

Meeting Agenda - Revised

Joint MTC ABAG Legislation Committee

Jesse Arreguin, Chair Vacant, Vice Chair
Members

*Eddie Ahn, David Canepa, Carol Dutra-Vernaci,
Pat Eklund, Victoria Fleming, Dave Hudson, Matt Mahan,
Alfredo Pedroza, David Rabbitt, Belia Ramos,
Jim Spering, Sheng Thao, Vacant, Vacant, and Vacant*

Non-Voting Members
Dorene M. Giacomini and Vacant

Friday, March 10, 2023

9:45 AM

Board Room - 1st Floor

This meeting shall consist of a simultaneous teleconference call at the following location(s):

Napa County Administration Building, 1195 Third Street, Suite 310-Crystal Conference Room,
Napa, CA 94559

Novato City Administrative Offices, 922 Machin Ave, Baget Conference Room, Novato, CA
94945

Pinole Public Library, 2935 Valley Road, Pinole, CA 94564

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. A Zoom panelist link for meeting participants will be sent separately to Committee members.

Committee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/84647930190>

iPhone One-Tap: US: +13462487799,,84647930190# or +12532050468,,84647930190#

Join by Telephone (for higher quality, dial a number based on your current location) US:
888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 846 4793 0190

International numbers available: <https://bayareametro.zoom.us/j/kcaOgK4zNM>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

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

1. Call to Order / Roll Call / Confirm Quorum

Quorum: A quorum of this body shall be a majority of its regular voting members (7).

2. Consent Calendar

- 2a. [23-0255](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the February 10, 2023 Meeting
Action: Committee Approval
Attachments: [2a 23-0255 2023-02-10 Joint MTC ABAG Legislation Committee Meeting](#)
- 2b. [23-0258](#) MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment
Action: Commission Approval
Presenter: Ky-Nam Miller
Attachments: [2bi 23-0258 Summary Sheet MTC Res No 3931 Council Appointment.pdf](#)
[2bii 23-0258 Attachment A MTC Res No 3931.pdf](#)
- 2c. [23-0256](#) Legislative History

Detailed list of bills the ABAG and MTC are tracking in Sacramento, including those ABAG or MTC supports or opposes.
Action: Information
Presenter: Georgia Gann Dohrmann
Attachments: [2c Handout-March 2023 Legislative History.pdf](#)

3. State Legislation

- 3a. [23-0297](#) MTC/ABAG State Legislative Visits

Summary of MTC/ABAG's February advocacy trip to Sacramento.
Action: Information
Presenter: Georgia Gann Dohrmann
Attachments: [3a 23-0297 Summary Sheet MTC-ABAG State Legislative Visits.pdf](#)

- 3b.** [23-0327](#) State Transit Operating Assistance Advocacy
- Update on recent advocacy to secure state support to address transit operator's near-term fiscal cliffs and to invest in rebuilding ridership.
- Action:** Information
- Presenter:** Rebecca Long
- Attachments:** [3bi 23-0327 Summary Sheet State Transit Operating Assistance Advocacy](#)
[3bii 23-0327 Attachment A State Transit Operating Assistance Advocacy.p](#)
[3biii 23-0327 Attachment B State Transit Operating Assistance Advocacy.r](#)
- 3c.** [23-0298](#) Senate Bill 225 (Caballero): Community Anti-Displacement and Preservation Program
- New state program to invest in affordable housing preservation and anti-displacement strategies.
- Action:** Support / ABAG Executive Board Approval
Support / MTC Commission Approval
- Presenter:** Julie Snyder
- Attachments:** [3c 23-0298 Summary Sheet Senate Bill 225-Caballero Community Anti-Dis](#)
- 3d.** [23-0300](#) Assembly Bill 350 (Aguiar-Curry): Sacramento Area Regional Plan Update
- Delays until 2025 the Sacramento Area Council of Governments' (SACOG) next sustainable communities strategies update.
- Action:** Support / MTC Commission Approval
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [3d 23-0300 Summary Sheet Assembly Bill 350 Aguiar-Curry Sacramento ,](#)

4. Federal Legislation

- 4a.** [23-0257](#) Washington, D.C. Legislative Update
- Report on key legislative, funding and political developments over the past month from Washington, D.C. prepared by the Summit Strategies team.
- Action:** Information
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [4a 23-0257 Summit Strategies Monthly Report Feb 2023.pdf](#)

5. Information

- 5a. [23-0329](#) Release of MTC's 2023 Draft Public Participation Plan for the San Francisco Bay Area

Overview of MTC's 2023 Draft Public Participation Plan (PPP) for the San Francisco Bay Area and update approach. On February 24, 2023, MTC's Draft PPP (see Attachment A) was released for a 45-day public review and comment period.

Action: Information

Presenter: Leslie Lara-Enríquez

Attachments: [5ai 23-0329 Summary Sheet MTC Public Participation Plan Release.pdf](#)
[5aii 23-0329 Attachment A MTC Public Participation Plan Release.pdf](#)
[5aiii 23-0329 Attachment B MTC Public Participation Plan Release.pdf](#)
[5aiv 23-0329 PowerPoint MTC Public Participation Plan Release.pdf](#)

- 5b. [23-0355](#) 2023 Youth Programs Update

Overview of MTC/ABAG Youth Programs.

Action: Information

Presenter: John Kannegieser and Ky-Nam Miller

Attachments: [5bi Summary Sheet 2023 Youth Programs Update.pdf](#)
[5bii PowerPoint 2023 Youth Programs Update.pdf](#)
[5biiii Attachment B Bay Area Summer Academy Flier 2023 with QR Code](#)

6. Public Comment / Other Business

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

7. Adjournment / Next Meeting

The next meeting of the Joint MTC ABAG Legislation Committee will be held on Friday, April 14, 2023 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

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

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

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



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

Meeting Minutes - Draft

Joint MTC ABAG Legislation Committee

Jesse Arreguin, Chair Vacant, Vice Chair
Members

*Eddie Ahn, David Canepa, Carol Dutra-Vernaci,
Pat Eklund, Victoria Fleming, Dave Hudson, Matt Mahan,
Alfredo Pedroza, David Rabbitt, Belia Ramos,
Jim Spering, Sheng Thao, Vacant, Vacant, and Vacant*

Non-Voting Members
Dorene M. Giacopini and Vacant

Friday, February 10, 2023

9:45 AM

REMOTE

1. Call to Order / Roll Call / Confirm Quorum

Present: 9 - Chair Arreguin, Committee Member Eklund, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Ramos, Committee Member Canepa, Committee Member Dutra-Vernaci and Committee Member Fleming

Absent: 4 - Committee Member Hudson, Committee Member Rabbitt, Committee Member Mahan and Committee Member Thao

Non-Voting Member Present: Commissioner Giacopini

Ex Officio Voting Members Present: Commission Chair Pedroza and Commission Vice Chair Josefowitz

Ad Hoc Non-Voting Member Present: Commissioner Moulton-Peters.

2. Consent Calendar

Upon the motion by Committee Member Eklund and second by Chair Arreguin, the Consent Calendar unanimously was approved. The motion carried by the following vote:

Aye: 9 - Chair Arreguin, Committee Member Eklund, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Ramos, Committee Member Canepa, Committee Member Dutra-Vernaci and Committee Member Fleming

Absent: 4 - Committee Member Hudson, Committee Member Rabbitt, Committee Member Mahan and Committee Member Thao

2a. [23-0149](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the January 13, 2023 Meeting

Action: Committee Approval

Attachments: [2a 23-0149 2023-01-13 Joint MTC ABAG Legislation Committee Meeting Minutes Draft.pdf](#)

2b. [23-0150](#) Legislative History

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

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [2b_Handout-February_2023_Legislative_History.pdf](#)

3. State Legislation

3a. [23-0152](#) 2023 State Legislative Session Update

Overview of the legislative landscape in Sacramento as it relates to the MTC/ABAG 2023 Advocacy Program and an update on key committee leadership changes.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [3ai 23-0152 Summary Sheet](#)
[2023 State Legislative Session Update.pdf](#)
[3aii 23-0152 Attachment A State Legislators Transit Operations Support Letter.pdf](#)
[3aiii 23-0152 Attachment B Final Draft January Budget Letter 01.18.23.pdf](#)

3b. [23-0119](#) Assembly Constitutional Amendment 1 (Aguiar-Curry): Voter Threshold for Local Infrastructure Bonds and Taxes

Assembly Constitutional Amendment (ACA) 1 would lower to 55 percent the voter approval threshold for local bonds and special taxes for affordable housing, transportation, resilience and other public infrastructure.

