adoption options, as provided.		
AB 1135 Grayson	Amended 3/25/2021	Assembly 2 year	**State of California Housing Allocation Act.** Would enact the State of California Housing Allocation Act, which would require the Business, Consumer Services, and Housing Agency, HCD, CalHFA, and CTCAC, no later than January 1, 2023, to jointly establish and operate a single, centralized housing funding allocation committee, which would be within the Business, Consumer Services, and Housing Agency and comprised of representatives of those entities. The bill would require the committee to be responsible for allocating state controlled financing to housing developments and to serve as the point of contact for developers seeking to build affordable housing in California.		
AB 1188 Wicks	Amended 5/4/2021	Assembly 2 year	**State rental assistance program: data.** Current law establishes a program for providing rental assistance, using funding made available pursuant to existing federal law to provide financial assistance and housing stability services to eligible households, as provided, administered by HCD. This bill, in order to ensure that data is available for research and analysis to inform future state policy and programs, would require HCD to retain data from designated sources for at least 10 years, including data on the state rental assistance program, information submitted by eligible grantees that received the federal funding, and data on rental registries operated by local governments, as specified.		

AB 1202 Cervantes	Amended 4/15/2021	Assembly 2 year	**Emergency services: local government: local assistance centers: access and functional needs.** 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, as necessary, to aid in sheltering and transporting its homeless population during local and state emergencies and emergency evacuations.		
AB 1209 McCarty	Introduced 2/19/2021	Assembly 2 year	**Transportation planning: Sacramento Area Council of Governments: Green Means Go Grant and Loan Program.** Would require the Sacramento Area Council of Governments, upon appropriation by the Legislature, to develop and administer the Green Means Go Grant and Loan Program to award competitive grants and revolving loans to cities, counties, and special districts within the Sacramento region for qualifying projects within and benefitting green zones, as defined. The bill would require SACOG, on or before November 1, 2023, and annually thereafter, to submit a report to the Legislature describing the development and administration of that program, amount of moneys awarded pursuant to that program, and status of projects for which that program's moneys were awarded.		
AB 1218 McCarty	Amended 1/6/2022	Assembly Appropriations	**Zero-emission new passenger vehicle and light-duty truck goals.** Current law requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. On September 23, 2020, the Governor issued Executive Order No. N-79-20 establishing a goal that 100% of in-state sales of new passenger cars and trucks be zero-emission by 2035. This bill would declare that, to help achieve the state's climate and air quality goals and mandates, it is the goal of the state, as established in Executive Order No. N-79-20, that 100% of in-state sales of new passenger vehicles and light-duty trucks be zero-emission by 2035.		

AB 1226 McCarty	Introduced 2/19/2021	Assembly 2 year	**Capitol Corridor rail line: capital improvements: appropriation.** Would appropriate an unspecified amount from the General Fund without regard to fiscal years to the Capitol Corridor Joint Powers Authority to invest in capital improvements for the Capitol Corridor.		
AB 1255 Bloom	Amended 4/19/2021	Assembly 2 year	**Fire prevention: fire risk reduction guidance: local assistance grants.** Would require the Natural Resources Agency, on or before July 1, 2023, and in collaboration with specified state agencies and in consultation with certain other state agencies, to develop a guidance document that describes goals, approaches, opportunities, and best practices in each region of the state for ecologically appropriate, habitat-specific fire risk reduction. The bill would require the guidance document to be developed through a public process, including region-specific public workshops hosted by the agency, and would require the agency to post the document on its internet website.		
AB 1258 Nguyen	Amended 3/22/2021	Assembly 2 year	**Housing element: regional housing need plan: judicial review.** 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.		

AB 1271 Ting	Amended 4/19/2021	Assembly 2 year	**Surplus land.** Would add to the definition of "exempt surplus land" a former military base or other planned residential or mixed-use development of adjacent or nonadjacent parcels of greater than 5 total acres, that are subject to a written plan, where at least one of the owners is a local agency and meets other specified criteria. This bill would provide that the surplus land provisions as specified do not preclude a local agency that purchases surplus land from a disposing agency from reconveying the surplus land to a nonprofit or for-profit housing developer for development of low- and moderate-income housing as authorized under other provisions of law. The bill would provide that any local agency disposing of surplus land to a specified entity that intends to use the land for specified purposes, including low- and moderate-income housing purposes, may provide for a payment period of up to 20 years in any contract of sale or sale by trust deed for the land.		
AB 1277 Rubio, Blanca	Amended 4/19/2021	Assembly 2 year	**California Environmental Quality Act: student housing development projects: expedited judicial review.** 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 1288 Quirk-Silva	Amended 4/26/2021	Assembly Appropriations	**Taxation: income: insurance: tax credits: low-income housing.** Current law establishes a low-income housing tax credit program pursuant to which the California Tax Credit Allocation Committee (CTCAC) provides procedures and requirements for the allocation, in modified conformity with federal law, of state insurance, personal income, and corporation tax credit amounts to qualified low-income housing projects that have been allocated, or qualify for, a federal low-income housing tax credit, and farmworker housing. Current law provides for an additional allocation of $500,000,000 in low-income housing tax credits for the 2020 calendar year and up to $500,000,000 for the 2021 calendar year and thereafter. Current law provides that the additional amount for the 2021 calendar year and thereafter is available only if the Budget Act or related legislation specifies an amount available for allocation. This bill would, instead, provide that the above-described allocation of an additional $500,000,000 in low-income housing tax credits applies only with respect to the 2020 and 2021 calendar years.		
AB 1295 Muratsuchi	Introduced 2/19/2021	Assembly 2 year	**Residential development agreements: very high fire risk areas.** 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.		
AB 1322 Rivas, Robert	Amended 9/2/2021	Senate 2 year	**California Global Warming Solutions Act of 2006: scoping plan: sustainable aviation fuels.** Would require the State Air Resources Board, as part of the next scoping plan update, to develop a plan, consistent with federal law, to use sustainable aviation fuels to reduce greenhouse gas emissions from aircrafts in the state by 40% below 1990 levels by 2030 and to achieve net-zero greenhouse gas emissions by 2045. The bill would require, no later than January 1, 2023, the state board to undertake certain actions in developing the plan, including, among others, consulting with designated state agencies and, if feasible, commercial airports, commercial and business airlines that operate in the state, aircraft manufacturers, sustainable aviation fuels producers and developers, and infrastructure providers to develop the plan.		

AB 1329 Nazarian	Amended 6/30/2021	Senate 2 year	**Building codes: earthquakes: functional recovery standard.** Would, in addition to making specified findings and declarations, require the Building Standards Commission and the Department of Housing and Community Development to develop, adopt, approve, codify, and publish building standards that would require buildings not already under the authority of a different state agency to be designed and built to a functional recovery standard, as defined, for earthquake loads, as specified. The bill would require the commission and the department to actively consult with interested parties, as specified, in proposing and adopting functional recovery standards.		
AB 1358 Muratsuchi	Amended 7/8/2021	Senate 2 year	**Demographics: ancestry and ethnic origin.** Current law requires specified agencies to use additional separate collection categories and other tabulations for major Asian groups and Native Hawaiian and other Pacific Islander groups. This bill would require those specified agencies to also use additional separate collection categories and other tabulations for specified Hispanic, Latino, or Spanish groups, Caribbean groups, Black or African American groups, Native American groups, and Middle Eastern or North African Groups.		
AB 1365 Bonta	Amended 3/25/2021	Assembly 2 year	**Public contracts: clean concrete.** The State Contract Act governs the bidding and award of public works contracts by specific state departments and requires an awarding department, before entering into any contract for a project, to prepare full, complete, and accurate plans and specifications and estimates of cost. This bill would require the Department of General Services, on or before January 1, 2024, to establish and publish a maximum acceptable global warming potential for concrete, as specified. The bill would, beginning January 1, 2022, require an awarding authority to require a winning bidder for an eligible project to submit an Environmental Product Declaration developed in accordance with specified standards prior to installation of any concrete products..		
AB 1370 Quirk-Silva	Amended 3/18/2021	Assembly 2 year	**Housing element: annual report: housing units.** The Planning and Zoning Law requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. Current law requires the planning agency of a city or county to provide an annual report that includes specified information by April 1 of each year to specified entities, including the Department of Housing and Community Development. Among other things, existing law requires that this report include the progress in meeting the city's or county's share of regional housing needs and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing, as specified. This bill would additionally require that the annual report include the total number of housing units that received a certificate of occupancy in the prior year.		

AB 1372 Muratsuchi	Introduced 2/19/2021	Assembly 2 year	**Right to temporary shelter.** Would require every city, or every county in the case of unincorporated areas, to provide everyperson 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	Amended 8/26/2021	Senate 2 year	**Resiliency Through Adaptation, Economic Vitality, and Equity Act of 2022.** Current law requires the Natural Resources Agency to release a draft of the state's climate adaptation strategy, known as the Safeguarding California Plan, by January 1, 2017, and every 3 years thereafter, to update the plan by July 1, 2017, and every 3 years thereafter, and to coordinate with other state agencies to identify vulnerabilities to climate change by sectors and priority actions needed to reduce the risks in those sectors. Existing law requires, to address the vulnerabilities identified in the plan, state agencies to maximize specified objectives. This bill would instead require the agency to release the draft plan by January 1, 2024, and every 3 years thereafter, and to update the plan by July 1, 2024, and every 3 years thereafter.		
AB 1395 Muratsuchi	Amended 9/3/2021	Senate 2 year	**The California Climate Crisis Act.** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill, the California Climate Crisis Act, would declare the policy of the state both to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 90% below the 1990 levels.		

