

**AGENDA**  
**Legislative Policy Committee Meeting**

**October 13, 2021**

**9:30 AM**

**Location**

San Bernardino County Transportation Authority  
*First Floor Lobby Board Room*  
1170 W. 3rd Street, San Bernardino, CA 92410

**Legislative Policy Committee Membership**

**Chair - President**

Supervisor Curt Hagman  
County of San Bernardino

Mayor Pro Tem Larry McCallon  
City of Highland

**Vice Chair – Vice President**

Council Member Art Bishop  
Town of Apple Valley

Mayor Pro Tem Alan Wapner  
City of Ontario

Council Member Rick Denison  
Town of Yucca Valley

**Past President**

Mayor Frank Navarro  
City of Colton

Supervisor Janice Rutherford  
County of San Bernardino

**San Bernardino County Transportation Authority  
San Bernardino Council of Governments**

**AGENDA**

**Legislative Policy Committee**

**October 13, 2021**

**9:30 AM**

**Location**

**SBCTA Office  
First Floor Lobby Board Room  
1170 W. 3rd Street, San Bernardino, CA 92410**

To obtain additional information on any items, please contact the staff person listed under each item. You are encouraged to obtain any clarifying information prior to the meeting to allow the Board to move expeditiously in its deliberations. Additional ***“Meeting Procedures”*** and agenda explanations are attached to the end of this agenda.

**CALL TO ORDER**

(Meeting Chaired by Curt Hagman)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements
- iv. Agenda Notices/Modifications – Julie Perales

**Possible Conflict of Interest Issues**

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

**1. Information Relative to Possible Conflict of Interest**

Pg. 8

Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

**This item is prepared for review by Board and Committee members.**

**DISCUSSION ITEMS**

**Discussion - Legislative/Public Outreach**

**2. 2022 Legislative Policy Committee Meeting Schedule**

Pg. 9

Approve the 2022 Legislative Policy Committee meeting schedule.

**Presenter: Otis Greer**

**This item is not scheduled for review by any other policy committee or technical advisory committee.**

### **3. State Legislative Update**

Pg. 23

Receive the October 2021 State Legislative Update and provide direction as appropriate.

**Presenter: Louis Vidaure**

**This item is not scheduled for review by any other policy committee or technical advisory committee.**

### **4. Federal Legislative Update**

Pg. 40

Receive the October 2021 Federal Legislative Update and provide direction as appropriate.

**Presenter: Louis Vidaure**

**This item is not scheduled for review by any other policy committee or technical advisory committee.**

### **Public Comment**

Brief Comments from the Board Members

### **Comments from Board Members**

Brief Comments from the Board Members

## **ADJOURNMENT**

### **Additional Information**

Attendance

Pg. 42

Acronym List

Pg. 43

Mission Statement

Pg. 45

**The Legislative Policy Committee meeting scheduled for November 10, 2021 will be cancelled. The next Legislative Policy Committee meeting is scheduled for December 8, 2021.**

## **Meeting Procedures and Rules of Conduct**

**Meeting Procedures** - The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

**Accessibility** - The meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk can be reached by phone at (909) 884-8276 or via email at [clerkoftheboard@gosbcta.com](mailto:clerkoftheboard@gosbcta.com) and office is located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, CA.

**Agendas** – All agendas are posted at [www.gosbcta.com/board/meetings-agendas/](http://www.gosbcta.com/board/meetings-agendas/) at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed online at that web address. Agendas are also posted at 1170 W. 3<sup>rd</sup> Street, 1st Floor, San Bernardino at least 72 hours in advance of the meeting.

**Agenda Actions** – Items listed on both the “Consent Calendar” and “Discussion” contain recommended actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors or unanimous vote of members present as provided in the Ralph M. Brown Act Government Code Sec. 54954.2(b).

**Closed Session Agenda Items** – Consideration of closed session items excludes members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

**Public Testimony on an Item** – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a “Request to Speak” form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for each item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations. Members of the public requesting information be distributed to the Board of Directors must provide 40 copies of such information in advance of the meeting, except for noticed public hearings. Information provided as public testimony is not read into the record by the Clerk.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

**Agenda Times** – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

**Public Comment** – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board’s authority. Matters raised under “Public Comment” may not be acted upon at that meeting. “Public Testimony on any Item” still applies.

**Disruptive or Prohibited Conduct** – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive or prohibited conduct includes without limitation addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, bringing into the meeting any type of object that could be used as a weapon, including without limitation sticks affixed to signs, or otherwise preventing the Board from conducting its meeting in an orderly manner. Your cooperation is appreciated!

## **General Practices for Conducting Meetings of Board of Directors and Policy Committees**

### **Attendance.**

- The Chair of the Board or a Policy Committee (Chair) has the option of taking attendance by Roll Call or Self-Introductions. If attendance is taken by Roll Call, the Clerk of the Board will call out by jurisdiction or supervisorial district. The Member or Alternate will respond by stating his/her name. If attendance is by Self-Introduction, the Member or Alternate will state his/her name and jurisdiction or supervisorial district.
- A Member/Alternate, who arrives after attendance is taken, shall announce his/her name prior to voting on any item.
- A Member/Alternate, who wishes to leave the meeting after attendance is taken but before remaining items are voted on, shall announce his/her name and that he/she is leaving the meeting.

### **Basic Agenda Item Discussion.**

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on “Request to Speak” forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee.
- Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.
- The “aye” votes in favor of the motion shall be made collectively. Any Member who wishes to oppose or abstain from voting on the motion, shall individually and orally state the Member’s “nay” vote or abstention. Members present who do not individually and orally state their “nay” vote or abstention shall be deemed, and reported to the public, to have voted “aye” on the motion.

### **The Vote as specified in the SANBAG Bylaws.**

- Each Member of the Board of Directors shall have one vote. In the absence of the official representative, the alternate shall be entitled to vote. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

### **Amendment or Substitute Motion.**

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he or she would like to amend his or her motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is voted upon first, and if it fails, then the original motion is considered.
- Occasionally, a motion dies for lack of a second.

**Call for the Question.**

- At times, a Member of the Board/Committee may “Call for the Question.”
- Upon a “Call for the Question,” the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively and at the Chair’s discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

**The Chair.**

- At all times, meetings are conducted in accordance with the Chair’s direction.
- These general practices provide guidelines for orderly conduct.
- From time-to-time circumstances require deviation from general practice.
- Deviation from general practice is at the discretion of the Chair.

**Courtesy and Decorum.**

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

*Adopted By SANBAG Board of Directors January 2008*

*Revised March 2014*

*Revised May 4, 2016*

## ***Minute Action***

AGENDA ITEM: 1

***Date:*** *October 13, 2021*

***Subject:***

Information Relative to Possible Conflict of Interest

***Recommendation:***

Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

***Background:***

In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

<b>Item No.</b>	<b>Contract No.</b>	<b>Principals &amp; Agents</b>	<b>Subcontractors</b>
		None	

***Financial Impact:***

This item has no direct impact on the budget.

***Reviewed By:***

This item is prepared for review by Board and Committee members.

***Responsible Staff:***

Otis Greer, Director of Legislative and Public Affairs

Approved  
Legislative Policy Committee  
Date: October 13, 2021

Witnessed By:

*Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority*



## ***Minute Action***

### AGENDA ITEM: 2

***Date:*** *October 13, 2021*

***Subject:***

2022 Legislative Policy Committee Meeting Schedule

***Recommendation:***

Approve the 2022 Legislative Policy Committee meeting schedule.

***Background:***

The Legislative Policy Committee (LPC) has established a regular meeting schedule on the second Wednesday of each month, at the San Bernardino County Transportation Authority (SBCTA) offices. The start time of the meeting is dependent on the length of the General Policy Committee meeting, with the typical start time being between 9:30 AM and 10:00 AM. Although a monthly schedule is adopted, it is acknowledged that when there are not sufficient business items to require a meeting, the meeting will be canceled. It has also been the practice to modify the meeting date and time when the meeting has been rescheduled due to conflicts with other meetings or holiday schedules. SBCTA staff, however, has been directed to make every effort to minimize deviation from the regular schedule to ensure continuity of meetings and participation.