Action: Support and Seek Amendment / ABAG Executive Board Approval
Support and Seek Amendment / MTC Commission Approval

Presenter: Georgia Gann Dohrmann

Attachments: [3b 23-0119 Summary Sheet ACA 1 Aquiar-Curry Voter Threshold-Local Infrastructure Bonds and Taxes.pdf](#)

Randi Kinman spoke on this item.

Upon the motion by Chair Arreguin and second by Committee Member Spering, a support and seek amendment position on Assembly Constitutional Amendment 1 (Aguiar-Curry) was adopted to be forwarded to the ABAG Executive Board and MTC Commission, respectively, for approval. The motion carried by the following vote:

Aye: 8 - Chair Arreguin, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Ramos, Committee Member Canepa, Committee Member Dutra-Vernaci and Committee Member Fleming

Absent: 5 - Committee Member Hudson, Committee Member Eklund, Committee Member Rabbitt, Committee Member Mahan and Committee Member Thao

3c. [23-0081](#) Assembly Bill 84 (Ward): Property Tax Welfare Exemption

Provides upfront savings on affordable housing developments by revising the welfare tax exemption from a rebate to upfront savings.

Action: Support / ABAG Executive Board Approval
Support / MTC Commission Approval

Presenter: Julie Snyder

Attachments: [3c 23-0081 Summary Sheet AB 84 Ward-Property Tax Welfare Exemption.pdf](#)

Upon the motion by Chair Arreguin and second by Committee Member Dutra-Vernaci, a support position on Assembly Bill 84 (Ward) was adopted to be forwarded to the ABAG Executive Board and MTC Commission, respectively, for approval. The motion carried by the following vote:

Aye: 9 - Chair Arreguin, Committee Member Eklund, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Ramos, Committee Member Canepa, Committee Member Dutra-Vernaci and Committee Member Fleming

Absent: 4 - Committee Member Hudson, Committee Member Rabbitt, Committee Member Mahan and Committee Member Thao

4. Federal Legislation

4a. [23-0151](#) Washington, D.C. Legislative Update

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

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [4a 23-0151 Summit Strategies Monthly Report Jan 2023.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Joint MTC ABAG Legislation Committee will be held on Friday, March 10, 2023 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA, and other remote locations. Any changes to the schedule will be duly noticed to the public.

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

March 10, 2023

Agenda Item 2b

MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment

Subject:

San Mateo County appointment to the 2022-2025 MTC Policy Advisory Council.

Background:

Since the appointments to MTC's Policy Advisory Council (Council) were approved in November 2021 for a term running through December 2025, one Council member, Rich Hedges representing the County of San Mateo's Older Adult communities, has withdrawn from service. MTC Resolution No. 3931, Revised (Attachment A), which created the Policy Advisory Council, specifies that appointments for advisors representing a particular county be made by that county's Commissioners. Commissioner Gina Papan and Commissioner David Canepa have recommended appointing Charley Lavery to fill the vacancy to represent Older Adults for San Mateo County.

Charley Lavery is a retirement-aged San Mateo resident who has spent his career as a union construction worker and has regularly facilitated union retiree meetings.

Issues:


None identified.

Recommendations:

Staff requests the Commission appoint Charley Lavery to serve the remainder of the term for the current slot vacated by Rich Hedges on the Policy Advisory Council (through December 2025), and approval MTC Resolution No. 3931, Revised.

Attachments:

- Attachment A: MTC Resolution No. 3931, Revised



Andrew B. Fremier

Date:	November 18, 2009	
W.I.:	1114	
Referred by:	Legislation	
Revised:	03/24/10-C	02/23/11-C
	02/22/12-C	07/25/12-C
	03/27/13-C	07/24/13-C
	07/23/14-C	11/19/14-C
	03/25/15-C	09/23/15-C
	10/26/16-C	07/26/17-C
	10/25/17-C	04/24/19-C
	07/24/19-C	02/26/20-C
	12/16/20-C	03/24/21-C
	11/17/21-C	03/23/22-C
	07/27/22-C	10/26/22-C
	01/25/23-C	03/22/23-C

ABSTRACT

Resolution No. 3931, Revised

This resolution defines the role and responsibilities of the Commission's Policy Advisory Council.

This resolution supersedes Resolution No. 3516. Further discussion of this action is contained in the Executive Director's memorandum dated November 6, 2009. This resolution includes:

- Attachment A, which outlines the mission statement, roles, expectations, procedures, appointment process and membership criteria for the Council;

This resolution was revised on March 24, 2010, to include:

- Attachment B, a table listing the currently appointed advisors and their term.

This resolution was revised on February 23, 2011, to include revisions to Attachment B and:

- Attachment C, a table showing which advisors have been replaced and their replacements.

This resolution was revised on February 22, 2012 to extend the terms of the advisors identified in Attachment B through July 2013.

This resolution was revised on July 25, 2012, to include revisions to Attachment B and Attachment C.

This resolution was revised on March 27, 2013, to add Conflict of Interest and Ethics Training policies to Attachment A.

This resolution was revised on July 24, 2013, to include revisions to Attachment B and Attachment C.

This resolution was revised on July 23, 2014, to include revisions to Attachment B and Attachment C.

This resolution was revised on November 19, 2014, to include revisions to Attachment B and Attachment C.

This resolution was revised on March 25, 2015, to include revisions to Attachment B and Attachment C.

This resolution was revised on September 23, 2015, to include revisions to Attachment B and Attachment C.

This resolution was revised on October 26, 2016, to include revisions to Attachment A, Attachment B and Attachment C.

This resolution was revised on July 26, 2017 to extend the terms of the advisors identified in Attachment B through September or October 2017, depending on final 2017 recruitment appointment.

This resolution was revised on October 25, 2017, to include revisions to Attachment B and Attachment C.

This resolution was revised on April 24, 2019, to include revisions to Attachment B and Attachment C.

This resolution was revised on July 24, 2019, to include revisions to Attachment B and Attachment C.

This resolution was revised on February 26, 2020, to include revisions to Attachment B and Attachment C.

This resolution was revised on December 16, 2020 to extend the terms of the advisors identified in Attachment B through December 2021.

This resolution was revised on March 24, 2021, to include revisions to Attachment B and Attachment C.

This resolution was revised on November 17, 2021, to include revisions to Attachment B and Attachment C.

This resolution was revised on March 23, 2022, to include revisions to Attachment B and Attachment C.

This resolution was revised on July 27, 2022, to include revisions to Attachment B and Attachment C.

This resolution was revised on October 26, 2022, to include revisions to Attachment B and Attachment C.

This resolution was revised on January 25, 2023, to include revisions to Attachment A.

This resolution was revised on March 22, 2023, to include revisions to Attachment B and Attachment C.

Date: November 18, 2009
W.I.: 1114
Referred by: Legislation

RE: Commission Policy Advisory Council

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3931

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC seeks to involve citizens of diverse backgrounds and interests in the development of transportation plans and programs, in a manner consistent with applicable state and federal requirements and Commission policy (Resolution No. 2648); and

WHEREAS, MTC seeks to focus its advisory processes around the “Three E” principles of sustainability outlined in the regional transportation plan: a prosperous and globally competitive economy; a healthy and safe environment; and equity wherein all Bay Area residents share in the benefits of a well-maintained, efficient and connected regional transportation system; and

WHEREAS, MTC seeks to utilize its advisors to ensure that a wide spectrum of views are considered in developing transportation policy, and enhance the contributions and effectiveness of its advisors, now, therefore be it

RESOLVED, that the Commission establishes a Policy Advisory Council; and be it further

RESOLVED, that the members of the Policy Advisory Council will be appointed according to the process and shall have the role, tasks, membership and meetings as described in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the Policy Advisory Council roster is contained in Attachment B to this resolution; and be it further

RESOLVED, that the Executive Director is instructed to secure nominations to fill expired terms and other vacancies and present them to the Commission for confirmation by periodically revising Attachment B; and be it further

RESOLVED, that Resolution No. 3516, Revised, is superseded with the adoption of this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on November 18, 2009

Date: November 18, 2009
W.I.: 1114
Referred by: Legislation
Revised: 03/27/13-C 10/26/16-C
01/25/23-C

Attachment A
Resolution No. 3931
Page 1 of 4

Attachment A
Metropolitan Transportation Commission
Policy Advisory Council

A. Mission Statement

The mission of the Metropolitan Transportation Commission's Policy Advisory Council (Council) is to advise the Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. The Council advises the Commission and its staff through the appropriate MTC standing committees on matters within MTC's jurisdiction and as assigned by the Commission.