AB 1397 Garcia, Eduardo	Introduced 2/19/2021	Assembly Accountability and Administrative Review	**Public contracts: California Lithium Economy Act.** The Buy Clean California Act, requires the Department of General Services to establish and publish a maximum acceptable global warming potential for categories of eligible materials, in accordance with specified requirements. This bill, entitled the California Lithium Economy Act, would revise the definition of "eligible materials" to include lithium, commencing January 1, 2023. The bill would require an awarding authority, by January 1, 2025, to require the successful bidder for a contract that includes electric vehicles to be provided as part of that contract, to disclose the sources of lithium used in the manufacture of the electric vehicles' batteries. The bill would also require, by January 1, 2035, that at least 35% of the lithium used in electric vehicle batteries pursuant to a contract under the act be produced in California. The bill would include related findings and declarations.		
AB 1401 Friedman	Amended 7/5/2021	Senate 2 year	**Residential and commercial development: remodeling, renovations, and additions: parking requirements.** Would prohibit a public agency in a county with a population of 600,000 or more from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within1/2 mile, as specified, of public transit, as defined. The bill would prohibit a public agency in a city with of 75,000 or more located in a county with a population of less than 600,000 from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the project is located within 1/4 mile, as specified, of public transit, as defined. The bill would create authorizations in this regard for a city or a county to which these prohibitions do not apply.	Support	Support
AB 1442 Ting	Introduced 2/19/2021	Assembly 2 year	**Accessory dwelling units.** Existing law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions. Existing law, with certain exceptions, prohibits a local agency from using or imposing any additional standards, including, until January 1, 2025, owner-occupant requirements.This bill would make nonsubstantive changes to the latter provisions.		
AB 1445 Levine	Amended 1/3/2022	Assembly Housing and Community Development	**Planning and zoning: regional housing need allocation: climate change impacts.** Would, commencing January 1, 2025, require that a council of governments, a delegate subregion, or the Department of Housing and Community Development, as applicable, additionally consider among these factors emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change.		

AB 1449 Wicks	Introduced 2/19/2021	Assembly 2 year	**Housing.** The State Housing Law establishes statewide construction and occupancy standards for buildings used for human habitation. That law requires the building department of every city or county to enforce within its jurisdiction the provisions of the State Building Standards Code, the provisions of the State Housing Law, and specified other rules and regulations promulgated pursuant to that law.This bill would make nonsubstantive changes to the provision naming the State Housing Law.		
AB 1453 Muratsuchi	Introduced 2/19/2021	Assembly 2 year	**Environmental justice: Just Transition Advisory Commission: Just Transition Plan.** Would, until January 1, 2028, establish the Just Transition Advisory Commission, consisting of specified members, in the Labor and Workforce Development Agency and would require the commission, though a public process, to develop and adopt, on or before January 1, 2024, the Just Transition Plan that contains recommendations to transition the state's economy to a climate-resilient and low-carbon economy that maximizes the benefits of climate actions while minimizing burdens to workers, especially workers in the fossil fuel industry, and their communities, especially communities that face disproportionate burdens from pollution. The bill would require the commission to submit the plan to the Legislature on or before January 1, 2024.		
AB 1459 Patterson	Introduced 2/19/2021	Assembly 2 year	**Home hardening and defensible space clearance.** Existing law requires the Office of Emergency Services and the Department of Forestry and Fire Protection, through a joint powers agreement pursuant to the Joint Exercise of Powers Act, to develop and administer a comprehensive wildfire mitigation program to, among other things, encourage cost-effective structure hardening and retrofitting to create fire-resistant homes, businesses, and public buildings.This bill would state the intent of the Legislature to enact legislation that would provide funding for grants to homeowners in very high fire hazard severity zones for home hardening and defensible space clearance efforts.		
AB 1462 Fong	Introduced 2/19/2021	Assembly 2 year	**Affordable housing: grant programs: progress payments.** Current law establishes various housing programs administered by the Department of Housing and Community Development, including, among others, the CalHome Program to enable low- and very low income households to become or remain homeowners and the California Emergency Solutions Grants Program the purpose of addressing the crisis of homelessness in California. This bill would require the department to establish and administer a progress payment option for grants distributed pursuant to any program administered by the department that relates to the development of affordable housing, including, among other, the CalHome Program and the California Emergency Solutions Grants Program described above.		

AB 1486 Carrillo	Amended 4/21/2021	Assembly 2 year	**California Environmental Quality Act: housing.** CEQA establishes a procedure by which a person may seek judicial review of a decision of the lead agency made pursuant to CEQA. If an action or proceeding is brought seeking judicial review, CEQA establishes a procedure for the preparation of the record of proceedings upon the filing of an action or proceeding and requires the lead agency to prepare and certify the record of proceedings, but authorizes the plaintiff or petitioner to elect to prepare the record of proceedings. This bill, in an action or proceeding seeking judicial review under CEQA of certain actions taken by a city with a certain population or by a city and county before January 1, 2025, defined as a "housing element update project," would prohibit a court from enjoining, invalidating, voiding, setting aside, or issuing an order to suspend, invalidate, rescind, void, or set aside the decision for the housing element update project, except to the extent the court finds it necessary to avoid an imminent threat to public health and safety.		
AB 1492 Bloom	Amended 4/21/2021	Assembly 2 year	**Department of Housing and Community Development: high-opportunity areas and sensitive communities.** Current law establishes the Department of Housing and Community Development within the Business, Consumer Services, and Housing Agency and sets forth its powers and duties, including, among other things, responsibility for coordinating federal-state relationships in housing and community development and assisting communities and persons to avail themselves of state housing programs. This bill would require the department to designate areas in this state as high-opportunity areas and sensitive communities, as provided, by January 1, 2023, in accordance with specified requirements. The bill would require the department to update those designations every 5 years, or more frequently at the discretion of the department..		
AB 1500 Garcia, Eduardo	Amended 5/11/2021	Assembly 2 year	**Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022.** Would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of $7,080,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, and workforce development programs.	Support and Seek Amendments	Support and Seek Amendment

AB 1521 Kamlager	Introduced 2/19/2021	Assembly 2 year	**Earthquake protection standards.** Current law requires that every building or structure, and every portion thereof, be designed and constructed to resist stresses produced by lateral forces as provided in the State Building Standards Code. Current law requires city and county building departments to enforce these provisions and prohibits a person from constructing a building subject to these requirements without obtaining a written permit for that purpose from the appropriate enforcement agency. Current law excludes certain buildings from these requirements, including a building not intended primarily for occupancy by human beings and located entirely outside the limits of a city or city and county. This bill would make nonsubstantive changes to these exclusions.		
AB 1551 Santiago	Amended 1/3/2022	Assembly Housing and Community Development	**Planning and zoning: development bonuses: mixed-use projects.** The Density Bonus Law requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Previously existing law, until January 1, 2022, required a city, county, or city and county to grant a commercial developer a development bonus, as specified, when an applicant for approval of a commercial development had entered into an agreement for partnered housing with an affordable housing developer to contribute affordable housing through a joint project or 2 separate projects encompassing affordable housing. This bill would reenact the above-described provisions regarding the granting of development bonuses to certain projects.		
AB 1567 Committee on Emergency Management	Amended 4/14/2021	Assembly 2 year	**Emergency services: catastrophic plans: recovery frameworks.** The California Emergency Services Act establishes the Office of Emergency Services (OES) within the office of the Governor, and sets forth its powers and duties, including responsibility for addressing natural, technological, or manmade disasters and emergencies, including activities necessary to prevent, respond to, recover from, and mitigate the effects of emergencies and disasters to people and property. This bill would require OES to develop state recovery frameworks for California's catastrophic plans, as provided. The bill would also require the governing body of a political subdivision, as defined, to develop regional recovery frameworks for California's catastrophic plans and would require OES to provide technical assistance in this regard.		

AB 1572 Committee on Jobs, Economic Development, and the Economy	Amended 1/3/2022	Assembly Appropriations	**Personal income taxes: corporation taxes: credits: California New Markets Tax Credit.** The state Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill would allow a California New Markets Tax Credit under the Personal Income Tax Law and the Corporation Tax Law, in modified conformity with the federal New Markets Tax Credit, for taxable years beginning on or after January 1, 2024, and before January 1, 2029, in a specified amount for designated qualified equity investments, as defined, in low-income communities. The bill would limit the total annual amount of credit allowed pursuant to these provisions to $100,000,000 per calendar year. The bill would impose specified duties on the Governor's Office of Business and Economic Development (GO-Biz) with regard to the application for, and allocation of, the credit.		
ACA 1 Aguiar-Curry	Introduced 12/7/2020	Assembly Local Government	**Local government financing: affordable housing and public infrastructure: voter approval.** 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.		
ACA 7 Muratsuchi	Introduced 3/16/2021	Assembly Print	**Local government: police power: municipal affairs: land use and zoning.** Would provide that a county or city ordinance or regulation enacted under the police power that regulates the zoning or use of land within the boundaries of the county or city would prevail over conflicting general laws, with specified exceptions. The measure, in the event of the conflict with a state statute, would also specify that a city charter provision, or an ordinance or regulation adopted pursuant to a city charter, that regulates the zoning or use of land within the boundaries of the city is deemed to address a municipal affair and prevails over a conflicting state statute, except that the measure would provide that a court may determine that a city charter provision, ordinance, or regulation addresses either a matter of statewide concern or a municipal affair if it conflicts with specified state statutes. The measure would make findings in this regard and provide that its provisions are severable.		