A proposed 2022 meeting schedule is identified below for approval. Committee members and staff are urged to calendar these meetings for the coming year. Advance confirmation of meetings or cancellation notices are part of SBCTA's standard procedure for meeting preparation. The proposed meeting schedule conforms to the second Wednesday of each month following the SBCTA Board of Directors meeting.

The proposed 2022 LPC meeting dates are as follows:

January 12, 2022

February 9, 2022

March 9, 2022

April 13, 2022

May 11, 2022

June 8, 2022

July 13, 2022 (**DARK**)

August 10, 2022

September 14, 2022

October 12, 2022

November 9, 2022

December 14, 2022

***Financial Impact:***

This item has no financial impact on the Fiscal Year 2021/2022 Budget.

***Reviewed By:***

This item is not scheduled for review by any other policy committee or technical advisory committee.

*Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority*

Legislative Policy Committee Agenda Item  
October 13, 2021  
Page 2

***Responsible Staff:***

Otis Greer, Director of Legislative and Public Affairs

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Approved  
Legislative Policy Committee  
Date: October 13, 2021

Witnessed By:

San Bernardino Council of Governments  
San Bernardino County Transportation Authority

# SBCTA / SBCOG 2022 Master Calendar

~ January 2022 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 New Year's Day Holiday
2	3	4	5 Board	6 City/County Manager's TAC  SCAG Regional Council	7  Orthodox Christmas	8
9	10	11	12 General Policy Committee  Legislative Policy Committee	13 Transit Committee  Metro Valley Study Session  I-10/I-15 Joint Sub-Committee	14  Orthodox New Year	15
16	17 Martin Luther King Day Holiday	18	19  LAFCO Hearing  US Conference of Mayors	20  League of California Cities New Mayors & Council Members Academy  US Conference of Mayors	21 Mt/Desert Policy Committee  League of California Cities New Mayors & Council Members Academy  US Conference of Mayors	22
23	24	25	26	27  League of California Cities New Mayors & Council Members Academy	28  League of California Cities New Mayors & Council Members Academy	29
30	31					

Board of Directors meetings start at 10:00 a.m.  
General Policy Committee starts at 9:00 a.m.  
Mountain/Desert Committee starts at 9:30 a.m.

Legislative Policy Committee starts at 9:30 a.m.  
Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.  
I-10/I-15 Joint Sub-Committee starts at 9:45 a.m.

# SBCTA / SBCOG 2022 Master Calendar

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~ February 2022 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2 Board	3 City/County Manager's TAC SCAG Regional Council	4	5
6	7	8	9 General Policy Committee Legislative Policy Committee	10 Transit Committee Metro Valley Study Session I-10/I-15 Joint Sub-Committee	11	12 NACo Legislative Conference
13 NACo Legislative Conference	14 NACo Legislative Conference	15 NACo Legislative Conference	16 LAFCO Hearing NACo Legislative Conference	17	18 Mt/Desert Policy Committee	19
20	21 Presidents' Day Holiday	22	23	24	25	26
27	28					

Board of Directors meetings start at 10:00 a.m.  
General Policy Committee starts at 9:00 a.m.  
Mountain/Desert Committee starts at 9:30 a.m.

Legislative Policy Committee starts at 9:30 a.m.  
Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.  
I-10/I-15 Joint Sub-Committee starts at 9:45 a.m.

# SBCTA / SBCOG 2022 Master Calendar

~ March 2022 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2 Board	3 City/County Manager's TAC SCAG Regional Council	4	5
6	7	8	9 General Policy Committee Legislative Policy Committee	10 Transit Committee Metro Valley Study Session I-10/I-15 Joint Sub-Committee	11	12
13 Daylight Savings Time Begins	14	15	16 LAFCO Hearing	17	18 Mt/Desert Policy Committee	19
20	21	22	23	24	25	26
27	28	29	30	31 Cesar Chavez Day		

Board of Directors meetings start at 10:00 a.m.  
General Policy Committee starts at 9:00 a.m.  
Mountain/Desert Committee starts at 9:30 a.m.

Legislative Policy Committee starts at 9:30 a.m.  
Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.  
I-10/I-15 Joint Sub-Committee starts at 9:45 a.m.

# SBCTA / SBCOG 2022 Master Calendar

~ April 2022 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
<b>NOTES:</b> *City/County Manager's TAC cancelled due to City/County Conference.					1	2 Ramadan
3 Ramadan	4 Ramadan	5 Ramadan	6 Board Ramadan	7 *City/County Manager's TAC (Cancelled) SCAG Regional Council City/County Conference Ramadan	8 City/County Conference Ramadan	9 Ramadan
10 Ramadan	11 Ramadan	12 Ramadan	13 General Policy Committee Legislative Policy Committee Ramadan	14 Transit Committee Metro Valley Study Session I-10/I-15 Joint Sub-Committee Ramadan	15 Mt/Desert Policy Committee Good Friday Passover Ramadan	16 Passover Ramadan
17 Easter Passover Ramadan	18 Passover Ramadan	19 Passover Ramadan	20 LAFCO Hearing Passover Ramadan	21 Passover Ramadan	22 Passover Ramadan	23 Passover Ramadan
24 Ramadan	25 Ramadan	26 Ramadan	27 Ramadan	28 Ramadan	29 Laylat al-Qadr Ramadan	30 Ramadan

Board of Directors meetings start at 10:00 a.m.  
 General Policy Committee starts at 9:00 a.m.  
 Mountain/Desert Committee starts at 9:30 a.m.

Legislative Policy Committee starts at 9:30 a.m.  
 Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.  
 I-10/I-15 Joint Sub-Committee starts at 9:45 a.m.

# SBCTA / SBCOG 2022 Master Calendar

~ May 2022 ~

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 Ramadan	2 Ramadan	3	4 Board	5 City/County Manager's TAC SCAG Regional Council SCAG General Assembly (Tentative)	6 SCAG General Assembly (Tentative)	7
8	9	10	11 General Policy Committee Legislative Policy Committee	12 Transit Committee Metro Valley Study Session I-10/I-15 Joint Sub-Committee	13	14
15	16	17	18 LAFCO Hearing	19	20 Mt/Desert Policy Committee	21
22	23	24	25	26	27	28
29	30 Memorial Day Holiday	31				

Board of Directors meetings start at 10:00 a.m.  
General Policy Committee starts at 9:00 a.m.  
Mountain/Desert Committee starts at 9:30 a.m.

Legislative Policy Committee starts at 9:30 a.m.  
Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.  
I-10/I-15 Joint Sub-Committee starts at 9:45 a.m.

# SBCTA / SBCOG 2022 Master Calendar

~ June 2022 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
<b>NOTES:</b> <b>**It is important to note we do not have any information on when the League of CA Cities Mayors &amp; Council Members Executive Forum will take place.</b>			<b>1</b> Board	<b>2</b> City/County Manager's TAC SCAG Regional Council	<b>3</b>	<b>4</b> Shavuot
<b>5</b> Shavuot	<b>6</b> Shavuot	<b>7</b>	<b>8</b> General Policy Committee Legislative Policy Committee	<b>9</b> Transit Committee Metro Valley Study Session I-10/I-15 Joint Sub-Committee	<b>10</b>	<b>11</b>
<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b> LAFCO Hearing	<b>16</b>	<b>17</b> Mt/Desert Policy Committee	<b>18</b>
<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b>	<b>23</b>	<b>24</b>	<b>25</b>
<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>		

Board of Directors meetings start at 10:00 a.m.  
 General Policy Committee starts at 9:00 a.m.  
 Mountain/Desert Committee starts at 9:30 a.m.

Legislative Policy Committee starts at 9:30 a.m.  
 Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.  
 I-10/I-15 Joint Sub-Committee starts at 9:45 a.m.