B. Roles/Expectations

1. Advisors Provide Interest-Based and/or Geographic Perspectives

Advisors should represent the stakeholder interest under which they have been appointed. Although some advisors may be appointed based on an organizational affiliation, they should represent their constituency (not just their individual organization).

2. Responsibilities

Advisors will be expected to regularly attend their Council meetings and to maintain an ongoing engagement with organizations and individuals who make up the advisor's constituency.

3. Council Work Plan

The Commission will hold an annual workshop as a separately agendized meeting with the Policy Advisory Council to set the Council's work plan and schedule for the year. At this meeting, the Commission will identify several priority areas in which it desires feedback and/or research from the Council, and establish appropriate goals and performance measures. Advisors also will be given the opportunity to recommend initiatives of potential relevance to the Commission for inclusion in the work plan.

4. Reporting to the Commission

With the assistance of MTC staff, the Council will report on its work plan progress or present recommendations to the full Commission or MTC's standing committees, as appropriate.

5. Limitations on Advisor Activities

The role of the advisors is to advise the MTC Commission. Advisors are not to convey positions to outside agencies on behalf of the Council, independent of Commission action.

6. Conflict of Interest Policy

In order to avoid potential conflict of interest, no person shall sit on the Policy Advisory Council and concurrently be in a business relationship with MTC/BATA. A member is considered to have a business relationship with MTC/BATA when that member is employed by or serves on the Board of Directors of an organization that has received a grant or contract award from MTC – where MTC staff alone reviews proposals and recommends an organization or organizations for award of that grant or contract. In such cases, the member shall resign from the Council for the duration of the contract or grant, but may reapply for any vacancies upon completion of the contract or grant.

7. Ethics Training

All members of the Council shall complete an ethnics training course within the first year of their term on the Council.

C. Membership

The Council shall be composed of twenty-seven (27) members as follows.

A total of nine (9) members, one from each Bay Area county, shall be selected to represent interests related to the communities of color, environmental justice and low-income issues. A minimum of four members shall represent the communities of color, and a minimum of four shall represent environmental justice/low-income issues. The ninth member shall be selected from either category.

A total of nine (9) members, one from each Bay Area county, shall be selected to represent the interests of disabled persons and seniors. A minimum of four members shall represent senior issues, and a minimum of four shall represent disabled issues. The ninth member shall be selected from either category.

A total of nine (9) members shall be selected to represent interests related to the economy and the environment. A minimum of four members shall represent economy interests and a minimum of four members shall represent environmental interests. The ninth member shall be selected from either category. Of these nine seats, at least five should be held by residents from each of the five most populous counties. The remaining four seats may be selected at large from throughout the entire Bay Area.

There shall be no alternates to the appointed membership.

D. Appointment Process

1. General

MTC staff shall secure nominations to fill terms and vacancies for the Council and present them to the appropriate Commissioners for confirmation. Appointments for advisors representing a particular county will be made by that county's Commissioners. Appointments for all the at-large advisors will be made by the Commission's chair and vice chair. Nominations for members of the Council will be solicited from a wide range of sources including, but not limited to: MTC Commissioners, current advisors, relevant organizations in the community, and via news releases or display ads sent to media outlets in the nine-county Bay Area.

2. Terms of Appointment

In general, advisors will serve four-year terms. Although there are no term limits, MTC Commissioners are to consider length of service and effectiveness before recommending the reappointment of advisors. All advisors wishing to be reappointed must reapply.

E. Procedures

Attendance and Participation

1. Advisors must attend at least two-thirds of the Council's regularly scheduled meetings each year and make a constructive contribution to the work of the Policy Advisory Council. Those who do not do so may be subject to dismissal from the Council at the discretion of the appointing Commissioner(s).

2. Residency Requirements

Advisors must live or work in the nine-county Bay Area.

3. Compensation

Subject to the Commission Procedures Manual (MTC Resolution No. 1058, Revised,

Appendix D), advisors will receive a stipend per meeting and be reimbursed for actual expenses for travel, with a maximum of five meetings per month. Meetings are defined as a) publicly noticed meetings or meetings of ad hoc working groups of the Council; b) noticed MTC Commission or committee meetings; or c) attendance at a community meeting at the request of the Commission or MTC staff to provide outreach assistance (i.e., when he/she attends a community meeting with MTC staff to provide an introduction to a particular community).

4. Meeting Frequency and Location of Meetings

The Council will meet regularly as required by its annual work plan. Public meetings will be held at the MTC offices or other locations at a regular time to be agreed upon by the members of the Council.

5. Ad Hoc Working Groups

To implement its work plan, the Council may establish working groups, with participation from MTC staff, on an ad hoc basis.

6. Quorum Requirements

At least 50 percent plus one of the Council's appointed membership must be present to constitute a quorum and vote on issues. The Council can hold discussions in the absence of a quorum, but cannot vote.

7. Election of Council Chair and Vice Chair

The Council will have a chair and a vice-chair, to be elected by the council for a two-year term. Although Council officers may be reelected, regular rotation of these positions among the Council membership is strongly encouraged.

8. Public Meetings

All Council meetings and any ad hoc working group meetings will be noticed and open to the public.

Date: March 24, 2010
W.I.: 1114
Referred by: Legislation
Revised: 02/23/11-C 02/22/12-C 07/25/12-C
07/24/13-C 07/23/14-C 11/19/14-C
03/25/15-C 09/23/15-C 10/26/16-C
07/26/17-C 10/25/17-C 04/24/19-C
07/24/19-C 02/26/20-C 12/16/20-C
03/24/21-C 11/17/21-C 03/23/22-C
07/27/22-C 10/26/22-C 03/22/23-C

Attachment B
Resolution No. 3931
Page 1 of 1

**Metropolitan Transportation Commission
Policy Advisory Council
Term: January 2021 – December 2025**

Advisor Name	Representing	County	Appointing Commissioner(s)
Adina Levin	Environment	At-Large	Chair Pedroza and Vice Chair Josefowitz
Anne Olivia Eldred	Environment	At-Large	Chair Pedroza and Vice Chair Josefowitz
Carina Vinh Lieu	People of Color	Alameda	Dutra-Vernaci, Miley and Schaaf
Charley Lavery	Older Adult	San Mateo	Papan, Canepa
Chris Fitzgerald	Disabled	Santa Clara	Chavez, Abe-Koga, and Liccardo
Dwayne Hankerson	Disabled	Solano	Spering
Frank Welte	Disabled	Alameda	Dutra-Vernaci, Miley and Schaaf
Gabriela Yamilet Orantes	People of Color	Sonoma	Fleming, Rabbitt
Genay Markham	Environment	At-Large	Chair Pedroza and Vice Chair Josefowitz
Gerald Glaser	Older Adult	Sonoma	Fleming, Rabbitt
Howard Wong	Older Adult	San Francisco	Vice Chair Josefowitz, Ronen, Ahn
Ilaf Esuf	Economy	At-Large	Chair Haggerty and Vice Chair Pedroza
Michael Baldini	Low-Income/Environmental Justice	Napa	Chair Pedroza (for Napa County)
Pamela Campos	People of Color	San Mateo	Papan, Canepa
Phil Pierce	Environment	At-Large	Chair Pedroza and Vice Chair Josefowitz
Rachel Zack	Environment	At-Large	Chair Pedroza and Vice Chair Josefowitz
Randi Kinman	Low-Income/Environmental Justice	Santa Clara	Chavez, Abe-Koga, and Liccardo
Rodney Nickens	Economy	At-Large	Chair Pedroza and Vice Chair Josefowitz
Terrence (Terry) Keith Scott	Older Adult	Napa	Chair Pedroza (for Napa County)
Veda Florez	Older Adult	Marin	Connolly
Vinay Pimple	Disabled	Contra Costa	Glover, Worth
Walter Wilson	Economy	At-Large	Chair Haggerty and Vice Chair Pedroza
Wendi Kallins	Low-Income/Environmental Justice	Marin	Connolly
William Goodwin	People of Color	Contra Costa	Glover, Worth
Zachary Deutsch-Gross	Economy	At-Large	Chair Pedroza and Vice Chair Josefowitz
John Parker Jr.	People of Color	Solano	Spering
Zelly Lodin	Low-Income/Environmental Justice	San Francisco	Vice Chair Josefowitz and Ronen