SB 5 Atkins	Amended 3/10/2021	Senate 2 year	**Affordable Housing Bond Act of 2022.** Under existing law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership for very low and low-income households, and downpayment assistance for first-time homebuyers. Existing law also authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law and requires that proceeds from the sale of these bonds be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks.This bill would enact the Affordable Housing Bond Act of 2022, which, if adopted, would authorize the issuance of bonds in the amount of $6,500,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to fund affordable rental housing and homeownership programs. The bill would state the intent of the Legislature to determine the allocation of those funds to specific programs.This bill would provide for submission of the bond act to the voters at the November 8, 2022, statewide general election in accordance with specified law.		
SB 12 McGuire	Amended 7/1/2021	Assembly 2 year	**Local government: planning and zoning: wildfires.** 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.		
SB 36 Skinner	Introduced 12/7/2020	Senate 2 year	**Energy efficiency.** Existing law authorizes the State Energy Resources Conservation and Development Commission to prescribe, by regulation, energy efficiency standards, including appliance efficiency standards.This bill would make nonsubstantive revisions to these provisions.		

SB 99 Dodd	Amended 7/5/2021	Assembly 2 year	**Community Energy Resilience Act of 2021.** Current law establishes within the Natural Resources Agency the State Energy Resources Conservation and Development Commission. Current law assigns the commission various duties, including applying for and accepting grants, contributions, and appropriations, and awarding grants consistent with the goals and objectives of a program or activity the commission is authorized to implement or administer. This bill, the Community Energy Resilience Act of 2021, would require the commission to develop and implement a grant program for local governments to develop community energy resilience plans and expedite permit review of distributed energy resources by local governments.		
SB 210 Wiener	Amended 3/15/2021	Senate 2 year	**Automated license plate recognition systems: use of data.** Current law authorizes the Department of the California Highway Patrol to retain license plate data captured by license plate reader technology, also referred to as an automated license plate recognition (ALPR) system, for not more than 60 days unless the data is being used as evidence or for the investigation of felonies. Current law authorizes the department to share that data with law enforcement agencies for specified purposes and requires both an ALPR operator and an ALPR end-user, as those terms are defined, to implement a usage and privacy policy regarding that ALPR information, as specified. Current law requires that the usage and privacy policy implemented by an ALPR operator or an ALPR end-user include the length of time ALPR information will be retained and the process the ALPR operator and ALPR end-user will utilize to determine if and when to destroy retained ALPR information. This bill would include in those usage and privacy policies a requirement that, if the ALPR operator or ALPR end-user is a public agency and not an airport authority, ALPR data that does not match a hot list be destroyed within 24 hours.		
SB 222 Dodd	Amended 8/30/2021	Assembly 2 year	**Water Rate Assistance Program.** Would establish the Water Rate Assistance Fund in the State Treasury to help provide water affordability assistance, for both drinking water and wastewater services, to low-income ratepayers and ratepayers experiencing economic hardship in California. The bill would require the Department of Community Services and Development to develop and administer the Water Rate Assistance Program established by the bill.		
SB 234 Wiener	Amended 4/26/2021	Assembly Desk	**Transition Aged Youth Housing Program.** Would establish the Transition Aged Youth Housing Program for the purpose of creating housing for transition aged youth under 26 years of age, who have been removed from their homes, are experiencing homelessness unaccompanied by a parent or legal guardian, or are under the jurisdiction of a court, as specified, and would require the council to develop, implement, and administer the program.		

SB 261 Allen	Introduced 1/27/2021	Senate 2 year	**Regional transportation plans: sustainable communities strategies.** 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.		
SB 344 Hertzberg	Amended 5/25/2021	Assembly 2 year	**Homeless shelters grants: pets and veterinary services.** Would require the Department of Housing and Community Development subject to an appropriation in the annual Budget Act, to develop and administer a program to award grants to qualified homeless shelters, as described, for the provision of shelter, food, and basic veterinary services for pets owned by people experiencing homelessness. The bill would authorize the department to use up to 5% of the funds appropriated in the annual Budget Act for those purposes for its costs in administering the program.		
SB 345 Becker	Amended 3/23/2021	Senate 2 year	**Energy programs and projects: nonenergy benefits.** Would require the Public Utilities Commission to (1) begin the process, by January 1, 2023, to establish common definitions of nonenergy benefits and attempt to determine consistent values and methodologies for use in assigning priority access to authorized funds by distributed energy resource programs, (2) prioritize the use of authorized funding to support distributed energy resource programs and projects that provide the greatest nonenergy benefits, particularly for disadvantaged communities, and (3) track the demonstrated nonenergy benefits resulting from distributed energy resource programs during program evaluations and make this data available publicly on the commission’s internet website. The bill would prohibit the calculation of nonenergy benefits from being used in a manner that results in incremental cost shifting to nonparticipating customers or from being used to determine the cost effectiveness of distribution deferral projects or to estimate the value of avoided costs for use in evaluating distributed energy resource programs.		

SB 449 Stern	Amended 4/22/2021	Senate 2 year	**Climate-related financial risk.** Current law generally provides for the regulation of various financial institutions, including banks, credit unions, and finance lenders, by the Department of Financial Protection and Innovation. Current law requires the Secretary for Environmental Protection to coordinate greenhouse gas emission reductions and climate-change activities in state government. Executive Order N-19-19 requires, among other things, the Department of Finance to create a Climate Investment Framework and to consult with the Office of Planning and Research on the framework. This bill would require a covered entity, as defined, to, on or before December 31, 2022, and annually thereafter, prepare a climate-related financial risk report, as defined, and to submit to the Secretary of State, and make available to the public on its own internet website, a copy of that report.		
SB 466 Wieckowski	Amended 6/14/2021	Assembly 2 year	**Community development.** Current law authorizes a city, county, or city and county, with the approval of its legislative body by resolution after a public hearing, to acquire, sell, or lease property in furtherance of the creation of an economic opportunity, as defined. Current law requires notice of the hearing to be published in a specified manner and requires the city, county, or city and county to make available a report containing a copy of the proposed acquisition, sale, or lease and a summary that includes, among other things, an explanation of why the acquisition, sale, or lease will assist in the creation of economic opportunity. Current law provides that these provisions are an alternative to any other authority granted by law to cities to dispose of city-owned property. This bill would authorize the City of Santa Clara to sell or lease property located at 500 Benton Street under the provisions specified above. This bill would provide that these provisions are an alternative to any other authority granted by law to cities, counties, or cities and counties to dispose of property.		

SB 475 Cortese	Amended 3/10/2021	Senate 2 year	**Transportation planning: sustainable communities strategies.** 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 499 Leyva	Introduced 2/17/2021	Senate 2 year	**General plan: land use element: uses adversely impacting health outcomes.** 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.		
SB 513 Hertzberg	Amended 1/3/2022	Senate Appropriations	**Homeless shelters grants: pets and veterinary services.** Current law establishes the California Emergency Solutions and Housing Program, under the administration of the Department of Housing and Community Development and requires the department to, among other things, provide rental assistance and housing relocation and stabilization services to ensure housing affordability to people who are experiencing homelessness or who are at risk of homelessness. This bill would require the department, subject to an appropriation in the annual Budget Act, to develop and administer a program to award grants to qualified homeless shelters, as described, for the provision of shelter, food, and basic veterinary services for pets owned by people experiencing homelessness.		

SB 563 Allen	Amended 5/3/2021	Senate 2 year	**Second Neighborhood Infill Finance and Transit Improvements Act: housing developments: homelessness prevention programs: enhanced infrastructure financing plan review and amendment process.** The Second Neighborhood Infill Finance and Transit Improvements Act, or NIFTI-2, authorizes a city or county to adopt a resolution to allocate its tax revenues to an enhanced infrastructure financing district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if certain conditions are or will be met. This bill would revise NIFTI-2 to, among other things, remove the requirements that the area financed be within 1/2 mile of a major transit stop and that the boundaries of the district be coterminous with the city or county. The bill would require specified minimum percentages of the funds be used for homelessness prevention programs or development of affordable housing that is within 1/2 mile of a major transit stop, as specified. The bill would revise the description of tax revenue that may be allocated to a district.		
SB 581 Atkins	Introduced 2/18/2021	Assembly 2 year	**General plan.** 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	Amended 5/20/2021	Senate 2 year	**Climate Emergency Mitigation, Safe Restoration, and Just Resilience Act of 2021.** Would require the State Air Resources Board to ensure that statewide greenhouse gas emissions are reduced to at least 40% and up to 80% below the 1990 level by 2030. By expanding the scope of a crime, this bill would imposed a state-mandated local program. The bill would adopt a state policy to lead a global effort to restore oceanic and atmospheric concentrations of greenhouse gas emissions to preindustrial levels as soon as possible to secure a safe climate for all, and to restore community health and reverse the impacts from the damage and injustice climate change is causing to the people, the economy, and the environment of California. The bill would require the Secretary of the Natural Resources Agency, in coordination with the Secretary for Environmental Protection and the State Air Resources Board, and concurrent with the scoping plan, to develop a climate restoration plan that specifies carbon removal targets, before 2035, as necessary to facilitate achievement of those goals.		
SB 621 Eggman	Amended 4/5/2021	Senate 2 year	**Conversion of motels and hotels: streamlining.** 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	Introduced 2/18/2021	Senate 2 year	**Electronic toll and transit fare collection systems.** 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.	Support	
SB 625 Caballero	Amended 5/28/2021	Assembly 2 year	**Community development financial institutions: grant program.** Would establish the California Investment and Innovation Program, administered by the I-Bank, for the purpose of providing grants to qualified community development financial institutions. The bill would establish the California Investment and Innovation Fund and, upon appropriation, require the I-Bank to award a grant to an eligible recipient, defined as a community development financial institution that meets specified criteria under the program, as provided. The bill would specify authorized uses of grant funds, including providing loans, grants, equity investments, or technical assistance within low-income communities or for purposes that have a direct and substantial benefit to lower income households.		
SB 649 Cortese	Amended 4/19/2021	Assembly 2 year	**Local governments: affordable housing: local tenant preference.** Would establish a state policy supporting local tenant preferences for lower income households, as defined, that are subject to displacement risk, and, further, permit local governments and developers in receipt of local or state funds, federal or state tax credits, or an allocation of tax-exempt private activity bonds designated for affordable rental housing to restrict occupancy by creating a local housing preference for lower income households subject to displacement risk. The bill, subject to certain requirements and limitations, would authorize a local government to allow a local tenant preference in an affordable housing rental development to reduce displacement of lower income households with displacement risk beyond local government boundaries by adopting a program that allows preferences in affordable rental housing acquired, constructed, preserved or funded with state or local funds or tax programs.		