# SBCTA / SBCOG 2022 Master Calendar

~ July 2022 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
<b>NOTES:</b> *No policy committee meetings.					1	2
3	4 Independence Day Holiday	5	6 Board	7 *City/County Manager's TAC (DARK)  SCAG Regional Council	8	9 Eid al-Adha
10 Eid al-Adha	11 Eid al-Adha	12 Eid al-Adha	13 *General Policy Committee (DARK)  *Legislative Policy Committee (DARK) Eid al-Adha	14 *Transit Committee (DARK)  *Metro Valley Study Session (DARK)  *I-10/I-15 Joint Sub-Committee (DARK)	15 *Mt/Desert Policy Committee (DARK)	16
17	18	19	20 LAFCO Hearing	21 NACo Annual Meeting	22 NACo Annual Meeting	23 NACo Annual Meeting
24 NACo Annual Meeting	25	26	27	28	29	30 Muharram
31						

Board of Directors meetings start at 10:00 a.m.  
 General Policy Committee starts at 9:00 a.m.  
 Mountain/Desert Committee starts at 9:30 a.m.

Legislative Policy Committee starts at 9:30 a.m.  
 Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.  
 I-10/I-15 Joint Sub-Committee starts at 9:45 a.m.

# SBCTA / SBCOG 2022 Master Calendar

~ August 2022 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3 *Board (DARK)	4 City/County Manager's TAC SCAG Regional Council	5	6
7	8	9	10 General Policy Committee Legislative Policy Committee	11 Transit Committee Metro Valley Study Session I-10/I-15 Joint Sub-Committee	12	13
14	15	16	17 LAFCO Hearing	18 Janmashtami	19 Mt/Desert Policy Committee Janmashtami	20
21	22	23	24	25	26	27
28	29	30	31	NOTES: *No Board Meeting.		

Board of Directors meetings start at 10:00 a.m.  
 General Policy Committee starts at 9:00 a.m.  
 Mountain/Desert Committee starts at 9:30 a.m.

Legislative Policy Committee starts at 9:30 a.m.  
 Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.  
 I-10/I-15 Joint Sub-Committee starts at 9:45 a.m.

# SBCTA / SBCOG 2022 Master Calendar

~ September 2022 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
<b>NOTES:</b> *This date falls on the 3 <sup>rd</sup> Thursday of the month. **It is important to note we do not have any information on when the League of CA Cities Annual Conference will take place.				<b>1</b> City/County Manager's TAC SCAG Regional Council	<b>2</b>	<b>3</b>
<b>4</b>	<b>5</b> Labor Day Holiday	<b>6</b>	<b>7</b> Board	<b>8</b>	<b>9</b>	<b>10</b>
<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b> General Policy Committee Legislative Policy Committee	<b>15</b> *Transit Committee *Metro Valley Study Session *I-10/I-15 Joint Sub-Committee	<b>16</b> Mt/Desert Policy Committee	<b>17</b>
<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b> LAFCO Hearing	<b>22</b>	<b>23</b>	<b>24</b>
<b>25</b> Rosh Hashanah	<b>26</b> Rosh Hashanah Navratri	<b>27</b> Rosh Hashanah Navratri	<b>28</b> Navratri	<b>29</b> Navratri	<b>30</b> Navratri	

Board of Directors meetings start at 10:00 a.m.  
 General Policy Committee starts at 9:00 a.m.  
 Mountain/Desert Committee starts at 9:30 a.m.

Legislative Policy Committee starts at 9:30 a.m.  
 Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.  
 I-10/I-15 Joint Sub-Committee starts at 9:45 a.m.

# SBCTA / SBCOG 2022 Master Calendar

~ October 2022 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 Navratri
2 Navratri	3 Navratri	4 Navratri Yom Kippur	5 Board Navratri Yom Kippur	6 City/County Manager's TAC SCAG Regional Council	7	8 Prophet Muhammad's Birthday
9 Sukkot	10 Columbus Day Holiday Sukkot	11 Sukkot	12 General Policy Committee Legislative Policy Committee Sukkot	13 Transit Committee Metro Valley Study Session I-10/I-15 Joint Sub-Committee Sukkot	14 Sukkot	15 Sukkot
16 Shemini Atzeret Sukkot	17 Shemini Atzeret Simchat Torah	18 Shemini Atzeret Simchat Torah	19 LAFCO Hearing	20	21 Mt/Desert Policy Committee	22
23	24 Diwali	25	26	27	28	29
30	31 Halloween					

Board of Directors meetings start at 10:00 a.m.  
General Policy Committee starts at 9:00 a.m.  
Mountain/Desert Committee starts at 9:30 a.m.

Legislative Policy Committee starts at 9:30 a.m.  
Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.  
I-10/I-15 Joint Sub-Committee starts at 9:45 a.m.

# SBCTA / SBCOG 2022 Master Calendar

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~ November 2022 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2 Board	3 City/County Manager's TAC SCAG Regional Council	4	5
6 Daylight Savings Time Ends	7	8	9 General Policy Committee Legislative Policy Committee	10 Transit Committee Metro Valley Study Session I-10/I-15 Joint Sub-Committee	11 Veteran's Day Holiday	12
13	14 CSAC Annual Meeting	15 CSAC Annual Meeting	16 LAFCO Hearing CSAC Annual Meeting	17 CSAC Annual Meeting	18 Mt/Desert Policy Committee CSAC Annual Meeting	19
20	21	22	23	24 Thanksgiving Day Holiday	25 Thanksgiving Day After	26
27	28	29	30			

Board of Directors meetings start at 10:00 a.m.  
General Policy Committee starts at 9:00 a.m.  
Mountain/Desert Committee starts at 9:30 a.m.

Legislative Policy Committee starts at 9:30 a.m.  
Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.  
I-10/I-15 Joint Sub-Committee starts at 9:45 a.m.

# SBCTA / SBCOG 2022 Master Calendar

~ December 2022 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
<b>NOTES:</b> *This date falls on the 3 <sup>rd</sup> Thursday of the month.				<b>1</b> City/County Manager's TAC SCAG Regional Council	<b>2</b>	<b>3</b>
<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b> Board	<b>8</b>	<b>9</b>	<b>10</b>
<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b> General Policy Committee Legislative Policy Committee	<b>15</b> *Transit Committee *Metro Valley Study Session *I-10/I-15 Joint Sub-Committee	<b>16</b> Mt/Desert Policy Committee	<b>17</b>
<b>18</b> Hanukkah	<b>19</b> Hanukkah	<b>20</b> Hanukkah	<b>21</b> LAFCO Hearing Hanukkah	<b>22</b> Hanukkah	<b>23</b> Christmas Eve (Observed) Holiday Hanukkah	<b>24</b> Christmas Eve Hanukkah
<b>25</b> Christmas Day Hanukkah	<b>26</b> Christmas Day (Observed) Holiday Hanukkah Kwanzaa	<b>27</b> Kwanzaa	<b>28</b> Kwanzaa	<b>29</b> Kwanzaa	<b>30</b> New Years Eve (Observed) Holiday Kwanzaa	<b>31</b> New Years Eve Kwanzaa

Board of Directors meetings start at 10:00 a.m.  
 General Policy Committee starts at 9:00 a.m.  
 Mountain/Desert Committee starts at 9:30 a.m.

Legislative Policy Committee starts at 9:30 a.m.  
 Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.  
 I-10/I-15 Joint Sub-Committee starts at 9:45 a.m.

## ***Minute Action***

AGENDA ITEM: 3

***Date:*** *October 13, 2021*

***Subject:***

State Legislative Update

***Recommendation:***

Receive the October 2021 State Legislative Update and provide direction as appropriate.

***Background:***

The 2021 California State Legislative Session officially ended on September 10<sup>th</sup>. The Legislature passed hundreds of measures over the closing week before gaveling down early around 9:30 PM on Friday. Notably, this was one of the earliest adjournments when compared to previous years. The Legislature worked to address many of the most prominent items for the year in the weeks leading up to the end-of-session. However, there were last minute discussions regarding the ongoing COVID-19 pandemic and vaccinations that did not materialize.