Date: February 23, 2011
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 03/25/15-C 09/23/15-C
 10/26/16-C 10/25/17-C
 04/24/19-C 07/24/19-C
 02/26/20-C 03/24/21-C
 11/17/21-C 03/23/22-C
 07/27/22-C 10/26/22-C

Attachment C
 Resolution No. 3931
 Page 1 of 3

Metropolitan Transportation Commission
Policy Advisory Council
Former Advisors and Their Replacements

Former Advisor	Time Served	Representing	Replaced By	Replaced On
Andrew Casteel	March 2010 – June 2010	Environment	Sandi Galvez, Environment	February 23, 2011
Ann Hancock	March 2010 – July 2010	Environment	Tanya Narath, Environment	February 23, 2011
Allison M. Hughes	March 2010 – September 2011	Equity	Jim E. Blacksten, Equity	July 25, 2012
Evelina Molina	March 2010 – February 2012	Equity	Elizabeth A. Clary, Equity	July 25, 2012
Cheryl O'Connor	March 2010 – February 2012	Economy	Alan R. Talansky, Economy	July 25, 2012
Carmen Rojas	March 2010 – November 2010	Equity	Yokia Mason, Equity	February 23, 2011
Abigail Thorne-Lyman	March 2010 – June 2010	Environment	Tina King Neuhausel, Environment	February 23, 2011
Dolores Jaquez	March 2010 – July 2013	Equity	Elizabeth Clary, Equity	July 24, 2013
Federico Lopez	March 2010 – July 2013	Equity	Timothy Reeder, Equity	July 24, 2013
Yokia Mason	February 2011 – July 2013	Equity	Carlos Castellanos, Equity	July 24, 2013
Tanya Narath	February 2011 – July 2013	Environment	Chris Coursey, Environment	July 24, 2013
Tina King Neuhausel	February 2011 – July 2013	Environment	Linda Jeffrey Sailors, Environment	July 24, 2013
Kendal Oku	March 2010 – July 2013	Equity	Veda Florez, Equity	July 24, 2013
Lori Reese-Brown	March 2010 – July 2013	Equity	Richard Burnett, Equity	July 24, 2013
Frank Robertson	March 2010 – July 2013	Equity	Mark Nicholson, Equity	July 24, 2013
Dolly Sandoval	March 2010 – July 2013	Equity	Marie Marchese, Equity	July 24, 2013
Egon Terplan	March 2010 – July 2013	Environment	Benjamin Schweng, Environment	July 24, 2013
Jack Gray	July 2013 – April 2014	Economy	Cathleen Baker, Environment	July 23, 2014
Marie Marchese	July 2013 – October 2013	Equity	Harriet Wolf, Equity	November 19, 2014
Mordechai Winter	July 2013 – June 2014	Equity	Charles Kaufman, Equity	November 19, 2014
Cathleen Baker	March 2010 – July 2014	Equity	Shireen Malekafzali, Equity	November 19, 2014
Chris Coursey	July 2013 – November 2014	Environment	Cynthia Murray, Economy	March 25, 2015

Former Advisor	Time Served	Representing	Replaced By	Replaced On
Tim Reeder	July 2013 – December 2014	Equity	Michelle R. Hernandez, Equity	September 23, 2015
Bena Chang	March 2010 – November 2014	Economy	Scott Lane, Environment	September 23, 2015
Joanne Busenbark	September 2013 – September 2015	Equity	Sudhir Chaudhary, Equity	October 26, 2016
Linda Jeffrey Sailors	July 2013 – May 2016	Environment	Sydney Fang, Environment	October 26, 2016
Gerald Rico	March 2010 – June 2016	Equity	Cathleen Baker, Equity	October 26, 2016
Sandi Galvez	February 2011 – June 2016	Environment	Jonathan Fearn, Economy	October 26, 2016
Cathleen Baker	July 2014 – October 2016	Environment	Anna Lee, Environment	October 26, 2016
Caroline Banuelos	March 2010 – October 2017	Equity	Adrian Mendoza, Equity	October 25, 2017
Naomi Armenta	March 2010 – October 2017	Equity	Abigail Cochran, Equity	October 25, 2017
Elizabeth A. Clary	July 2013 – October 2017	Equity	Rick Coates, Equity	October 25, 2017
Sydney Fang	October 2016 – October 2017	Environment	Wendi Kallins, Environment	October 25, 2017
Jonathan Fearn	October 2016 – October 2017	Economy	Teddy Kÿ-Nam Miller, Economy	October 25, 2017
Bob Glover	September 2013 – October 2017	Economy	Matt Regan, Economy	October 25, 2017
Charles Kaufman	November 2014 – October 2017	Equity	Marc Madden, Equity	October 25, 2017
Scott Lane	September 2015 – October 2017	Environment	Corinne Winter, Environment	October 25, 2017
Jerry Levine	July 2013 – October 2017	Environment	Adina Levin, Environment	October 25, 2017
Shireen Malekafzali	November 2014 – October 2017	Equity	Daniel Saver, Equity	October 25, 2017
Mark Nicholson	July 2013 – October 2017	Equity	Rahmon Momoh, Equity	October 25, 2017
Mike Pechner	July 2013 – October 2017	Equity	Richard Burnett, Equity	October 25, 2017
Alan R. Talansky	July 2012 – October 2017	Economy	Patrick Wolff, Economy	October 25, 2017
Harriet Wolf	November 2014 – October 2017	Equity	Michael Lopez, Equity	October 25, 2017
Richard Burnett	March 2010 – October 2017	Equity	K. Patrice Williams, Equity	October 25, 2017
Wil Din	September 2013 – October 2017	Equity	Jerri Diep, Equity	October 25, 2017
Corinne Winter	October 2017 – December 2018	Environment	Anne Olivia Eldred, Environment	April 24, 2019
Jerri Diep	October 2017 – January 2019	Equity	Daisy Ozim, Equity	July 24, 2019
Sudhir Chaudhary	October 2017 – March 2019	Equity	Terry Scott, Equity	February 26, 2020
Matt Regan	October 2017 – July 2018	Economy	Bob Glover, Economy	February 26, 2020
Teddy Kÿ-Nam Miller	October 2017 – July 2019	Economy	Christina Gotuaco, Economy	February 26, 2020
Patrick Wolff	October 2017 – October 2019	Economy	Walter Wilson, Economy	February 26, 2020
Daniel Saver	October 2017 – December 2019	Equity	Pamela Campos, Equity	January 12, 2022
Jim E. Blacksten	July 2012 – July 2020	Equity	Frank Welte, Equity	March 24, 2021
Cathleen Baker	October 2016 – July 2019	Equity	Michael Baldini, Equity	February 26, 2020
K. Patrice Williams	October 2017 – June 2020	Equity	Benjamin Edokpayi, Equity	January 12, 2022
Daisy Ozim	July 2019 – December 2020	Equity	Christina Gotuaco, Equity	January 12, 2022
Abigail Cochran	October 2017 – August 2021	Equity	Howard Wong, Equity	January 12, 2022
Adrian Mendoza	October 2017 – December 2021	Equity	Gabriela Yamilet Orantes, Equity	January 12, 2022
Anna Lee	October 2016 – March 2020	Environment	Genay Markham, Environment	January 12, 2022