SB 674 Durazo	Amended 8/30/2021	Assembly 2 year	**Public Contracts: workforce development: covered public contracts.** Would require the Labor and Workforce Development Agency to create 2 programs, to be known as the California Jobs Plan Program and the United States Jobs Plan Program. The bill would require the programs to meet specified objectives, including supporting the creation and retention of quality, nontemporary full-time jobs, as specified, and the hiring of displaced workers and individuals facing barriers to employment. The bill would require, as a component of applications for covered public contracts, as defined, the creation of forms for each program that state the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract. These components of the application would be known as the California Jobs Plan and the United States Jobs Plan, which the bill would define.		
SB 695 Ochoa Bogh	Amended 3/7/2021	Senate 2 year	**Mitigation Fee Act: housing developments.** Would prohibit a local agency from imposing a housing impact requirement adopted by the local agency on a housing development project, as defined, unless specified requirements are satisfied by the local agency, including that the local agency prepare and adopt a nexus study, as specified. The bill, for purposes of these provisions, defines "housing impact requirement" as a fee imposed under the Mitigation Fee Act, dedications of parkland or in-lieu fees imposed under the Quimby Act, or a construction excise tax.This bill would require a local agency to adopt a nexus study that is used to demonstrate compliance with these provisions, subject to specified public participation requirements.This bill would prohibit a housing impact requirement from exceeding the amount necessary to maintain the existing level of service identified in the nexus study for the type of capital facility for which the housing impact requirement is imposed.		
SB 696 Allen	Amended 9/9/2021	Senate 2 year	**Enhanced infrastructure financing districts: housing: underutilized or deteriorated retail property: covenants and restrictions: eminent domain.** Current law authorizes a district to finance a mixed-income housing development if the district is only financing units restricted to occupancy by persons of very low, low, or moderate incomes or onsite facilities for childcare, after school care, and social services for tenants of the restricted units.This bill would authorize a district to also finance units in a mixed-income housing development that are allocated to the jurisdictions in the district pursuant to regional housing needs allocations determined in accordance with housing element laws.		

SB 726 Gonzalez	Amended 8/30/2021	Assembly 2 year	**Alternative fuel and vehicle technologies: sustainable transportation.** Current law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. Current law requires the commission to give preference to those projects that maximize the goals of the program based on specified criteria and to fund specified eligible projects, including, among others, alternative and renewable fuel projects to develop and improve alternative and renewable low-carbon fuels. Current law creates the Alternative and Renewable Fuel and Vehicle Technology Fund, to be administered by the commission, and requires the moneys in the fund, upon appropriation by the Legislature, to be expended by the commission to implement the program. This bill would revise and recast the program to expand the purpose of the program to include developing and deploying innovative technologies that transform California's fuel and vehicle types to help reduce criteria air pollutants and air toxics.		
SB 735 Rubio	Amended 1/3/2022	Senate Transportation	**Vehicles: speed photoimaging enforcement devices.** Would authorize a local authority to use a speed photoimaging enforcement device, as defined, to enforce speed limits in a school zone. The bill would prescribe requirements for the operation of a speed photoimaging enforcement device, including, among other things, notice to the public, issuance of citations, and confidentiality of data.		
SB 747 Hurtado	Amended 1/3/2022	Senate Housing	**COVID-19 relief: tenancy: grant program.** Would, until January 1, 2025, create a grant program under the administration of the Department of Housing and Community Development and would require the department to award a program grant, as defined, to a qualified applicant who submits a complete application, as defined, on a first-come, first-served basis. The bill would define "qualified applicant" to mean a landlord who satisfies certain criteria, including that the landlord has applied for rental assistance funds pursuant to the State Rental Assistance Program and either received a negative final decision, as specified, or the landlord has been notified that an application to the State Rental Assistance Program was submitted, as specified, but 20 days have passed without a final decision being rendered.		

SB 765 Stern	Introduced 2/19/2021	Senate 2 year	**Accessory dwelling units: setbacks.** 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.		
SB 771 Becker	Amended 5/11/2021	Assembly 2 year	**Sales and Use Tax Law: zero emissions vehicle exemption.** Current state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, on or after January 1, 2022, would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle, as defined, sold to a qualified buyer, as defined. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund.		

SB 778 Becker	Amended 6/21/2021	Assembly 2 year	**Buy Clean California Act: Environmental Product Declarations: concrete.** Would require as part of the Buy Clean California Act, beginning July 1, 2022, an awarding authority to require a successful bidder for a contract for an eligible project, as separately defined for purposes of these requirements, to submit a current Environmental Product Declaration, as defined, for each concrete product before the product is installed in the project, as provided. The bill would require the awarding authority, beginning January 1, 2023, when letting contracts that include concrete for use in an eligible project to require all bids to include the global warming potential, as defined, for each concrete product that will be delivered, the total concrete production CO2e, as defined, for all concrete products included in the bid, and an estimate of delivery emissions, as defined, from transporting the concrete. The bill would require the State Air Resources Board, on or before January 1, 2024, to establish, and the department to publish in the State Contracting Manual, in a department management memorandum, or on the department's internet website, the maximum global warming potential for concrete at the industry average global warming potential for concrete within each project region and performance class, as provided.		
SB 798 Wieckowski	Introduced 2/19/2021	Senate 2 year	**Trade Corridor Enhancement Account.** Current law creates the Trade Corridor Enhancement Account to receive revenues attributable to 50% of a $0.20 per gallon increase in the diesel fuel excise tax imposed by the Road Repair and Accountability Act of 2017 for corridor-based freight projects nominated by local agencies and the state. Current law makes these funds and certain federal funds apportioned to the state available upon appropriation for allocation by the California Transportation Commission for trade infrastructure improvement projects that meet specified requirements. This bill would make nonsubstantive changes to this provision.		
SB 809 Allen	Amended 3/10/2021	Senate 2 year	**Multijurisdictional regional agreements: housing element.** 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.		

SB 843 Glazer	Introduced 1/11/2022	Senate Rules	**Taxation: renters' credit.** Would, for taxable years beginning on or after January 1, 2022, and before January 1, 2027, and only when specified in a bill relating to the Budget Act, would increase the credit amount for a qualified renter to $1,000, as provided. In the event the increased credit amount is not specified in a bill relating to the Budget Act, the existing credit amounts of $120 and $60, as described above, respectively, would be the credit amounts for that taxable year. The bill would require the Franchise Tax Board to annually recompute for inflation the credit amount for taxable years on or after January 1, 2023, and before January 1, 2027, except as provided. The bill would provide findings and declarations relating to the goals, purposes, and objectives of this credit.		

Metropolitan Transportation Commission and Association of Bay Area Governments

Joint MTC ABAG Legislation Committee

2022 Legislative Deadlines*

January

- 1: Statutes take effect
- 3: Legislature reconvenes
- 10: Budget must be submitted by Governor
- 14: Last day for policy committees to hear and report to fiscal committees' fiscal bills introduced in their house in the odd-numbered year.
- 17: Martin Luther King, Jr. Day
- 21: Last day for any committees to hear and report to the floor bills introduced in their house. Last day to submit bill requests to the Office of Legislative Counsel.
- 31: Last day for each house to pass bills introduced in that house in the odd-numbered year

February

- 18: Last day for bills to be introduced
- 21: Presidents' Day

March

April

- 1: Cesar Chavez Day observed
- 7: Spring Recess begins upon adjournment
- 18: Legislature reconvenes from Spring Recess
- 29: Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house

May

- 6: Last day for policy committees to meet and report to the floor nonfiscal bills introduced in their house
- 13: Last day for policy committees to meet prior to May 31
- 20: Last day for fiscal committees to meet and report to the floor bills introduced in their house. Last day for fiscal committees to meet prior to May 31.