On the final day there were approximately 100 bills still pending action. A handful of those measures were subject to Proposition 54, which prohibits the Legislature from passing any bill unless published for 72 hours before the vote. Thus, these bills were not eligible to be taken up until the early evening hours.

Unfortunately, on the budget side, there was no deal struck on a final transportation package. The Governor continued to advocate for funding for the Central Valley segment of the High-Speed Rail and the Legislature wanted to prioritize that money for other projects. Ultimately, there were billions of dollars earmarked for transportation projects that will now revert to the General Fund. The assumption is that negotiations over how to re-allocate that money and ongoing discussions around the High-Speed Rail project will pick up later this year and policymakers will address both in early January 2022.

The Department of Finance published its September 2021 Finance Bulletin, which provides an economic update and cash report. The bulletin reported that general fund revenues are still running 18 percent above projections for July and August 2021. Specifically, preliminary General Fund agency cash receipts for the first two months of the 2021-22 fiscal year were \$3.527 billion above the forecast. This means that another budget surplus could be in store for the 2022-23 fiscal year budget next June 2022.

California held its recall election on September 14<sup>th</sup>. As soon as the polls closed, the initial returns showed Governor Gavin Newsom had an insurmountable lead and most of the news outlets quickly called the race for Newsom. The election results will officially be certified by October 22, 2021. The “No” on the recall has been hovering around 62% of the vote. As of September 30<sup>th</sup>, just over 12.5 million ballots have been counted with the final tallies still coming in from each county with an estimated 270,000 ballots left to count statewide.

*Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority*

Legislative Policy Committee Agenda Item

October 13, 2021

Page 2

Attachment A contains a list of legislative bills that the San Bernardino County Transportation Authority (SBCTA)/San Bernardino Associated Governments (SBCOG) have taken a position on.

Attachment B reflects bills of interest to SBCTA and SBCOG.

***Financial Impact:***

This item has no financial impact on the Fiscal Year 2021/2022 Budget.

***Reviewed By:***

This item is not scheduled for review by any other policy committee or technical advisory committee.

***Responsible Staff:***

Louis Vidaure, Management Analyst II

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Approved  
Legislative Policy Committee  
Date: October 13, 2021

Witnessed By:

San Bernardino Council of Governments  
San Bernardino County Transportation Authority



**SAN BERNARDINO COUNTY**  
**TRANSPORTATION AUTHORITY (SBCTA) / COUNCIL OF GOVERNMENTS (SBCOG)**  
**LEGISLATIVE BILL POSITIONS - October 2021**

**ATTACHMENT A**

Legislation / Author	Description	Bill Status	Position	Date Position Adopted
AB 1260 (Chen)	Exempt from the requirements of the California Environmental Quality Act (CEQA) projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission trains.	Held in Senate Appropriations Committee, will not move forward this year. (8/26/21)	Support / Sponsor	3/10/2021
SB 9 (Atkins)	Would require a local government to ministerially approve a housing development containing two residential units in single-family residential zones. Would also require local governments to ministerially approve urban lot splits.	Approved by the Governor. (9/16/21)	Oppose	3/10/2021
AB 1296 (Kamlager)	Would increase the number of members of the board of the South Coast Air Quality Management District to 15 members by adding 2 environmental justice appointees, one appointed by the Senate Committee on Rules and one appointed by the Speaker of the Assembly.	Failed committee deadline, 2 year bill (5/07/21)	Oppose	3/10/2021
SB 266 (Newman)	Provide assistance acquiring and accepting land immediately adjacent to, and that expands, Chino Hills State Park, by transferring three properties into the state park system.	Passed out of Legislature and sent to Governor. (9/9/21)	Support	4/14/2021
SB 623 (Newman)	Update SB 1268 to be consistent with the Legislature's intent to protect toll road users' information from being used inappropriately while also ensuring toll agencies can operate their business without litigation.	Failed committee deadline, 2 year bill (4/30/21)	Support	4/14/2021

Attachment: Bill position matrix 10-21 (7675 : State Legislative Update)

**SAN BERNARDINO COUNTY**  
**TRANSPORTATION AUTHORITY (SBCTA) / COUNCIL OF GOVERNMENTS (SBCOG)**  
**LEGISLATIVE BILL POSITIONS - October 2021**

Legislation / Author	Description	Bill Status	Position	Date Position Adopted
AB 703 (Rubio)	Remove the requirements of the Ralph M. Brown Act particular to teleconferencing and allow for teleconferencing subject to existing provisions regarding the posting of notice of an agenda and the ability of the public to observe the meeting and provide public comment.	Failed committee deadline, 2 year bill (5/07/21)	Support	4/14/2021
AB 744 (Rodriguez)	Allow the California Department of Transportation to relinquish approximately eight miles of State Route 83 to the City of Ontario.	Approved by the Governor. (9/22/21)	Support	4/14/2021
SB 278 (Leyva)	Establish new procedures and requirements for employees covered by the California Public Employee Retirement System (CalPERS) in cases where their pensionable benefits are erroneously calculated and reported to CalPERS by their employer.	Approved by the Governor. (9/22/27)	Work With Author	4/14/2021
SB 840 (Holden)	Require the county transportation commissions in the Counties of Los Angeles and San Bernardino to jointly develop, in consultation with certain governmental agencies, a funding and implementation program for regional transit services to include service to international airports within the multicounty region.	Failed committee deadline, 2 year bill. (4/30/21)	Oppose	4/14/2021

Attachment: Bill position matrix 10-21 (7675 : State Legislative Update)

**AB 43**

**(Friedman D) Traffic safety.**

**Current Text:** Enrollment: 9/17/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Status:** 9/17/2021-Enrolled and presented to the Governor at 3 p.m.

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

**AB 339**

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

**Current Text:** Enrollment: 9/17/2021 [html](#) [pdf](#)

**Introduced:** 1/28/2021

**Status:** 9/17/2021-Enrolled and presented to the Governor at 3 p.m.

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

**AB 361**

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

**Current Text:** Chaptered: 9/16/2021 [html](#) [pdf](#)

**Introduced:** 2/1/2021

**Status:** 9/16/2021-Chaptered by Secretary of State - Chapter 165, Statutes of 2021.

**Summary:** Would, until January 1, 2024, authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting during a declared state of emergency, as that term is defined, when state or local health officials have imposed or recommended measures to promote social distancing, during a proclaimed state of emergency held for the purpose of determining, by majority vote, whether meeting in person would present imminent risks to the health or safety of attendees, and during a proclaimed state of emergency when the legislative body has determined that meeting in person would present imminent risks to the health or safety of attendees, as provided.

**AB 464**

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

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

**Introduced:** 2/8/2021

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

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

**AB 473**

**(Chau D) California Public Records Act.**

**Current Text:** Enrollment: 9/8/2021 [html](#) [pdf](#)

**Introduced:** 2/8/2021

**Status:** 9/8/2021-Enrolled and presented to the Governor at 4:30 p.m.

**Summary:** The California Public Records Act requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. This bill would recodify and reorganize the provisions of the act. The bill would include provisions to govern the effect of recodification and state that the bill is intended to be entirely nonsubstantive in effect. The bill would contain related legislative findings and declarations. The bill would become operative on January 1, 2023.

**AB 474**

**(Chau D) California Public Records Act: conforming revisions.**

**Current Text:** Enrollment: 9/9/2021 [html](#) [pdf](#)

**Introduced:** 2/8/2021

**Status:** 9/9/2021-Enrolled and presented to the Governor at 4 p.m.

**Summary:** Would enact various conforming and technical changes related to another bill, AB 473, which recodifies and reorganizes the California Public Records Act. This bill would only become operative if AB 473 is enacted and reorganizes and makes other nonsubstantive changes to the California Public Records Act that become operative on January 1, 2023. The bill would also specify that any other bill enacted by the Legislature during the 2021 calendar year that takes effect on or before January 1, 2022, and that affects a provision of this bill shall prevail over this act, except as specified.