Former Advisor	Time Served	Representing	Replaced By	Replaced On
Bob Glover	February 2020 – December 2021	Economy	Ilaf Esuf, Economy	January 12, 2022
Carlos Castellanos	2007 – December 2021	Equity	Carina Vinh Lieu	January 12, 2022
Cynthia Murray	March 2015 – December 2021	Economy	Rodney K. Nickens, Economy	January 12, 2022
Marc Madden	October 2017 – December 2021	Equity	Phil Pierce, Environment	January 12, 2022
Michael Lopez	October 2017 – December 2021	Equity	Chris Fitzgerald, Equity	January 12, 2022
Michelle Hernandez	Sept. 2015 – December 2021	Equity	Vinay Pimple, Equity	January 12, 2022
Rahmon Momoh	October 2017 – December 2021	Equity	William Goodwin, Equity	January 12, 2022
Richard Burnett	March 2010 – December 2021	Equity	Dwayne Hankerson, Equity	January 12, 2022
Rick Coates	October 2017 – December 2021	Equity	Gerald Glaser, Equity	January 12, 2022
Terry Scott	February 2020 – December 2021	Equity	Hans Korve, Equity	March 23, 2022
Benjamin Schweng	July 2013 – December 2021	Environment	Rachel Zack, Environment	January 12, 2022
Hans Korve	n/a	Equity	Terry Scott, Equity	April 13, 2022
Benjamin Edokpayi	January 2022 – April 2022	Equity	John Parker Jr., Equity	July 27, 2022
Christina Gotuaco	February 2020 – September 2022	Equity	Zelly Lodin, Environment	October 26, 2022
Richard Hedges	July 2003 – February 2023	Equity	Charley Lavery, Equity	March 22, 2023



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
AB 6 Friedman	Introduced 12/5/2022	Assembly Print	Transportation planning. Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would state the intent of the Legislature to enact subsequent legislation that would require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region's sustainable communities strategy and the state's climate goals.		
AB 7 Friedman	Introduced 12/5/2022	Assembly Print	Transportation: funding: capacity projects. Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would state the intent of the Legislature to enact subsequent legislation that would eliminate single occupancy vehicle freeway capacity projects, and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.		

AB 9 Muratsuchi	Introduced 12/5/2022	Assembly Natural Resources	California Global Warming Solutions Act of 2006: emissions limit. The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Under the act, 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 no later than December 31, 2030. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. This bill instead would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 55% below the 1990 level by no later than December 31, 2030.	Tracking	
AB 12 Haney	Introduced 12/5/2022	Assembly Judiciary	Tenancy: security deposits. Current law regulates the terms and conditions of residential tenancies, and prohibits a landlord from demanding or receiving security for a rental agreement for residential property, however denominated, in an amount or value in excess of an amount equal to 2 months' rent, in the case of unfurnished residential property, and an amount equal to 3 months' rent, in the case of furnished residential property, in addition to any rent for the first month paid on or before initial occupancy. This bill would instead prohibit a landlord from demanding or receiving security for a rental agreement for residential property in an amount or value in excess of an amount equal to one month's rent, regardless of whether the residential property is unfurnished or furnished, in addition to any rent for the first month paid on or before initial occupancy.		

<u>AB 16</u> <u>Dixon</u>	Introduced 12/5/2022	Assembly Print	Motor Vehicle Fuel Tax Law: adjustment suspension. The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax, Diesel Fuel Tax Law, and other 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. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2024, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended.		
<u>AB 31</u> <u>Carrillo, Juan</u>	Introduced 12/5/2022	Assembly Print	Public transit: funding. Current law provides various sources of funding for capital and operating expenses of public transit systems and intercity rail in the state. This bill would state the intent of the Legislature to enact subsequent legislation that would appropriate funds for the development and operation of a privately run public transit system connecting the Victor Valley and the Antelope Valley in southern California.		
<u>AB 50</u> <u>Wood</u>	Introduced 12/5/2022	Assembly Print	Energy demand: communication. Current law requires the Energy Commission, in consultation with specified state and federal agencies and at least every 2 years, to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. This bill would express the intent of the Legislature to enact subsequent legislation to improve consistent communication between the Energy Commission, Independent System Operator, Public Utilities Commission, and investor-owned utilities to ensure that the state is timely meeting energy demand.		

AB 59 Gallagher	Amended 2/13/2023	Assembly Revenue and Taxation	<p>Taxation: renter's credit. The Personal Income Tax Law authorizes various credits against the taxes imposed by that law, including a credit for qualified renters in the amount of \$120 for spouses filing joint returns, heads of household, and surviving spouses if adjusted gross income is \$50,000, as adjusted, or less, and in the amount of \$60 for other individuals if adjusted gross income is \$25,000, as adjusted, or less. Current law requires the Franchise Tax Board to annually adjust for inflation these adjusted gross income amounts. For 2021, the adjusted gross income limit is \$87,066 and \$43,533, respectively. This bill, for taxable years beginning on or after January 1 of the taxable year that includes the date on which funding is first authorized for purposes of this bill and for the succeeding 4 taxable years, and only when specified in a bill relating to the Budget Act, would extend the above-described renter's credit to spouses filing joint returns, heads of household, and surviving spouses if adjusted gross income is \$150,000, as adjusted, or less, and for other individuals if adjusted gross income is \$75,000, as adjusted, or less. The bill would also increase the credit amount for those years to \$2,000 for spouses filing joint returns, heads of households, and surviving spouses and \$1,000 for other individuals.</p>		
AB 67 Muratsuchi	Amended 2/9/2023	Assembly Judiciary	<p>Homeless Courts Pilot Program. Current law governs the jurisdiction of various criminal actions and criminal proceedings. Existing law also provides various diversion programs, including programs for defendants with cognitive disabilities and programs for defendants who were, or currently are, members of the United States military. This bill, upon an appropriation by the Legislature, would create the Homeless Courts Pilot Program, which would remain in effect until January 1, 2029, to be administered by the Judicial Council for the purpose of providing comprehensive community-based services to achieve stabilization for, and address the specific legal needs of, chronically homeless individuals who are involved with the criminal justice system. The bill would require programs seeking grant funds to provide a number of specified services or program components, including, but not limited to, a diversion program enabling participating defendants to have infraction or misdemeanor charges dismissed upon completion of a program, provision of supportive housing, as defined, during the duration of the program, and a dedicated county representative to assist defendants with housing needs. The bill would require an applicant for grant funding under the program to submit a plan for a new homeless court program or expansion of an existing homeless court program, and would require any funding awarded to an applicant to be used in accordance with that plan.</p>		

<u>AB 73</u> <u>Boerner Horvath</u>	Introduced 12/13/2022	Assembly Print	Vehicles. Would state the intent of the Legislature to enact legislation relating to a stop-as-yield pilot program seeking to improve the flow of traffic by allowing both drivers and bicyclists to move safely at an intersection where there is a stop sign.		
<u>AB 84</u> <u>Ward</u>	Amended 3/7/2023	Assembly Housing and Community Development	Property tax: welfare exemption: affordable housing. Current property tax law, in accordance with the California Constitution, provides for a “welfare exemption” for property used exclusively for religious, hospital, scientific, or charitable purposes and that is owned or operated by certain types of nonprofit entities, if certain qualifying criteria are met. Under current property tax law, property that meets these requirements that is used exclusively for rental housing and related facilities is entitled to a partial exemption, equal to that percentage of the value of the property that is equal to the percentage that the number of units serving lower income households represents of the total number of residential units, in any year that any of certain criteria apply, including that the acquisition, rehabilitation, development, or operation of the property, or any combination of these factors, is financed with tax-exempt mortgage revenue bonds or general obligation bonds, or is financed by local, state, or federal loans or grants and the rents of the occupants who are lower income households do not exceed those prescribed by deed restrictions or regulatory agreements pursuant to the terms of the financing or financial assistance. This bill would expand this partial exemption to property acquired, rehabilitated, developed, or operated, or any combination of these factors, with financing from qualified 501(c)(3) bonds, as defined.	Support	
<u>AB 86</u> <u>Jones-Sawyer</u>	Introduced 1/4/2023	Assembly Print	Homelessness: lead entity. Current law requires the Council on Homelessness to, among other things, identify mainstream resources, benefits, and services that can be accessed to prevent and end homelessness in California and promote systems integration to increase efficiency and effectiveness to address the needs of people experiencing homelessness. This bill would state the intent of the Legislature to enact legislation to establish a single entity to serve as the lead for ending homelessness, who would perform specified duties.		