- 23-27: Floor session only. No committees may meet for any purpose, except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees.
- 27: Last day for each house to pass bills introduced in that house
- 30: Memorial Day
- 31: Committee meetings may resume

June

- 15: Budget Bill must be passed by midnight
- 30: Last day for a legislative measure to qualify for the November 8 General Election ballot

July

- 1: Last day for policy committees to meet and report bills. Summer Recess begins upon adjournment of session, provided Budget Bill has been passed.
- 4: Independence Day

August

- 1: Legislature reconvenes from Summer Recess
- 12: Last day for fiscal committees to meet and report bills
- 15-31: Floor session only. No committees may meet for any purpose, except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees.
- 25: Last day to amend bills on the floor
- 31: Last day for each house to pass bills. Final Recess begins upon adjournment

September

- 30: Last day for Governor to sign or veto bills passed by the Legislature before September 1 and in the Governor's possession in or after September 1

October

- 2: Bills enacted on or before this date take effect January 1, 2023

Source: compiled by the Office of the Assembly Chief Clerk and the Office of the Secretary of The Senate.

*Dates are subject to change.

California Local & Regional Government Association Bill Position Resources

League of California Cities ("the League")

- https://www.cacities.org/Policy-Advocacy/Bill-Search

California State Association of Counties (CSAC)

- https://www.counties.org/legislative-tracking

California Association of Councils of Government (CALCOG)

- https://www.calcog.org/index.php?src=gendocs&ref=billtrack&link=billtrack

Metropolitan Transportation Commission and Association of Bay Area Governments

Joint MTC ABAG Legislation Committee

January 14, 2022 **Agenda Item 3a**

Overview of Governor Newsom's Fiscal Year 2022-23 State Budget Proposal

Subject:

Highlights of transportation, housing, and climate aspects of the Governor's proposed budget.

Summary:

California's fiscal year 2022-23 budget negotiations will kick into high gear this month with the anticipated January 10 release of Governor Newsom's budget request. (As of the writing of this memo, the budget request has not been made public). The state's fiscal outlook continues to be rosy. Despite the ongoing pandemic, the Legislative Analyst's Office (LAO) projects a $31 billion budget surplus.

Seizing on this opportunity, MTC has coordinated with the Bay Area's transportation agencies on a bold budget request of $10 billion in General Fund resources for transportation (including climate resilience improvements related to transportation infrastructure), described below and in the attached letter to Governor Newsom (see Attachment A). Regarding housing, various advocacy organizations statewide have coalesced around a bold budget request for $5.5 billion - $6.6 billion, also described below. The coalition includes the California Coalition for Rural Housing, California Housing Consortium, Housing California, Non-Profit Housing Association of Northern California, San Diego Housing Federation, and Southern California Association of Nonprofit Housing.

Staff will provide a verbal update at your meeting on the transportation, housing and climate components of the Governor's budget proposal, including overlap with these budget requests.

Bay Area Transportation and Statewide Housing Coalition Budget

Transportation

MTC and Bay Area transportation agencies are requesting $10 billion in General Fund resources to augment the state's ongoing special-funded transportation investments (Cap and Trade, SB 1, etc.). The request includes:

- Support High-Speed Rail (support an appropriation of Proposition 1A funds to continue construction of the segment from Bakersfield to Merced, which is vital to the statewide system that will ultimately connect to the Bay Area).
- $5 billion (minimum) for public transit
    - 75 percent distributed to regions based on the combined share of the well-established State Transit Assistance formula
    - 25 percent to augment the state's Transit and Intercity Rail Capital Program
- $2 billion (minimum) for active transportation
- $1 billion for transportation-related climate adaptation
- $2 billion in additional transportation investments

Housing Coalition Budget Request Summary

California's statewide affordable housing coalition in December requested the Governor include $5.5 billion - $6.6 billion in housing resources in the FY 2022-23 State Budget, as follows:

Top Priorities - $5.5 billion

- State Low-Income Housing Tax Credits – $500 million (permanent augmentation)
- Multifamily Housing Program and California Housing Accelerator Program - $5 billion to advance projects with existing grants to construction and to seed the next generation projects.

Secondary Requests (listed in order of size) - $1.1 billion

- Naturally occurring affordable housing (NOAH) preservation and incentives - $1 billion
- Golden State Acquisition Fund expansion to support development in high opportunity areas - $100 million
- Local government incentive to reduce development impact fees for affordable housing - $25 million
- Housing and Community Development (HCD) funds to improve state housing program efficiencies and support enforcement - $15 million

Attachments:

- Attachment A: Bay Area State Budget Advocacy Letter

Therese W. McMillan

November 19, 2021

The Honorable Gavin Newsom
Governor, State of California
State Capitol Building, 1st Floor
Sacramento, CA 95814

Dear Governor Newsom,

As you prepare your proposed State Budget for FY 2022-23, the undersigned San Francisco Bay Area organizations urge you to maintain your strong commitment to public transit, active transportation and climate adaptation for transportation infrastructure. As negotiations on high-speed rail funding and an accompanying transportation funding package resume from the last session when those monies reverted to the General Fund, we call upon you to champion these programs even more prominently and stand ready to assist with a unified Bay Area transportation advocacy agenda built on three key points:

- Support High Speed Rail.
- Direct General Fund surplus revenues to transportation commensurate with its extraordinary needs.
- Prioritize public transit, active transportation and climate adaptation and use proven approaches to ensure equitable access, geographic balance and consideration of regional priorities.

We Support High Speed Rail
We support an appropriation of Proposition 1A funds to continue construction of the High-Speed Rail segment from Bakersfield to Merced, vital to the statewide system that will ultimately connect to the Bay Area. Critically, many of our region's major transit expansion projects that have been supported by the voters as well as prior state and federal funds, including Diridon Station, the Downtown Rail Extension, and Caltrain Electrification are integrally linked to High Speed Rail. Some still require significant additional investment and will only realize their full potential when high-speed rail connects to the Bay Area. Additionally, the state's unwavering commitment to high-speed rail is essential to compete for $46 billion in new competitive grants in the recently-passed federal Infrastructure Investment and Jobs Act (IIJA).

Transportation Needs Warrant Significant GF Surplus Investment
Assuming a budget surplus in the $30 billion-$40 billion range, we support a minimum **$10 billion** General Fund commitment to transportation that provides at least $5 billion for public transit, $2 billion for active transportation, and $1 billion for transportation-related climate

adaptation—all investments advanced in last year's budget negotiations. A meaningful contribution to these priorities is necessary to leverage significant federal funding and realize the full benefits of the State's existing investments in critical greenhouse gas-reducing projects. For the remainder, other important underfunded needs include local road and bridge preservation, clean freight, railroad safety and grade crossings, and highway mobility improvements to help buses and carpools offer a more reliable trip than driving alone.

Why such a large investment in transportation now? Despite passage of the IIJA, our state's transportation needs still greatly exceed available resources at the local/regional, state and federal levels and infrastructure is a wise investment of one-time funds. For a sense of the magnitude statewide, in the nine-county Bay Area alone, our six largest transit operators have identified $10 billion in capital funding shortfalls (net of secured funds) over the next four years and $17 billion over the next 5-10 years. This includes, for example, transit fleet replacement and expansion for AC Transit, BART, SFMTA and VTA to achieve the state's ambitious zero emission transit rules and meet future ridership demand; and transformational transit projects that can commence or complete construction with a final infusion of funding, like BART to Silicon Valley, BART Core Capacity, and Caltrain Electrification. Our smaller operators likewise have significant underfunded needs related to transit electrification, station improvements, and expansion/modernization projects, such as Valley Link, among other needs.

Additionally, investments in active transportation and strengthening the resilience of our infrastructure are urgently needed and will pay dividends beyond "mobility." These investments lift up equity, as our poorest, most vulnerable communities suffer disproportionate gaps when it comes to bike and pedestrian safety and bear the brunt of climate change-driven impacts. With respect to climate adaptation, Plan Bay Area 2050 has identified a cost of $19 billion to protect the Bay Area's transportation infrastructure from sea level rise with State Route 37 a prime example of the need. A critical east-west connection for the North Bay, a resilient redesign is currently estimated to cost approximately $5 billion.

Steer Transit Funding Where It's Most Needed and Ensure Geographic Equity
To build support for an augmentation of funds at this scale, it is essential to ensure that regions across the state will benefit and have some certainty about how much funding (at a minimum) they will receive. Specifically for transit, we recommend use of the well-established State Transit Assistance (STA) formula, with 75 percent of any General Fund transit augmentation distributed to regions based on the region's combined STA share to meet the most urgent, priority transit needs and consistent with their state-mandated sustainable communities strategies (SCS) to reduce climate impacts associated with transportation. The remaining 25 percent should go to the California State Transportation Agency to augment the Transit and Intercity Rail Capital Program (TIRCP) program. Funding partnerships like this between the state, regional and local transit agencies can accelerate project delivery by streamlining the grant award process and are key to delivering timely benefits consistent with your office's vision and those of regions, such as Plan Bay Area 2050, the region's recently updated SCS.

Conclusion
On the heels of the COP 26 United Nations Climate Change Conference, California has an opportunity to invest our budget surplus to greatly accelerate implementation of your Climate

Action Plan for Transportation Infrastructure, which recognizes the need for significant mode shift away from single-occupant vehicle travel to sustainable modes like transit, active transportation and carpooling. The faster we secure the funding to build this sustainable future, the closer we'll reach our urgent climate goals and provide a more affordable and equitable transportation system for Bay Area residents and those of all regions statewide.