**AB 482**

**(Ward D) Housing authorities: City of San Diego, County of San Bernardino, and County of Santa Clara: middle-income housing projects pilot program.**

**Current Text:** Amended: 3/17/2021 [html](#) [pdf](#)

**Introduced:** 2/8/2021

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

**Summary:** The Housing Authorities Law authorizes a housing authority of a city or county to, among other things, prepare, carry out, acquire, lease, and operate housing projects and housing developments for persons of low income, as provided. Current law, until January 1, 2022, authorizes a housing authority located in the City of San Diego, the County of San Bernardino, or the County of Santa Clara to implement a pilot program to develop and finance a middle-income housing project, as defined, if the project receives gap financing, as defined. Current law requires any gap financing to be approved by the housing authority's legislative body, as provided. Current law requires the housing authority to provide a report to the Legislature, as specified, on and before January 1, 2020, and on or before January 1, 2022. This bill would extend the authority of a housing authority located in the City of San Diego, the County of San Bernardino, or the County of Santa Clara to implement the above-described pilot program from January 1, 2022, to January 1, 2026.

**AB 571**

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

**Current Text:** Chaptered: 9/29/2021 [html](#) [pdf](#)

**Introduced:** 2/11/2021

**Status:** 9/29/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 346, Statutes of 2021.

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

**AB 604**

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

**Current Text:** Vetoed: 9/22/2021 [html](#) [pdf](#)

**Introduced:** 2/11/2021

**Status:** 9/22/2021-Vetoed by Governor.

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

**AB 634**

**(Carrillo D) Density Bonus Law: affordability restrictions.**

**Current Text:** Chaptered: 9/29/2021 [html](#) [pdf](#)

**Introduced:** 2/12/2021

**Status:** 9/29/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 348, Statutes of 2021.

**Summary:** The Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Current law prescribes an application process for a city or county to follow in this regard. Current law specifies that, if permitted by local ordinance, that law is not to be construed to prohibit a city, county, or city and county from granting a density bonus greater than what is described in these provisions for a development that meets specified requirements or from granting a proportionately lower density bonus than what is required for developments that do not meet these requirements. This bill would also provide that, if permitted by local ordinance, the Density Bonus Law is not to be construed to prohibit a city, county, or city and county from requiring an affordability period that is longer than 55 years for any units that qualified the applicant for the award for the density bonus.

developed in compliance with a local ordinance that requires, as a condition of development of residential units, that a development include a certain percentage of units that are affordable to, and occupied by low-income, lower income, very low income, or extremely low income households and that will be financed without low-income housing tax credits.

**AB 712 (Calderon D) Local Agency Public Construction Act: change orders: County of Los Angeles.**

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

**Introduced:** 2/16/2021

**Status:** 7/16/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 95, Statutes of 2021.

**Summary:** The Local Agency Public Construction Act regulates contracting by local agencies, including counties and special districts. The act, for a county, imposes a \$5,000 cap when the total amount of the original contract does not exceed \$50,000. For any original contract that exceeds \$50,000, but does not exceed \$250,000, the cap is 10% of the amount of the original contract. For contracts whose original cost exceeds \$250,000, the cap is \$25,000 plus 5% of the amount of the original contract cost in excess of \$250,000, and prohibits a change or alteration cost from exceeding \$210,000. This bill would authorize the County of Los Angeles to add a new change order cap of \$400,000 for contracts whose original cost exceeds \$25,000,000 and of \$750,000 for contracts whose original cost exceeds \$50,000,000, both of which would be adjusted annually to reflect the percentage change in the California Consumer Price Index.

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

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

**Introduced:** 2/16/2021

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

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

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

**Current Text:** Chaptered: 9/29/2021 [html](#) [pdf](#)

**Introduced:** 2/16/2021

**Status:** 9/29/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 349, Statutes of 2021.

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

**AB 744 (Rodriguez D) State highways: State Route 83: reduction.**

**Current Text:** Chaptered: 9/22/2021 [html](#) [pdf](#)

**Introduced:** 2/16/2021

**Status:** 9/22/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 198, Statutes of 2021.

**Summary:** Would authorize the California Transportation Commission to relinquish to the City of Ontario all or a portion of State Route 83 within the city's jurisdiction and prescribe conditions that apply upon relinquishment.

**AB 773 (Nazarian D) Street closures and designations.**

**Current Text:** Enrollment: 9/2/2021 [html](#) [pdf](#)

**Introduced:** 2/16/2021

**Status:** 9/2/2021-Enrolled and presented to the Governor at 3 p.m.

**Summary:** Would authorize a local authority to adopt a rule or regulation by ordinance to implement a slow street program, which may include closures to vehicular traffic or through vehicular traffic of neighborhood local streets with connections to citywide bicycle networks, destinations that are within walking distance, or green space. The bill would require the local authority to meet specified condition:

to implement a slow street, including a determination that closure or traffic restriction is necessary for the safety and protection of persons using the closed or restricted portion of the street, conducting an outreach and engagement process, and clearly designating the closure or traffic restriction with specific signage.

**AB 811 (Rivas, Luz D) Los Angeles County Metropolitan Transportation Authority: contracting.**

**Current Text:** Enrollment: 9/20/2021 [html](#) [pdf](#)

**Introduced:** 2/16/2021

**Status:** 9/20/2021-Enrolled and presented to the Governor at 3 p.m.

**Summary:** Current law authorizes the Los Angeles County Metropolitan Transportation Authority to enter into contracts with private entities that combine into a single contract all or some of the planning, design, permitting, development, joint development, construction, construction management acquisition, leasing, installation, and warranty of some or all components of transit systems and certain facilities. Current law authorizes the authority to award a contract under these provisions after a finding, by a 2/3 vote of the members of the authority, that awarding the contract will achieve for the authority, among other things, certain private sector efficiencies in the integration of design, project work, and components. This bill would eliminate the requirement to make the above-described finding by a 2/3 vote of the members of the authority in order to award contracts under these provisions. The bill would instead authorize the authority to award these contracts that include operation and maintenance elements after a finding, by a 2/3 vote of the members of the authority, that awarding the contract will achieve for the authority a more competitive solicitation process with respect to quality, timeliness, price, and other private sector efficiencies, relevant to the integration of design, project work, and components.

**AB 819 (Levine D) California Environmental Quality Act: notices and documents: electronic filing and posting.**

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

**Introduced:** 2/16/2021

**Status:** 7/16/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 97, Statutes of 2021.

**Summary:** CEQA requires, if an environmental impact report is required, the lead agency to mail a notice of determination to each responsible agency, the Office of Planning and Research, and public agencies with jurisdiction over natural resources affected by the project. CEQA requires the lead agency to provide notice to the public and to organizations and individuals who have requested notices that the lead agency is preparing an environmental impact report, negative declaration, or specified determination. CEQA requires notices for an environmental impact report to be posted in the office of the county clerk of each county in which the project is located. This bill would instead require the lead agency to mail or email those notices, and to post them on the lead agency's internet website. The bill would also require notices of an environmental impact report to be posted on the internet website of the county clerk of each county in which the project is located.

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

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

**Introduced:** 2/17/2021

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

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

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

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

**Introduced:** 2/17/2021

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

**Summary:** Would authorize the Department of Transportation to sell its excess real property to the city, county, or city and county where the real property is located if the city, county, or city and county agrees to use the real property for the sole purpose of implementing affordable housing, emergency shelters, or feeding programs, as specified. The bill would exempt these sales from the California



**AB 955 (Quirk D) Highways: encroachment permits: broadband facilities.**

**Current Text:** Enrollment: 9/15/2021 [html](#) [pdf](#)

**Introduced:** 2/17/2021

**Status:** 9/15/2021-Enrolled and presented to the Governor at 5 p.m.

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

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

**Current Text:** Enrollment: 9/15/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Status:** 9/15/2021-Enrolled and presented to the Governor at 5 p.m.