AB 96 Kalra	Introduced 1/9/2023	Assembly Public Employment and Retirement	Public employment: local public transit agencies: autonomous transit vehicle technology. Would require a public transit employer to provide written notice to the exclusive employee representative of the workforce affected by autonomous transit vehicle technology of its determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of the workforce to which the autonomous transit vehicle technology applies not less than 12 months before commencing the process, plan, or deployment. The bill would require a public transit employer, upon a written request of the exclusive employee representative, to provide specified information to the exclusive employee representative, including the potential gaps in skills that may result from the new service. The bill would require the public transit employer, following the written request for information by the exclusive employee representative, and within 30 days of receiving the specified information, to commence collective bargaining on specified subjects, including creating plans to train and prepare the affected workforce to fill new positions created by the autonomous transit vehicle technology.		
AB 99 Connolly	Amended 3/1/2023	Assembly Environmental Safety and Toxic Materials	Department of Transportation: state roads and highways: integrated pest management. Would require the Department of Transportation to adopt a statewide policy to only use integrated pest management, as defined, that does not use herbicides or pesticides on state roads and highways in each county that has adopted an ordinance prohibiting roadside spraying of herbicides and pesticides. The bill would require the department, in developing the statewide policy, to contract with an outside entity that possesses expertise in integrated pest management.		
AB 221 Ting	Introduced 1/10/2023	Assembly Budget	Budget Act of 2023. Would make appropriations for the support of state government for the 2023–24 fiscal year.		
AB 241 Reyes	Introduced 1/13/2023	Assembly Print	Clean Transportation Program. The California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 creates the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies. This bill would state the intent of the Legislature to enact future legislation related to the Clean Transportation Program.		

AB 257 Hoover	Amended 2/23/2023	Assembly Public Safety	Encampments: penalties. Under current law, a person who lodges in a public or private place without permission is guilty of disorderly conduct, a misdemeanor. Current law also provides that a person who willfully and maliciously obstructs the free movement of any person on any street, sidewalk, or other public place is guilty of a misdemeanor. This bill would prohibit a person from camping, as defined, in a street, sidewalk, or other public property within 500 feet of a school, daycare center, playground, or youth center.		
AB 281 Grayson	Introduced 1/24/2023	Assembly Local Government	Planning and zoning: housing: postentitlement phase permits. Current law, which is part of the Planning and Zoning Law, requires a local agency to compile a list of information needed to approve or deny a postentitlement phase permit, to post an example of a complete, approved application and an example of a complete set of postentitlement phase permits for at least 5 types of housing development projects in the jurisdiction, as specified, and to make those items available to all applicants for these permits no later than January 1, 2024. Current law establishes time limits for completing reviews regarding whether an application for a postentitlement phase permit is complete and compliant and whether to approve or deny an application, as specified, and makes any failure to meet these time limits a violation of specified law. Current law defines various terms for these purposes, including "local agency" to mean a city, county, or city and county, and "postentitlement phase permit," among other things, to exclude a permit required and issued by a special district. This bill would include a special district in the definition of "local agency" and would remove special districts from the exclusion in the definition of "postentitlement phase permit."		
AB 284 Patterson, Joe	Introduced 1/24/2023	Assembly Housing and Community Development	Department of Housing and Community Development: annual report: Homeless Housing, Assistance, and Prevention program. Under current law, grants under the Homeless Housing, Assistance, and Prevention (HHAP) program are allocated in 4 rounds of funding, administered by the California Interagency Council on Homelessness, as provided. Current law requires the Department of Housing and Community Development to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. Current law requires that the report include, among other things, the number of units assisted by those programs and the number of individuals and households served and their income level. This bill would additionally require that this report include an evaluation of the HHAP program.		

<u>AB 309</u> <u>Lee</u>	Introduced 1/26/2023	Assembly Housing and Community Development	Social housing. The Zenovich-Moscone-Chacon Housing and Home Finance Act establishes the Department of Housing and Community Development and the California Housing Finance Agency and sets forth various programs administered by those entities intended to, among other things, provide a comprehensive and balanced approach to the solution of housing problems of the people of this state. The act sets forth various definitions that govern its construction. This bill would define "social housing" for purposes of the Zenovich-Moscone-Chacon Housing and Home Finance Act.		
<u>AB 312</u> <u>Reyes</u>	Introduced 1/26/2023	Assembly Housing and Community Development	State Partnership for Affordable Housing Registries in California Grant Program. Would establish, subject to appropriation by the Legislature, the State Partnership for Affordable Housing Registries in California Grant Program to provide technical assistance to eligible entities, as defined, for the purpose of creating a state-managed online platform of affordable housing listings, information, and applications. The bill would require the Department of Housing and Community Development to administer the program and to adopt guidelines for this purpose. The bill would require the department to develop a housing preapplication to standardize applications for affordable housing and to solicit participation of eligible entities no later than January 1, 2026, and to launch the platform no later than July 1, 2027. The bill would require the department to provide technical assistance to participating entities and to ensure equitable access to database users, as specified. The bill would authorize the department to coordinate with the Office of Data and Innovation to carry out the requirements of the program and to contract with vendors pursuant to existing provisions of state contract law, as specified. The bill would establish minimum requirements for the platform and would require a vendor selected to create and maintain the platform to demonstrate specified capabilities and implement those requirements.		
<u>AB 316</u> <u>Aguilar-Curry</u>	Introduced 1/26/2023	Assembly Transportation	Vehicles: autonomous vehicles. Would prohibit the operation of an autonomous vehicle with a gross vehicle weight of 10,000 pounds or more on public roads for testing purposes, transporting goods, or transporting passengers without a human safety operator physically present in the autonomous vehicle at the time of operation.		

AB 321 Wilson	Amended 3/6/2023	Assembly Revenue and Taxation	Sales and Use Tax: exemptions: zero-emission public transportation ferries. Current sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. Those laws provide various exemptions from those taxes. This bill, until January 1, 2028, would exempt from those taxes the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, zero-emission public transportation ferries, as defined.		
AB 323 Holden	Introduced 1/30/2023	Assembly Housing and Community Development	Planning and land use: parcels: changes in use. Would revise the Planning and Zoning Law to prohibit a developer from submitting a petition for public hearing to a city, county, or city and county, for a change in use of a parcel intended for owner occupancy pursuant to a local inclusionary zoning ordinance or density bonus project, as defined, unless the developer can prove that none of the applicants for owner occupancy can qualify for the unit as an owner occupant pursuant to the income limitation recorded on the deed or other instrument defining the terms of conveyance eligibility.		
AB 338 Aguiar-Curry	Introduced 1/30/2023	Assembly Labor and Employment	Public works: definition. Current law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law defines the term "public works" for purposes of requirements regarding the payment of prevailing wages to include construction, alteration, demolition, installation, or repair work done under contract and paid for using public funds, except as specified. Current law makes a willful violation of laws relating to the payment of prevailing wages on public works a misdemeanor. This bill would, commencing January 1, 2025, expand the definition of "public works" to include fuel reduction work done under contract and paid for in whole or in part out of public funds performed as part of a fire mitigation project, as specified. The bill would limit those provisions to work that falls within an apprenticeship occupation in the building and construction trades for which an apprenticeship program has been approved and to contracts in excess of \$100,000. The bill would delay the application of those provisions until January 1, 2026, for nonprofits.		