Sincerely,

Alfredo Pedroza
MTC Chair

Jeff Tumlin
Director of Transportation, San Francisco Municipal Transportation Agency

Robert Powers
General Manager, BART

Carolyn Gonot
General Manager, Santa Clara VTA

Mike Hursh
General Manager, AC Transit

Carter Mau
General Manager, SamTrans

Michelle Bouchard
General Manager, Caltrain

Dennis Mulligan
General Manager, Golden Gate Bridge, Highway and Transportation District

Gwen Litvak
Senior Vice President, Bay Area Council

Laura Tolkoff
Transportation Policy Director, SPUR

Brian Albee
Executive Director, Sonoma County Transit

Charlie Anderson
General Manager, WestCAT

Tilly Chang
Executive Director, San Francisco County Transportation Authority

Sean Charpentier
Executive Director, San Mateo County CCAG

Diane Feinstein
Diane Feinstein
Transportation Manager, Fairfield and Suisun Transit (FAST)

Nila Gonzales
Interim Executive Director, Transbay Joint Powers Authority (TJPA)

Tim Haile
Executive Director, Contra Costa Transportation Authority

Jared Hall
Transit Manager, Petaluma Transit

Daryl Halls
Executive Director, Solano Transportation Authority (Solano Express)

Beth Kranda
Executive Director, Soltrans

Jeanne Krieg
Chief Executive Officer, Tri Delta Transit

Tess Lengyl
Executive Director, Alameda County Transportation Commission

Eric Lucan
Chair, Transportation Authority of Marin (TAM)

Joan Malloy
City Manager, Union City

Farhad Mansourian
General Manager, Sonoma-Marin Area Rail Transit (SMART)

Sean McGlynn
General Manager, Santa Rosa CityBus

Kate Miller
Executive Director, Napa Valley Transportation Authority (VINE)

Stacey Mortensen
Altamont Corridor Express (ACE)

Seamus Murphy
Executive Director, San Francisco Bay Ferry

Rich Ramacier
General Manager, County Connection

Suzanne Smith
Executive Director, Sonoma County Transportation Authority

Michael Tree
Executive Director, LAVTA/Wheels

Nancy Wheelan
General Manager, Marin Transit

cc: The Honorable Toni Atkins, Senate President Pro Tempore
The Honorable Anthony Rendon, Assembly Speaker
The Honorable David Kim, Secretary, California State Transportation Agency

Summary of Governor Newsom's Fiscal Year 2022-23 Budget Proposal

Governor's FY 2022-23 Budget Request

Governor Newsom on January 10 released his Fiscal Year (FY) 2022-23 budget request, kicking off this year's formal budget negotiations with the Legislature. Notably, the budget forecasts a $46 billion revenue surplus. The growth in new revenue is large enough to trigger the Gann Limit, a voter-passed spending limit that requires tax revenue above a certain level be spent first on education, with the remainder rebated to taxpayers, unless used for infrastructure. It is encouraging that the governor's proposal would direct a portion of this year's surplus toward transportation, housing, and climate adaptation, albeit at lower levels than Bay Area transportation and housing stakeholders have requested. Below is a high-level summary of the transportation, housing, and climate provisions of the governor's budget request.

TRANSPORTATION

State Transportation Infrastructure Package

As with last year's May Revise, Gov. Newsom links a request for $4.2 billion in Prop 1A high-speed rail (HSR) bond funding for the Central Valley segment with his proposal to augment transportation with General Fund investments. The governor this year is proposing a roughly $6 billion augmentation from the General Fund (vs. the Bay Area's $10 billion request) distributed as follows:

- Transit and Intercity Rail Capital Program (TIRCP) - $2 billion
- Southern California Transit Investments - $1.25 billion
- Supply Chain & Port Electrification - $1.2 billion (over two years)
- Active Transportation & Bike/Ped Safety - $750 million
- Transportation Resilience - $400 million

It's interesting that the high-speed rail request is proposed in the *current year*, which would necessitate early action on the budget and could create an opportunity to fund other items before the next fiscal year.

For context, the chart below compares the governor's budget request with the current FY 2021-22 state budget and the requests for the FY 2022-23 budget included in a November 2021 advocacy letter from the Bay Area Transportation Coalition led by MTC and ABAG (Attachment A).

State Transportation Infrastructure Package Comparison Chart

	FY 2021-22 Budget (As enacted prior to reversion to General Fund)	**Bay Area Transportation Coalition Request**	**FY 2022-23 Governor's Proposed Budget**
High-Speed Rail (HSR)	$0	Letter was silent on amount; but expressed support for HSR	$4.2 billion (same as May Revise FY 22 request)
Transit and Intercity Rail Capital Program (TIRCP)	$1 billion	$5 billion (proposed to be distributed 75% by State Transit Assistance formula; 25% via statewide competitive)	$2 billion
Southern California Transit Investments	$1 billion	--	$1.25 billion
Active Transportation	$500 million	$2 billion	$750 million
Transportation Resilience	$300 million	$1 billion	$400 million
Grade Crossings	$500 million	--	$500 million

Gov. Newsom's proposal for transit is much lower than the amount requested by the Bay Area; and the governor proposes that it all flow through the Transit and Intercity Rail Capital Program (TIRCP). A top priority will be continuing to press that some of the General Fund monies for transit capital needs flow to the Bay Area through the State Transit Assistance (STA) formula (combined share) and ensuring that any TIRCP augmentation is accompanied by trailer bill language to ensure these funds can be used more flexibly to meet the region's most urgent transit capital needs.

State Transit Assistance

The governor's budget forecasts an increase in STA funding (a critical source of transit operating dollars) in the current year from $839 million to $856 million statewide. This would result in approximately $268 million for the Bay Area, of which $197 million will flow directly to operators as revenue-based funds, and $72 million will come to MTC as population-based funds. This represents a modest increase from the current year, but the budget contains some good news for this fiscal year; the Bay Area should receive about $19 million more than forecast in STA funds in FY 2021-22 including about $14 million in revenue-based funds and $5 million in population-based funds. See Attachment B for details of the FY 2022-23 STA funding levels would be by operator.

Other notable transportation proposals include:

- **Zero-Emission Vehicles:** $6.1 billion over four years for zero-emission vehicles, including transit buses and school buses, $3.5 billion from the General Fund. This includes $935 million from the General Fund to support 1,000 drayage trucks and 1,600 transit buses and related infrastructure. An additional $419 million is proposed for sustainable community-based transportation equity projects that increase zero-emission mobility options.

- **No COLA for Gas Tax**: One concerning transportation proposal is to freeze the cost-of-living adjustment (COLA) for the state gas tax that was incorporated into SB 1 (Beall, 2017), in light of high gas prices and inflation. This could set a troubling precedent. The proposal notes that the Administration plans to explore backfilling the local subvention portion for cities and counties for local streets and roads with State Highway Account funds.

HOUSING

The governor requests $4 billion in General Fund augmentation for affordable housing and homeless investments. While significantly lower than the amount requested by affordable housing leaders throughout the state, this is a good starting point for negotiations. An important priority will be supporting the use of General Fund monies for housing and exploring opportunities to refine and expand the governor's proposal, described below.

Affordable Housing

The budget proposes a $2 billion General Fund augmentation for affordable housing investments over two years, as follows:

- State Low Income Housing Tax Credits - $500 million
- Infill Infrastructure Grant Program - $500 million
- Affordable Housing and Sustainable Communities Program - $300 million (this would augment cap-and-trade proceeds)
- Adaptive Reuse & State Excess Sites - $200 million
    - $100 million state excess land sites; $100 million for adaptive reuse incentive grants
- Other affordable housing production and preservation financing - $500 million
    - Funds for various housing programs targeted at mixed-income rental housing, infill preservation and residents of mobile home parks.

Homelessness

The budget requests $2 billion in General Fund resources over two years to address homelessness. This would be on top of the $5.8 billion for Homekey in FY 2022-23 (the second of a two-year commitment included in last year's budget). Key provisions include:

- **Housing for Individuals with Behavior Health Needs**: $1.5 billion to be administered though the Department of Health Care Services' Behavior Health Continuum Infrastructure Program; and
- **Encampments:** $500 million to support local governments' efforts to shelter individuals living in encampments.

CLIMATE ADAPTATION

The budget proposes $20 billion over five years in infrastructure investments in transportation, energy, housing, wildfire resilience, and drought to advance the state's climate and opportunity agenda. Notable climate investments that aren't covered in the transportation and housing summaries include:

- **Reduce Wildfire Risk:** $1.2 billion over two years to increase resilience to wildfires by increasing the pace and scale of forest and fuel management;
- **Building Decarbonization:** Roughly $1 billion for residential building efficiency upgrades;
- **Transformative Climate Communities Program** — $165 million to support projects that serve as models for equitable, community-driven infrastructure investments in California's most disadvantaged communities; and
- **Regional Climate Collaboratives and Resilience** — $135 million to provide direct investment in communities through capacity-building grants, tribal, local and regional adaptation planning, and implementation of resilience projects.