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

**AB 1037 (Grayson D) Infrastructure construction: digital construction management technologies.**

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

**Introduced:** 2/18/2021

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

**Summary:** Would require the Department of General Services to develop guidance, policies, and procedures for the integration and development of digital construction technologies for use on a civil infrastructure project, as defined, that is developed by specified state entities and has a state project cost of greater than \$50,000,000. The bill would require the guidance, policies, and procedures to be published in the State Administrative Manual and the State Contracting Manual, as appropriate, by January 1, 2023. The bill would require the guidance, policies, and procedures to include, among other things, the method for a state department to implement a requirement that a bid or proposal for a civil infrastructure project contract include a digital construction management plan, as specified.

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

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

**Introduced:** 2/18/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was TRANS. on 3/4/2021)(May be acted upon Jan 2022)

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

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

**Current Text:** Enrollment: 9/10/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Status:** 9/10/2021-Enrolled and presented to the Governor at 4 p.m.

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

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

**Current Text:** Chaptered: 9/22/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Status:** 9/22/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 205, Statutes of 2021.

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

**AB 1180 (Mathis R) Local governments: surplus land: tribes.**

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

**Introduced:** 2/18/2021

**Status:** 7/9/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 62, Statutes of 2021.

**Summary:** Current law prescribes requirements for the disposal of surplus land by a local agency, as defined. Current law defines "exempt surplus land" for which a local agency is not required to follow the requirements for disposal of surplus land, except as provided. Current law categorizes as "exempt surplus land," surplus land that a local agency is transferring to another local, state, or federal agency for the agency's use. This bill would add to the definition of "exempt surplus land," land transferred by a local agency to a federally recognized California Indian tribe.

**AB 1183 (Ramos D) California Desert Conservation Program.**

**Current Text:** Chaptered: 9/29/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Status:** 9/29/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 380, Statutes of 2021.

**Summary:** Would establish the California Desert Conservation Program under the administration of the Conservation Board to: (1) protect, preserve, and restore the natural, cultural, and physical resources of the portions of the Mojave and Colorado Deserts region in California through the acquisition, restoration, and management of lands, (2) promote the protection and restoration of the biological diversity of the region, as specified, (3) provide for resilience in the region to climate change, as provided, (4) protect and improve air quality and water resources within the region, and (5) undertake efforts to enhance public use and enjoyment of lands owned by the public, as provided.

**AB 1190 (Mayes I) Parks and recreation: County of San Bernardino: Big Morongo Canyon Preserve.**

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

**Introduced:** 2/18/2021

**Status:** 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was GOV. & F. on 6/9/2021)(May be acted upon Jan 2022)

**Summary:** Would authorize the County of San Bernardino to convey fee title in lands within the Big Morongo Canyon Preserve acquired with grant moneys from The Cameron-Unruh Beach, Park, Recreational, and Historical Facilities Bond Act of 1964, the Z'berg-Collier Park Bond Act and the The Safe Neighborhood Parks, Clean Water, Clean Air, and Coastal Protection Bond Act of 2000, as provided, to the United States Bureau of Land Management, as specified.

**AB 1238 (Ting D) Pedestrian access.**

**Current Text:** Enrollment: 9/20/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 9/20/2021-Enrolled and presented to the Governor at 3 p.m.

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

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

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



**Introduced:** 2/19/2021

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

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

**AB 1291 (Frazier D) State bodies: open meetings.**

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

**Introduced:** 2/19/2021

**Status:** 7/9/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 63, Statutes of 2021.

**Summary:** Current law provides that, subject to certain exceptions and reasonable regulations, the state body shall provide members of the public an opportunity to directly address the state body on agenda items. Current law authorizes the state body to limit the amount of time allotted for each member of the public to speak, but specifies that members of the public who use translators shall be given twice that allotted amount of time. This bill would also require a state body, when it limits time for public comment, to provide at least twice the allotted time to a member of the public who utilizes translating technology to address the state body. The bill would additionally make technical, nonsubstantive changes.

**AB 1297 (Holden D) California Infrastructure and Economic Development Bank: public and economic development facilities: housing.**

**Current Text:** Chaptered: 9/29/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 9/29/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 356, Statutes of 2021.

**Summary:** The Bergeson-Peace Infrastructure and Economic Development Bank Act defines "public development facilities" for these purposes to mean real and personal property, structures, conveyances, equipment, thoroughfares, buildings, and supporting components thereof, excluding any housing, that are directly related to providing, among other things, housing-related infrastructure, as specified. The act defines "economic development facilities" for these purposes to mean real and personal property, structures, buildings, equipment, and supporting components thereof that are used to provide industrial, recreational, research, commercial, utility, goods movement, or service enterprise facilities, community, educational, cultural, or social welfare facilities and any parts or combinations thereof, and all necessary facilities or infrastructure, excluding any housing. This bill would authorize economic development facilities and public development facilities to include housing if the housing meets certain financing requirements and limits, as specified.

**AB 1337 (Lee D) Transportation: San Francisco Bay Area Rapid Transit District: policing responsibilities.**

**Current Text:** Enrollment: 9/20/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 9/20/2021-Enrolled and presented to the Governor at 3 p.m.

**Summary:** Under current law, a person who enters or remains upon any land, facilities, or vehicles owned, leased, or possessed by specified transit entities that are used to provide public transportation by rail or passenger bus, or are directly related to that use, without permission, or whose entry, presence, or conduct upon the property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility, is guilty of a misdemeanor. This bill would specify that a person who enters or remains upon any property, facilities, or vehicles upon which BART owes policing responsibilities to a local government pursuant to an operations and maintenance agreement or similar interagency agreement without permission, or whose entry, presence, or conduct upon that property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility, is guilty of a misdemeanor.

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

**Current Text:** Amended: 8/26/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

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

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

the plan, state agencies to maximize specified objectives. This bill would instead require the a 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 1499 (Daly D) Transportation: design-build: highways.**

**Current Text:** Chaptered: 9/22/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 9/22/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 212, Statutes of 2021.

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

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

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

**Introduced:** 12/7/2020

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

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

**ACA 5 (Voepel R) Motor vehicles: fuel taxes, sales and use taxes, and fees: expenditure restrictions.**

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

**Introduced:** 2/19/2021

**Status:** 4/22/2021-Referred to Com. on TRANS.

**Summary:** The California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law. This measure would explicitly restrict the expenditure of all interest earned and other increment derived from the investment of those tax revenues and any proceeds from the lease or sale of real property acquired using those tax revenues only for the purposes described above.

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

**Current Text:** Amended: 3/10/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was HOUSING on 3/18/2021)(May be acted upon Jan 2022)

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

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

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

**Introduced:** 12/7/2020

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

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

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

**SB 9****(Atkins D) Housing development: approvals.**

**Current Text:** Chaptered: 9/16/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Status:** 9/16/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 162, Statutes of 2021.

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

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

**Current Text:** Enrollment: 9/9/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Status:** 9/9/2021-Enrolled and presented to the Governor at 1 p.m.

**Summary:** Would, until January 1, 2025, establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for an environmental leadership transit project, as defined, proposed by a public or private entity or its affiliates that is located wholly within the County of Los Angeles or connects to an existing transit project wholly located in that county and that is approved by the lead agency on or before January 1, 2024. The bill would require the project applicant of the environmental leadership transit project to take certain actions in order for those specified procedures to apply to the project. The bill would require the Judicial Council, on or before January 1, 2023, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 365 calendar days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project.

**SB 66****(Allen D) California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.**

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

**Introduced:** 12/7/2020

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

**Summary:** Would require the Secretary of Transportation to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road and transit safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of 23 additional members, selected by the chair or designated, as specified.