<u>AB 346</u> <u>Quirk-Silva</u>	Introduced 1/31/2023	Assembly Revenue and Taxation	Income tax credits: low-income housing: California Debt Limit Allocation Committee rulemaking. Current law creates the California Debt Limit Allocation Committee (CDLAC) for the purpose of administering the volume limit for the state on private activity bonds through an allocation system. Current law authorizes CDLAC to adopt, amend, or repeal rules and regulations as emergency regulations in accordance with the rulemaking provisions of the Administrative Procedure Act. This bill, instead, would authorize CDLAC to adopt, amend, or repeal rules and regulations without complying with the procedural requirements of the Administrative Procedures Act, except as specified. The bill would make rules and regulations adopted, amended, or repealed by CDLAC effective immediately upon adoption.		
<u>AB 350</u> <u>Aguilar-Curry</u>	Introduced 1/31/2023	Assembly Transportation	Regional transportation plans: Sacramento Area Council of Governments. Current law requires certain transportation planning agencies, including the Sacramento Area Council of Governments (SACOG), to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. This bill would require the updated regional transportation plan, sustainable communities strategy, and environmental impact report adopted by the SACOG on November 18, 2019, to remain in effect for all purposes until the SACOG adopts its next update to its regional transportation plan, which the bill would require it to adopt and submit on or before December 31, 2025. The bill would provide that a specified update to the regional transportation plan adopted by the SACOG for purposes of compliance with certain federal laws is not a project for purposes of the California Environmental Quality Act (CEQA), thereby exempting this update from CEQA.		
<u>AB 356</u> <u>Mathis</u>	Amended 3/7/2023	Assembly Natural Resources	California Environmental Quality Act: aesthetic impacts. The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Current law, until January 1, 2024, specifies that, except as provided, a lead agency is not required to evaluate the aesthetic effects of a project and aesthetic effects are not considered significant effects on the environment if the project involves the refurbishment, conversion, repurposing, or replacement of an existing building that meets certain requirements. This bill would extend the operation of the above provision indefinitely.		

AB 361 Ward	Introduced 2/1/2023	Assembly Print	Vehicles: parking fines. Current law regulates vehicle parking and charges a fine for, among other violations, parking in a bike lane, parking in a fire lane, or blocking a driveway, as specified. This bill would state the intent of the Legislature to enact legislation relating to parking fines.		
AB 364 Bryan	Introduced 2/1/2023	Assembly Transportation	Street furniture data: statewide integrated data platform. Current law authorizes the Department of Transportation to develop, in cooperation with local and regional transportation entities, the full potential of all resources and opportunities that are now, and may become, available to the state and to regional and local agencies for meeting California's transportation needs. Current law authorizes the department to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. This bill would require the department to develop guidelines for data sharing, documentation, public access, quality control, and promotion of open-source and accessible platforms and decision support tools related to street furniture data. The bill would define "street furniture" as objects and pieces of equipment installed along a street or road to provide amenities for pedestrians, including, but not limited to, bus shelters, trash receptacles, benches, or public toilets. The bill would require the department to develop the guidelines, in collaboration with specified state and local agencies, and submit a report to the Legislature by January 1, 2025, and every 3 years thereafter, describing those guidelines. To the extent this imposes duties on local agencies, the bill would impose a state-mandated local program.		
AB 394 Hoover	Amended 3/1/2023	Assembly Housing and Community Development	Housing: Building Homes and Jobs Act: report. The Building Homes and Jobs Act, imposes a fee, except as provided, of \$75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded, per each single transaction per single parcel of real property, not to exceed \$225. Current law requires that a county recorder send revenues from this fee, as provided, to the State Controller for deposit in the Building Homes and Jobs Trust Fund. Current law, for moneys collected on and after January 1, 2019, requires 20% of all moneys in the fund, upon appropriation by the Legislature, to be expended for affordable owner-occupied workforce housing. This bill would require the Department of Housing and Community Development to create and submit a report to the Legislature that includes specified information relating to the expenditure of the above-described moneys for affordable owner-occupied workforce housing, including how those moneys are being utilized and the number of new homeowners as a result of the expenditure of those moneys, among other things.		

AB 410 Jones-Sawyer	Introduced 2/2/2023	Assembly Print	Shared mobility devices. Current law defines shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. Current law requires a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille, as specified, to identify the device for the purpose of reporting illegal or negligent activity. This bill would make a nonsubstantive change to that provision.		
AB 411 Bennett	Introduced 2/2/2023	Assembly Transportation	Transportation: trails. Current law states the intent of the Legislature to annually allocate \$7,000,000 to the Environmental Enhancement and Mitigation Program Fund to provide grants to local, state, and federal agencies and nonprofit entities to undertake certain environmental enhancement and mitigation projects, including, but not limited to, urban forestry projects, acquisition or enhancement of resource lands, and projects to mitigate the impact of proposed transportation facilities or to enhance the environment. This bill would revise that statement of legislative intent to instead allocate \$10,000,000 annually for that purpose.		
AB 413 Lee	Introduced 2/2/2023	Assembly Transportation	Vehicles: stopping, standing, and parking. Current law prohibits the stopping, standing, or parking of a vehicle in certain places and under certain conditions, including within an intersection, on a sidewalk or crosswalk, or in front of a fire station. Current law additionally authorizes local jurisdictions to, by ordinance, restrict parking in certain areas, at certain times, and for certain reasons, and to establish metered parking. This bill would prohibit the stopping, standing, or parking of a vehicle within 20 feet of any unmarked or marked crosswalk.		
AB 426 Jackson	Introduced 2/6/2023	Assembly Housing and Community Development	Department of Housing and Community Development: housing plan: reporting. Would require the Department of Housing and Community Development to develop a plan for the state to keep pace with building infrastructure and housing units during an economic downturn on or before January 1, 2025, as specified. The bill would require the department to submit the plan to the Senate Housing Committee and the Assembly Committee on Housing and Community Development on or before December 1, 2026.		

<u>AB 434</u> <u>Grayson</u>	Introduced 2/6/2023	Assembly Housing and Community Development	Housing element: notice of violation. The Planning and Zoning Law, for housing development projects that submit a preliminary application prior to January 1, 2030, prohibits a city or county from conducting more than 5 hearings, as defined, held pursuant to these provisions, or any other law, ordinance, or regulation requiring a public hearing, if the proposed housing development project complies with the applicable, objective general plan and zoning standards in effect at the time an application is deemed complete, as defined. Current law requires the Department of Housing and Community Development to notify a city, county, or city and county, and authorizes the department to notify the Attorney General, that a city, county, or city and county is in violation of state law if the department finds that the housing element or an amendment to that element, or any specified action or failure to act, does not substantially comply with the law as it pertains to housing elements or that any local government has taken an action in violation of certain housing laws. This bill would additionally authorize the department to notify a city, county, city and county, or the Attorney General when the planning agency of a city, county, or city and county fails to comply with the above-described provision that prohibits holding more than 5 hearings for specified variances.		
<u>AB 457</u> <u>Patterson, Joe</u>	Amended 2/27/2023	Assembly Local Government	Surplus Land Act: exempt surplus land: leases. Current law requires any local agency disposing of surplus land to send, prior to disposing of that property or participating in negotiations to dispose of that property with a prospective transferee, a written notice of availability of the property pursuant to prescribed procedures. This bill would expand "exempt surplus land" to include land that is (1) identified in an approved plan for the agency's future use, (2) no larger than 2 acres, (3) proposed to be leased to a property owner or business located within one-half mile of the applicable land, and (4) proposed to be leased for a term no longer than 15 years.		