State Transit Assistance (STA) Revenue-Based (PUC 99314)
MTC Estimate Based on Governor's Budget Proposal, FY 2021-22 and FY 2022-23
January 2022

	FY 2021-22 Sept. 2021 Estimate	FY 2021-22 Jan. 2022 Estimate	FY 2022-23 Jan. 2022 Estimate
REVENUE BASED FUNDS			
Transit Operator			
ACE	$412,667	$424,587	$427,455
Caltrain	$8,497,982	$9,168,909	$9,330,329
CCCTA (County Connection)	$745,031	$803,852	$818,004
City of Dixon	$7,274	$7,848	$7,986
ECCTA (TriDelta)	$360,211	$388,650	$395,492
City of Fairfield	$132,200	$142,637	$145,149
GGBHTD	$8,154,174	$8,797,957	$8,952,846
LAVTA	$357,375	$385,590	$392,379
Marin Transit	$1,393,573	$1,503,597	$1,530,068
NVTA	$101,174	$109,162	$111,084
City of Petaluma	$43,410	$46,837	$47,662
City of Rio Vista	$2,312	$2,495	$2,538
SamTrans	$8,522,922	$9,195,818	$9,357,712
SMART	$1,761,701	$1,900,790	$1,934,253
City of Santa Rosa	$145,869	$157,386	$160,156
Solano County Transit	$310,718	$335,250	$341,152
Sonoma County Transit	$203,198	$219,241	$223,101
City of Union City	$110,392	$119,108	$121,205
Vacaville City Coach	$23,660	$25,528	$25,977
VTA	$25,832,080	$27,871,556	$28,362,240
WCCTA (WestCat)	$472,526	$509,833	$518,808
WETA	$2,317,255	$2,500,205	$2,544,222
SUBTOTAL	$59,907,704	$64,616,834	$65,749,817
AC Transit	$22,789,317	$24,588,563	$25,021,449
BART	$35,710,889	$38,530,310	$39,208,643
SFMTA	$60,878,595	$65,685,040	$66,841,436
SUBTOTAL	$119,378,801	$128,803,913	$131,071,527
TOTAL REVENUE BASED FUND	**$179,286,505**	**$193,441,408**	**$196,846,976**
POPULATION BASED FUNDS	$65,303,438	$70,459,229	$71,699,676
GRAND TOTAL STA	**$244,589,943**	**$263,900,637**	**$268,546,652**

Note: Amounts above for FY 2022-23 do not reflect the ARP funding exchange necessary to implement MTC Resolution No. 4481, Revised (October 2021).

Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee

January 14, 2022 **Agenda Item 3b**

Bipartisan Infrastructure Law Implementation

Subject:

Overview of opportunities at the state level to maximize the region's benefits from the new federal infrastructure bill.

Background:

The nearly $1 trillion 2021 Bipartisan Infrastructure Law (BIL) funded a $477 billion five-year surface transportation authorization along with $157 billion in supplemental stimulus funding to be distributed through more than two dozen grant programs over five years. BIL funding is distributed via the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and discretionary grant programs administered by the U.S. Department of Transportation. Federal law provides that FHWA funds are directed to California and other states, which are then charged with distributing those resources. In contrast, the vast majority of California's federal transit administration (FTA) formula funds are distributed directly to MTC (in the Bay Area) and other FTA designated recipients around California, bypassing the state. Discretionary grant programs – the other major BIL transportation funding category – are administered directly by the U.S. Department of Transportation. Thus, the state-level implementation strategy outlined below and in Attachment A is focused on ensuring the Bay Area maximizes resources from California's FHWA funds.

Summary:

BIL increases California's federal highway funding to $30 billion over five years, a more than 50 percent increase from the approximately $19.4 billion authorized under the previous five-year law. Most of these funds ($24 billion) are distributed through modified versions of existing federal highway programs. Important modifications which are targets for implementing legislation include allowing resilience as an eligible activity within a key state highway system-oriented funding program and increasing the proportion of federal active transportation resources to be distributed though regional competitive grant programs. BIL distributes the remaining $6 billion through new bridge, resilience, carbon reduction, and electric vehicle charging infrastructure programs, which will likely require implementing legislation.

Staff have identified several options to maximize the Bay Area's share of California's BIL funding, which are summarized below and detailed in Attachment A, and are engaging in BIL federal highway program implementation discussions both with state transportation agencies and the California Legislature. We look forward to hearing your feedback on this approach.

BIL Implementation Options to Maximize Bay Area Funding

- New Regional Climate Change Mitigation Funds
  - Ensure MTC receives our $71 million share of California's flexible Carbon Reduction Program by requiring that the state sub-apportion 65 percent of the program funds to MTC and other regions in the same manner as regional surface transportation funds.
- Resilience: $2.5 Billion for Competitive Grants and Caltrans Demonstration Projects
  - Fund new state climate adaptation grant program from California's new PROTECT formula funds and direct Caltrans to fund resilience demonstration projects on the state highway system with federal highway funds that are newly eligible to be spent on resilience.
- Bridge Funding for Bay Area Local Bridges and State-owned Toll Bridges
  - Support local bridges and Bay Area Toll Authority-operated state-owned toll bridges in receiving share of the state's $4.25 billion in one-time state-of-good-repair bridge formula funding
- Regional Active Transportation Program (ATP)
  - Consider increasing portion of California's ATP program that is administered by regions

Attachments:

- Attachment A: Bay Area Funding Opportunities

Therese W. McMillan

Bipartisan Infrastructure Law Implementation

Background:

The Bipartisan Infrastructure Law (BIL) will increase California's federal highway funding to $30 billion over five years, a more than 50 percent increase from the approximately $19.4 billion authorized under the previous five-year law. In prior updates to the federal surface transportation program, the Legislature has enacted implementing legislation to direct how new federal funds should be distributed. Staff has identified a number of opportunities where we believe legislation may be warranted to maximize the region's benefits from the BIL, as outlined below.

New Regional Climate Mitigation

Proposal:

Ensure suballocation of the Bay Area's estimated $71 million from the new flexible Carbon Reduction Program by requiring that the state sub-apportion 65 percent of the program funds to MTC and other regions in the same manner as regional Surface Transportation Block Grant Program (STP) funds.

Lead Partners:

California Association of Councils of Governments and regional transportation agency partners across the state.

Background:

The BIL expands the core federal highway program to include a new Carbon Reduction formula program, 65 percent of which is required to be suballocated based on population. This suballocation requirement mirrors the existing STP program. Under California law, suballocated STP funds by state law are required to be sub-apportioned to regional transportation planning agencies, such as MTC. This sub-apportionment of STP is a primary funding source for our One Bay Area Grant (OBAG) program. We estimate the Bay Area would receive $71 million from the new carbon reduction program. Although this is a small share of the Bay Area's estimated $1 billion in flexible federal highway funds, it accounts for 35 percent of the increase in funding compared to the previous surface transportation law. Implementing legislation requiring the state sub-apportion these funds to regions—in line with how suballocated STP funds are treated—would ensure MTC and regional agencies statewide receive direct funding from this program, which will help fund greenhouse gas reduction strategies in Plan Bay Area 2050 and sustainable communities strategies across the state.

Resilience: $2.5 Billion for Competitive Grants and Caltrans Demonstration Projects

Proposal:

Establish a new transportation-related climate adaptation grant program from California's new federal resilience formula funds and direct Caltrans to fund resilience demonstration projects on the state highway system with federal highway funds that are newly eligible to be spent on resilience. The new program could be augmented by Fiscal Year 2022-23 State Budget General Fund resources requested in the Bay Area transportation agencies' budget letter ($1 billion was requested for this purpose).

Lead Partners:

Bay Area Regional Collaborative and other Bay Area regional resilience partners; State Route 37 partners

Background:

The BIL creates a new highway formula program focused on resilience named PROTECT. California would receive $631 million over five years from PROTECT, a modest sum given the resilience need. If bundled with our request for $1 billion in state budget funds, the Legislature could create a $1.6 billion state climate adaptation grant program for transportation resilience planning and project implementation. This approach is modeled after the state's implementation of a freight formula program in 2015 after enactment of the previous federal surface transportation law. California's freight formula program was funded at a similarly modest amount. Instead of distributing it in small increments statewide, the funds were bundled with other state resources to create the competitive Trade Corridor Enhancement Program.

In addition to the dedicated PROTECT formula program, up to 15 percent of California's National Highway Performance Program (NHPP) funds (equivalent to $1.9 billion) are newly eligible to be spent on resilience. Since this provision is permissive, rather than required, there's a chance that the state could direct all these funds to traditional State Highway Operation and Protection Program (SHOPP) projects, potentially missing the opportunity to make critically needed investments in climate resilience. State legislation could instead require these funds to be spent on state highway system resilience demonstration projects across the state.

Bridge Funding for Bay Area Local Bridges and State-owned Toll Bridges

Proposal:

Ensure Bay Area local bridges and Bay Area Toll Authority-operated state-owned toll bridges are eligible to receive funding from California's infusion of $4.25 billion for bridge repair and replacement.

Lead Partners:

California State Association of Counties (CSAC)

Background:

The BIL provides California with approximately $4.25 billion in one-time bridge funding, to be distributed over five years. Based on initial conversations with Caltrans, it seems likely that the state will apply its traditional 55 percent – 45 percent split to the funds, with 55 percent of the funds directed to the local bridge program and the rest to state highway system bridges. CSAC is leading the effort to both support this 55-45 split for this program and to ensure that the new bridge formula resources augment (vs. displace) existing local bridge program resources. Since the BATA bridges are state-owned, they have not been eligible for the local portion of the federal bridge program's funding. At the same time, while BATA bridges are state-owned, BATA has primary responsibility for maintenance and rehabilitation of the region's state-owned bridges.

The reduction in vehicle traffic in the bridge corridors due to COVID-19 reduced toll revenue by over $**300** million, slowing the delivery of our Toll Bridge Rehabilitation Program. BATA sought funding from the state to help offset this revenue loss from federal COVID relief funds that came to Caltrans but has received no assistance to date. Given the goal of the BIL is to help improve the condition of both state and local bridges across the nation, and BATA is ineligible for the local portion, we think there's a good argument for us to pursue eligibility for the state share of these one-time funds.