**SB 95****(Skinner D) Employment: COVID-19: supplemental paid sick leave.**

**Current Text:** Chaptered: 3/19/2021 [html](#) [pdf](#)

**Introduced:** 12/16/2020

**Status:** 3/19/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 13, Statutes of 2021.

**Summary:** Would provide for COVID-19 supplemental paid sick leave for covered employees, as defined, who are unable to work or telework due to certain reasons related to COVID-19, including that the employee has been advised by a health care provider to self-quarantine due to concerns related to COVID-19. The bill would entitle a covered employee to 80 hours of COVID-19 supplemental paid sick leave if that employee either works full time or was scheduled to work, on average, at least

40 hours per week for the employer in the 2 weeks preceding the date the covered employee COVID-19 supplemental paid sick leave. The bill would provide a different calculation for supplemental paid sick leave for a covered employee who is a firefighter subject to certain work schedule requirements and for a covered employee working fewer or variable hours, as specified.

**SB 266 (Newman D) State park system: Chino Hills State Park: expansion.**

**Current Text:** Enrollment: 9/9/2021 [html](#) [pdf](#)

**Introduced:** 1/28/2021

**Status:** 9/9/2021-Enrolled and presented to the Governor at 1 p.m.

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

**SB 274 (Wieckowski D) Local government meetings: agenda and documents.**

**Current Text:** Enrollment: 8/30/2021 [html](#) [pdf](#)

**Introduced:** 1/29/2021

**Status:** 8/30/2021-Enrolled and presented to the Governor at 1 p.m.

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

**SB 278 (Leyva D) Public Employees' Retirement System: disallowed compensation: benefit adjustments**

**Current Text:** Chaptered: 9/27/2021 [html](#) [pdf](#)

**Introduced:** 1/29/2021

**Status:** 9/27/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 331, Statutes of 2021.

**Summary:** The California Public Employees' Pension Reform Act of 2013 (PEPRA) generally requires a public retirement system, as defined, to modify its plan or plans to comply with the act. PEPRA, among other things, establishes new defined benefit formulas and caps on pensionable compensation. This bill would establish new procedures under PERL for cases in which PERS determines that the benefits of a member or annuitant are, or would be, based on disallowed compensation that conflicts with PEPRA and other specified laws and thus impermissible under PERL. The bill would also apply these procedures retroactively to determinations made on or after January 1, 2017, if an appeal has been filed and the employee member, survivor, or beneficiary has not exhausted their administrative or legal remedies. At the threshold, after determining that compensation for an employee member reported by the state, school employer, or a contracting agency is disallowed, the bill would require the applicable employer to discontinue the reporting of the disallowed compensation.

**SB 290 (Skinner D) Density Bonus Law: qualifications for incentives or concessions: student housing for lower income students: moderate-income persons and families: local government constraints.**

**Current Text:** Chaptered: 9/28/2021 [html](#) [pdf](#)

**Introduced:** 2/1/2021

**Status:** 9/28/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 340, Statutes of 2021.

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

**SB 339 (Wiener D) Vehicles: road usage charge pilot program.**

**Current Text:** Chaptered: 9/24/2021 [html](#) [pdf](#)

**Introduced:** 2/8/2021

**Status:** 9/24/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 308, Statutes of 2021.

**Summary:** Current law requires the Chair of the California Transportation Commission to create a

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

**SB 542 (Limón D) Sales and use taxes: exemption: medium- or heavy-duty zero-emission trucks.**

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

**Introduced:** 2/18/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 6/1/2021)(May be acted upon Jan 2022)

**Summary:** Current sales and use tax laws impose taxes on retailers measured by 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, measured by sales price. The Sales and Use Tax Law provides various exemptions from those taxes. This bill 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. The bill would define "qualified motor vehicle" as a specified zero-emission truck. The bill would disallow the exemption for sales or uses made on or after January 1, 2025, if the purchaser also received other specified benefits.

**SB 606 (Gonzalez D) Workplace safety: violations of statutes: enterprise-wide violations: egregious violations.**

**Current Text:** Chaptered: 9/27/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Status:** 9/27/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 336, Statutes of 2021.

**Summary:** Current law requires the Division of Occupational Safety and Health to issue a citation for a violation of provisions relating to the spraying of asbestos, or any standard, rule, order, or regulation established pursuant to specified provisions of the California Occupational Safety and Health Act of 1973 if, upon inspection or investigation, the division believes that an employer has committed a violation. Current law imposes penalties of certain maximum amounts depending on whether the violation is serious, uncorrected, or willful or repeated. Current law authorizes the division to seek an injunction restraining certain uses or operations of employment that constitute a serious menace to the lives or safety of persons, as specified. This bill would create a rebuttable presumption that a violation committed by an employer that has multiple worksites is enterprise-wide if the employer has a written policy or procedure that violates these provisions, except as specified, or the division has evidence of a pattern or practice of the same violation committed by that employer involving more than one of the employer's worksites. The bill would authorize the division to issue an enterprise-wide citation requiring enterprise-wide abatement if the employer fails to rebut such a presumption.

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

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

**Introduced:** 2/19/2021

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

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

**SB 643 (Archuleta D) Fuel cell electric vehicle fueling infrastructure and fuel production: statewide assessment.**

**Current Text:** Enrollment: 9/17/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 9/17/2021-Enrolled and presented to the Governor at 1:30 p.m.

**Summary:** Would, until January 1, 2030, require the Energy Commission, in consultation with the State Air Resources Board and the Public Utilities Commission, to prepare a statewide assessment of the fuel cell electric vehicle fueling infrastructure and fuel production needed to support the adoption of zero-



emission trucks, buses, and off-road vehicles at levels necessary for the state to meet specific and requirements relating to vehicular air pollution. The bill would require the statewide assessment to consider all necessary fuel production and distribution infrastructure, as specified, to meet those goals and requirements and to examine existing and future fuel production and distribution infrastructure needs throughout the state, including in low-income communities.

**SB 657 (Ochoa Bogh R) Employment: electronic documents.**

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

**Introduced:** 2/19/2021

**Status:** 7/16/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 109, Statutes of 2021.

**Summary:** Current law regulates the wages, hours, and working conditions of any worker employed in any occupation, trade, or industry, whether compensation is measured by time, piece, or otherwise, except as specified. This bill would provide that, in any instance in which an employer is required to physically post information, an employer may also distribute that information to employees by email with the document or documents attached. The bill would specify that this does not alter the employer's obligation to physically display the required posting.

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

**Current Text:** Enrollment: 9/9/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 9/9/2021-Enrolled and presented to the Governor at 1 p.m.

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

**SB 674 (Durazo D) Public Contracts: workforce development: covered public contracts.**

**Current Text:** Amended: 8/30/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

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

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

**Current Text:** Chaptered: 9/28/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 9/28/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 365, Statutes of 2021.

**Summary:** Current law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct, among other options, specified percentages of units for moderate-income or, lower, or very low income households and meets other requirements. Current law requires the developer and the city or county to ensure that the initial occupant of a for-sale unit that qualified the developer for the award of the density bonus is a person or family of very low, low, or moderate income. This bill instead, would require the developer and the city or county to ensure that (1) a for-sale unit that qualified the developer for the award of the density bonus is initially occupied by a person or family of the required income, offered at an affordable housing cost, as defined, and includes an equity sharing agreement, as specified, or (2) a qualified nonprofit housing organization that is receiving the above-described welfare exemption purchases the unit pursuant to a specified recorded contract that includes an affordability restriction, an equity sharing agreement, as specified, and a repurchase option that

requires a subsequent purchaser that desires to sell or convey the property to first offer the property to the corporation the opportunity to repurchase the property.

3.b

**SB 790 (Stern D) Wildlife connectivity actions: compensatory mitigation credits.**

**Current Text:** Enrollment: 9/9/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 9/9/2021-Enrolled and presented to the Governor at 3:30 p.m.

**Summary:** Would authorize the Department of Fish and Wildlife to approve compensatory mitigation credits for wildlife connectivity actions taken under the conservation and mitigation banking program of the regional conservation investment strategy program. In order to receive compensatory mitigation credits from the department under this authority, the bill would require the wildlife connectivity action to meet specified requirements. The bill would authorize a compensatory mitigation credit created under this authority to be used to fulfill, in whole or in part, compensatory mitigation requirements established under any state or federal environmental law, as determined by the applicable local, state or federal regulatory agency.

**SB 798 (Wieckowski D) Trade Corridor Enhancement Account.**

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

**Introduced:** 2/19/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was RLS. on 2/19/2021) (May be acted upon Jan 2022)

**Summary:** 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.

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

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

**Introduced:** 12/7/2020

**Status:** 9/1/2021-Ordered to inactive file on request of Senator Allen.

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

**SCA 4 (Wilk R) Legislature: 2-year budget.**

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

**Introduced:** 2/17/2021

**Status:** 4/7/2021-Referred to Coms. on B. & F.R. and E. & C.A.

**Summary:** Would limit the Legislature, in the first year of the regular session, to considering or acting upon only the Budget Bill and related bills, and up to 5 bills introduced by each of the standing committees of the Legislature, as specified. The measure would require the Governor to submit to the Legislature a budget for the ensuing 2 fiscal years within the first 10 days of the first calendar year of the biennium of the legislative session, and would require the Legislature to adopt by June 15 of the first calendar year of the biennium of the legislative session a Budget Bill that appropriates funds to support state government for the next 2-year fiscal period commencing on July 1. The measure, in the second year of the regular session, would limit the Legislature to considering or acting upon only legislation other than the Budget Bill and related bills. The Legislature, by a 2/3 vote of each house, would be authorized, however, to amend an enacted Budget Bill and related bills in both calendar years of the biennium.

**Total Measures: 60**

**Total Tracking Forms: 60**

Attachment: SBCTA Bill Report 10-21 (7675 : State Legislative Update)

## ***Minute Action***

AGENDA ITEM: 4

***Date:*** *October 13, 2021*

***Subject:***

Federal Legislative Update

***Recommendation:***

Receive the October 2021 Federal Legislative Update and provide direction as appropriate.

***Background:***

On the last day of Fiscal Year (FY) 2021, September 30<sup>th</sup>, Congress passed a Continuing Resolution (CR) to fund the federal government. The CR is set to expire on December 3<sup>rd</sup>, 2021. The \$3.5 trillion budget reconciliation package faces hurdles in Congress as Democratic Senators Manchin (D-WV) and Sinema (D-AZ) continue to oppose the package as proposed in the House. At this time, negotiations are ongoing in the House and Senate and topline spending amounts for accounts like Housing and Medicare may soon change as leaders work to secure support from both moderates and progressives by lowering the topline numbers.

None of the 12 annual appropriations bills for FY 2022 have been signed into law. Thus far, the House has passed 9 of their 12 appropriations bills on the floor. The Senate has yet to pass any of their FY 2022 spending bills on the floor. Senate Appropriators and senior committee staff do not expect subcommittee markups on many, if any, Senate appropriations bills as they work to expedite the process and quickly bring bills to the Senate floor for full consideration.

Congress will still need to address the debt ceiling, and in a letter to Congressional Leadership on September 28<sup>th</sup>, Treasury Secretary Janet Yellen indicated that a default on the debt could occur as soon as October 18<sup>th</sup>, if no action is taken by Congress. While Congressional Democrats have attempted, and will likely continue to attempt, to advance a suspension of the debt ceiling that would require Republican support, Senate Republicans have continued to block any such effort and remain unwavering in their assertion that any such debt ceiling increase/suspension will need to be done without Republican votes. As such, it is becoming increasingly likely that Democrats will be forced to address the debt ceiling through the budget reconciliation process, which will likely present additional procedural hurdles related to amending the existing budget resolution to address the debt ceiling. This approach will also require Democrats to increase the debt limit by a specific amount, rather than providing a temporary suspension, which would likely be less politically palatable for many moderate Democrats. Several Republicans have already indicated that Democrats voting to increase the debt ceiling would likely be a major campaign issue in both the FY 2022 midterms and beyond.

After House Democrats failed to reach a deal on moving forward with consideration of the Senate-passed bipartisan infrastructure bill, the Infrastructure Investment and Jobs Act (IIJA), House Leadership chose to delay a scheduled vote on the bill instead of risking a failed floor vote. The enacted CR did not include an extension of the current surface transportation authorization legislation (FAST Act), which briefly lapsed after the House failed to act on IIJA.

*Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority*



## Legislative Policy Committee Agenda Item

October 13, 2021

Page 2

Negotiations continue to take place among House and Senate Democrats. While moderates in the House Democratic caucus have been pushing for an immediate vote on the Senate-passed infrastructure package, progressives see the IIJA as their only real leverage to force consideration, and passage, of the budget reconciliation bill. Their concern remains that if they were to vote to pass the IIJA, moderates could simply withhold their support for the pending House reconciliation bill unless it was significantly pared down.

House Democratic Leadership struck a deal with moderate House Democrats in August whereby leadership promised that the nearly \$1.2 trillion bipartisan IIJA, that includes \$550 billion in new spending and a five-year surface transportation reauthorization, would be taken up on the House floor no later than September 27<sup>th</sup>, and in return moderates would vote in support of the FY 2022 budget resolution to initiate the budget reconciliation process. The negotiations on the specific path forward for these two items stalled this week as progressives called for party moderates to engage in negotiations on the bill's specific policies and programs, instead of simply referencing caps on the overall price tag. Although House Democratic leadership promised progressives a budget reconciliation "framework" agreement in return for votes on IIJA, negotiations on a framework hit a roadblock when Senator Joe Manchin (D-WV) announced he wanted the reconciliation bill capped at \$1.5 trillion, or less than half of the \$3.5 trillion House reconciliation package, which the vast majority of Democrats have voiced support for.

***Financial Impact:***

This item has no financial impact on the Fiscal Year 2021/2022 Budget.

***Reviewed By:***

This item is not scheduled for review by any other policy committee or technical advisory committee.

***Responsible Staff:***

Louis Vidaure, Management Analyst II

Approved  
Legislative Policy Committee  
Date: October 13, 2021

Witnessed By:

San Bernardino Council of Governments  
San Bernardino County Transportation Authority

# **ADDITIONAL INFORMATION**

## LEGISLATIVE POLICY COMMITTEE ATTENDANCE RECORD – 2021

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>Curt Hagman</b> Board of Supervisors		X	X	X	X	X		X	X			
<b>Janice Rutherford</b> Board of Supervisors		X	X	X	X	X			X			
<b>Art Bishop</b> Town of Apple Valley		X	X	X	X	X		X	X			
<b>Frank Navarro</b> City of Colton		X	X	X	X	X		X	X			
<b>Rick Denison</b> Town of Yucca Valley								X	X			
<b>Darcy McNaboe</b> City of Grand Terrace		X		X	X	X						
<b>Larry McCallon</b> City of Highland		X	X	X	X	X		X	X			
<b>Alan Wapner</b> City of Ontario		X	X	X	X	X		X	X			

Communication: Attendance (Additional Information)

X = member attended meeting.   \* = alternate member attended meeting   Empty box = Did not attend meeting   Crossed out box = not a Board Member at the time.   Shaded box = No meeting

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist Board Members and partners as they participate in deliberations at Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. Staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CPUC	California Public Utilities Commission
CSAC	California State Association of Counties
CTA	California Transit Association
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DEMO	Federal Demonstration Funds
DOT	Department of Transportation
EA	Environmental Assessment
E&D	Elderly and Disabled
E&H	Elderly and Handicapped
EIR	Environmental Impact Report (California)
EIS	Environmental Impact Statement (Federal)
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds

MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments



## MISSION STATEMENT

Our mission is to improve the quality of life and mobility in San Bernardino County. Safety is the cornerstone of all we do.

We achieve this by:

- Making all transportation modes as efficient, economical, and environmentally responsible as possible.
- Envisioning the future, embracing emerging technology, and innovating to ensure our transportation options are successful and sustainable.
- Promoting collaboration among all levels of government.
- Optimizing our impact in regional, state, and federal policy and funding decisions.
- Using all revenue sources in the most responsible and transparent way.

Approved December 4, 2019