Regional Active Transportation Program (rATP)

Proposal:

Consider increasing share of California's Active Transportation Program (ATP) that is distributed by regions.

Lead Partners:

Regional transportation planning agencies and bicycle advocacy organizations

Background:

California's ATP will grow by 25 percent with the influx of resources from the BIL. While the law increases by 80 percent federal active transportation formula funding, but because state resources augment ATP, it's a roughly 25 percent boost overall from $1.1 billion to $1.4 billion over five years. The bill also increases by nearly 10 percent the portion of the federal active transportation funds that must be administered via regional competitive grant programs. These changes present an opportunity to revisit the existing split in the state's statute, which provides 50 percent to the statewide competitive program, 10 percent to a rural counties competitive program and 40 percent to RTPAs via suballocation, similar to STP. Staff does not envision leading on this proposal and would only recommend MTC support it if there is broad interest in change among key partners across the state.

Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee

January 14, 2022 **Agenda Item 4a**

Build Back Better Update

Subject:

Update on the Build Back Better social and climate spending bill.

Summary:

The U.S. House of Representatives in November 2021 approved a nearly $2 trillion Build Back Better spending bill, sending it to the Senate. The House bill would make investments in housing, climate-related transportation and infrastructure, childcare, healthcare, and other social programs. The Senate and White House spent much of December negotiating amendments with the aim of securing Senate passage before the end of the year. However, just before the Senate adjourned for the December holidays Senator Manchin (D-West Virginia) declared he opposed the wide-ranging legislation, effectively shelving the House Build Back Better bill. Despite this significant setback, Democrats in 2022 are expected to renew efforts to pass a scaled-back package.

While it is encouraging that MTC and ABAG's housing and transportation priorities from the House-passed bill – described below – haven't been identified as top targets for elimination, any package is far from final. We will continue to monitor negotiations and provide an update at your committee meeting.

House Build Back Better Housing, Transportation, and Climate Infrastructure Provisions

The House-passed bill would directly invest $151 billion in Department of Housing and Urban Development grant programs and spur affordable housing production and preservation though historic investments in housing tax credits. Importantly, the bill includes MTC and ABAG's top housing-related request—low-income housing tax credits—that would unlock financing for tens of thousands of affordable homes across the state. The bill would also create a new tax credit to incentivize rehabilitation of affordable homes in low-income communities, expand rental assistance, and provide $13 billion in grants to states and local governments. Regarding transportation, the House Build Back Better bill would supplement the approximately $634 billion in surface transportation resources in the recently-enacted Bipartisan Infrastructure Law.

The chart below outlines the housing, transportation and other climate infrastructure-related spending proposed in the House-passed bill.

House Build Back Better Spending Category	Funding Amount/Type
Housing	
Low Income Housing Tax Credits	Tax credit
Neighborhood Tax Credits	Tax credit
Housing Production and Rehab	$97 billion
Rental Assistance	$25 billion
Other Housing Investments	$29 billion
Low Income Housing Tax Credits	Tax credit
Transportation	
Affordable Housing Access (Transit)	$10 billion
High-Speed Rail	$10 billion
Community Climate Incentive	$4 billion
Neighborhood Access & Equity	$4 billion
Port Investments	$4 billion
Zero Emission Vehicle and Infrastructure	Tax Credits
Other Climate & Resilience	
State & Local Zero Emission Technology Deployment	$29 billion
Wildfire management	Grants & tax incentives

Attachments:

- None

Therese W. McMillan

Metropolitan Transportation Commission and Association of Bay Area Governments

Joint MTC ABAG Legislation Committee

January 14, 2022 **Agenda Item 4b**

Washington D.C. Legislative Update

Subject:

January 2022 Report from Washington, D.C. advocate.

Issues:

None identified.

Recommendations:

Information

Attachments:

- Attachment A: Summit Strategies Team Report – January 2022

Therese W. McMillan

SUMMIT STRATEGIES

440 1st Street, N.W., Suite 440
Washington, DC 20001
(202) 638-3307 main
(202) 595-9192 fax
www.summitstrategies.us

Summit Strategies Team Report – January 2022

From: Summit Strategies Team

To: Therese McMillan, Executive Director

Date: January 5, 2022

Subject: December Federal Policy Monthly Report

- **Manchin Pumps the Breaks on Democratic Domestic Spending Legislation**
- **Appropriators Resume Negotiations on Fiscal Year 2022 Spending Deal**
- **California Transit Funding Will Continue to Flow While U.S. Department of Labor Collective Bargaining Rights Issue is Litigated**
- **Federal Agency Actions and Competitive Grant Update**
- **National Transportation News Roundup**

Below is a status update on issues of interest to MTC and the actions that we have taken to date.

Manchin Pumps the Breaks on Democratic Domestic Spending Legislation

The Sunday before the December 2021 holiday recess, pivotal swing-vote Senator Joe Manchin (D-West Virginia) unexpectedly announced that he no longer supported efforts to advance the House-passed Build Back Better Act. He cited rising inflation and a lack of support in his home state. The statement surprised the White House and congressional Democratic leadership after months of good faith negotiations between the moderate and progressive wings of the party. Manchin also indicated that he was unwilling to negotiate unless lawmakers remove or fund key provisions less generously, including the Child Tax Credit, one of President Biden's top policy priorities.

President Biden, Speaker Pelosi, and Senate Majority Leader Schumer have pledged to prioritize finalizing some version of a social spending package as quickly as possible. Lawmakers face a challenging situation, with the midterms approaching at the end of the year, which bogs down the legislative process. However, Manchin has indicated that a significantly re-worked bill could restart negotiations and provide an opportunity to find consensus.

Throughout this process, your federal team has been in regular contact with key policymakers to ensure that the Bay Area's needs are addressed and seek refinements to ensure MTC priorities would be eligible for new transit and housing programs, should those spending categories be included in any final deal.

Appropriators Resume Negotiations on Fiscal Year 2022 Spending Deal

The continuing resolution (C.R.), which President Biden signed into law last month, funds the government through February 18, 2022. Senior appropriators in both chambers have resumed negotiations on a spending bill for the remainder of the fiscal year. Republicans and Democrats remain divided on topline spending levels and specific policy areas. Crafting such a measure is critical for accessing funding authorized in the Bipartisan Infrastructure Legislation (BIL), including billions of dollars for transit-related grants and multi-billion-dollar increases in Highway Trust Fund programs. Besides finalizing the Build Back Better Act, finalizing the fiscal year 2022 appropriations package is perhaps the most pressing issue facing lawmakers this month.

California Transit Funding Will Continue to Flow While U.S. Department of Labor Collective Bargaining Rights Issue is Litigated

Last month, the U.S. District Court for the Eastern District of California granted the State of California's motion to stay implementation of the U.S. Department of Labor's (DOL) October 2021 determination that had been halting the flow of federal transit funds to many California transit operators. That October determination reversed an earlier DOL finding that the California Public Employees' Pension Reform Act of 2013 (PEPRA) does not inhibit public transit employees federally guaranteed collective bargaining rights.

While the stay does not put the PEPRA issue behind us, it means that federal transit grants will continue to flow to California transit operators while the courts again consider the impact of California's 2012 retirement reform law on collective bargaining rights guaranteed by federal law.

Federal Agency Actions and Competitive Grant Update

Transportation Secretary Pete Buttigieg Announces Over $241 Million in Grants for America's Ports

On Thursday, December 23, 2021, the U.S. Department of Transportation (USDOT) announced the award of more than $241 million in discretionary grant funding for 25 projects to improve facilities through the Maritime Administration's Port Infrastructure Development Program. USDOT hopes to address supply chain disruptions by helping to increase the flexibility for federal port grants and accelerate port infrastructure grant awards. Awarded projects include $5.2 million to the Port of Oakland for the Powering the Future Project. The project will replace an existing electrical substation and circuit located within the port facility.

USDOT announces up to $19.9 million in Federal Loan Credit Assistance for the Vine Bus Maintenance Facility Project

In December 2021, USDOT announced that it would provide a 35-year low interest Transportation Infrastructure Finance and Innovation Act (TIFIA) loan of up to $19.9 million to Napa Valley Transportation Authority (NVTA) for the Vine Bus Maintenance Facility Project. The NVTA plans to replace its currently leased transit yard in the City of Napa with a new transit maintenance facility that meets its needs, including charging infrastructure for NVTA's new electric bus fleet. This project will provide several benefits, including addressing growing transit needs to reduce emissions from single-occupancy vehicles, improving operational efficiencies and fleet management safety, and providing a photovoltaic system to support electric vehicles-zero-emission targets.

National Transportation News Roundup (links to articles)

- Attorney General to Review Transit Agency Data Breach (USA Today)
- Bay Area transit looks to woo new bus operators amid national driver shortage (The Mercury News)
- Data will drive the transition to zero-emission buses (Mass Transit)
- The $1.6B Federal Plan to Spur Local Zoning Reforms (Route Fifty)
- Buttigieg faces opportunities and challenges on infrastructure (The Hill)
- California judge rules against Biden administration in pension law fight, freeing up grants (Sacramento Bee)
- Where have all the truck drivers gone (Vox)
- U.S. funding ban for Chinese buses arrives, disrupting transition to electric (Washington Post)