AB 463 Hart	Introduced 2/6/2023	Assembly U. & E.	<p>Electricity: prioritization of service: public transit vehicles. Current law requires the Public Utilities Commission to establish priorities among the types or categories of customers of every electrical corporation and every gas corporation, and among the uses of electricity or gas by those customers, to determine which of those customers and uses provide the most important public benefits and serve the greatest public need, and to categorize all other customers and uses in order of descending priority based on these standards. Current law requires the commission, in establishing those priorities, to consider, among other things, the economic, social, and other effects of a temporary discontinuance in electrical or gas service to certain customers or for certain uses, as specified. If an electrical or gas corporation experiences a shortage of capacity or capability and is unable to meet all demands by its customers, existing law requires the commission to order that service be temporarily reduced by an amount that reflects the established priorities for the duration of the shortage. This bill would require the commission, in establishing those priorities, to also consider the economic, social equity, and mobility impacts of a temporary discontinuance in electrical service to the customers that rely on electrical service to operate public transit vehicles.</p>		
AB 480 Ting	Introduced 2/7/2023	Assembly Local Government	<p>Surplus land. Current law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. If the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. Current law defines terms for purposes of these provisions, including the term "exempt surplus land," which includes, among other things, surplus land that is put out to open, competitive bid by a local agency, as specified, for purposes of a mixed-use development that is more than one acre in area, that includes not less than 300 housing units, and that restricts at least 25% of the residential units to lower income households with an affordable sales price or an affordable rent for a minimum of 55 years for rental housing and 45 years for ownership housing. This bill would modify these provisions to require that the mixed-use development include not less than 300 residential units.</p>		

<u>AB 485</u> <u>Davies</u>	Amended 2/23/2023	Assembly Judiciary	Tenancy: application screening fee. Current law regulates the hiring of real property and imposes various requirements on landlords relating to the application for, and leasing of, residential rental property, including prohibiting the imposition of an application screening fee greater than the cost of gathering information concerning the applicant, or the cost of using a tenant screening service or a consumer credit reporting service. Current law specifies that in no case shall the application screening fee charged by the landlord or their agent be greater than \$30. Existing law requires a landlord or their agent give a copy of a consumer credit report to an applicant who has paid an application screening fee and who is the subject of that report, if so requested by the applicant. This bill would require, under the circumstances described above, that the consumer credit report be given to the applicant within 24 hours.		
<u>AB 499</u> <u>Rivas, Luz</u>	Introduced 2/7/2023	Assembly Local Government	Los Angeles County Metropolitan Transportation Authority: job order contracting: pilot program. Would establish a pilot program to authorize the Los Angeles County Metropolitan Transportation Authority to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various additional procedures and requirements for the use of job order contracting under this authorization. The bill would require the authority, on or before January 1, 2028, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. These provisions would be repealed on January 1, 2029.		
<u>AB 500</u> <u>Davies</u>	Amended 2/27/2023	Assembly Judiciary	Rent increases: noticing. Current law requires a landlord of a residential dwelling to give notice at least a specified number of days, either 30 or 90, before the effective date of the change based upon the percentage increase in the amount of rent charged to the tenant at any time during the 12 months before the effective date of the increase, either in and of itself or when combined with any other rent increases for the 12 months before the effective date of the increase. Current law authorizes a landlord of a residential dwelling to give notice either by personal service or mail, as specified. This bill would additionally authorize a landlord of a residential dwelling to give notice by electronic mail, as defined.		

AB 510 Jackson	Introduced 2/7/2023	Assembly Print	<p>Local land trusts. The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Current law requires that the housing element include an inventory of land suitable and available for residential development. If the inventory of sites does not identify adequate sites to accommodate the need for groups of all household income levels, as provided, existing law requires that the local government rezone sites within specified time periods. Current law prescribes requirements for the disposal of surplus land, as defined, by a local agency. Current law requires land to be declared surplus land or exempt surplus land, as supported by written findings, before a local agency takes any action to dispose of it consistent with the agency's policies or procedures. This bill would require each city and county to establish a local land trust, as defined, for the purposes of holding and developing real property within the jurisdiction. The bill would require the local land trust to be governed by the city council or board of supervisors of the local government.</p>		
AB 519 Schiavo	Introduced 2/7/2023	Assembly Housing and Community Development	<p>Affordable housing: consolidated funding application process. Would require the Department of Housing and Community Development, by July 1, 2024, to establish a workgroup to develop a consolidated application for the purposes of obtaining grants, loans, tax credits, credit enhancement, and other types of financing for building affordable housing, and developing a coordinated review process for the application. The bill would require the workgroup to include representatives of the department, the California Housing Finance Agency, the California Tax Credit Allocation Committee, and the California Debt Limit Allocation Committee. The bill would require the workgroup to identify a lead agency by October 1, 2024 to receive the application and to work directly with applicants and specify the responsibilities of the lead agency. The bill would require the application to follow certain procedures.</p>		

AB 529 Gabriel	Introduced 2/8/2023	Assembly Housing and Community Development	Adaptive reuse projects. The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. That law requires the Department of Housing and Community Development to determine whether the housing element is in substantial compliance with specified provisions of that law. Existing law, for award cycles commenced after July 1, 2021, awards a city, county, or city and county, that has adopted a housing element determined by the department to be in substantial compliance with specified provisions of the Planning and Zoning Law and that has been designated by the department as prohousing based upon their adoption of prohousing local policies, as specified, additional points in the scoring of program applications for housing and infrastructure programs pursuant to guidelines adopted by the department, as provided. This bill would add the expansion of adaptive reuse projects to the list of specified prohousing local policies.		
AB 531 Irwin	Introduced 2/8/2023	Assembly Housing and Community Development	Veterans Housing and Homeless Prevention Bond Act of 2024. Would enact the Veterans Housing and Homeless Prevention Bond Act of 2024 to authorize the issuance of bonds in an amount not to exceed \$600,000,000 to provide additional funding for the Veterans Housing and Homeless Prevention Act of 2014 (VHHPA). The bill would provide for the handling and disposition of the funds in the same manner as the 2014 bond act.		
AB 540 Wicks	Introduced 2/8/2023	Assembly Transportation	Social Service Transportation Improvement Act: coordinated transportation services agencies. The Social Service Transportation Improvement Act requires transportation planning agencies and county transportation commissions to prepare and adopt plans detailing required steps to consolidate social service transportation services, including the designation of consolidated transportation service agencies. The act requires funding for implementation to be provided from specified local transportation funds. This bill would require the coordination, rather than the consolidation, of social service transportation services under the act and would recharacterize consolidated transportation service agencies in the act as coordinated transportation service agencies.		

AB 550 Schiavo	Amended 3/2/2023	Assembly Local Government	Homelessness: public hearings. Would require a city, county, and city and county, on or before January 1, 2025, and annually thereafter, to conduct a point-in-time count of homeless persons within that jurisdiction and, on or before January 1, 2026, and annually thereafter, to hold a public hearing to present the data gathered and discuss plans to solve issues related to homelessness in that jurisdiction. The bill would require the city, county, and city and county to, at least 30 days before the public hearing, publish the results of the data gathered on that jurisdiction's internet website and, within 6 months after the public hearing, to develop a plan to reduce homelessness within that jurisdiction. By requiring local agencies to conduct a point-in-time count of homeless persons and develop a plan to reduce homelessness, this bill would impose a state-mandated local program.		
AB 572 Haney	Introduced 2/8/2023	Assembly Housing and Community Development	Common interest developments: imposition of assessments. The Davis-Stirling Common Interest Development Act defines and regulates common interest developments, including the establishment and imposition of assessments. Current law limits increases in regular assessments and the aggregate of special assessments that the board may impose in any fiscal year without the approval of a majority of a quorum of members, as specified. This bill would prohibit the increase of a regular assessment on the owner of a deed-restricted affordable housing unit that is more than 5% greater than the preceding regular assessment for the association's preceding fiscal year.		
AB 578 Berman	Introduced 2/8/2023	Assembly Housing and Community Development	Multifamily Housing Program: No Place Like Home Program. Current law requires the Department of Housing and Community Development to administer various programs intended to promote the development of housing, including the Multifamily Housing Program, pursuant to which the department provides financial assistance in the form of deferred payment loans to pay for the eligible costs of development for specified activities. Current law requires the principal and accumulated interest of a loan issued under the Multifamily Housing Program is due and payable upon the term of the loan. In this regard, current law prohibits the amount of the required loan payments from exceeding 0.42% per annum for the first 30 years of the loan term.		

AB 610 Holden	Introduced 2/9/2023	Assembly Transportation	<p>Youth Transit Pass Pilot Program: free youth transit passes. Would, upon the appropriation of moneys by the Legislature, create the Youth Transit Pass Pilot Program, administered by the Department of Transportation, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program, as specified. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program, as provided. The bill would authorize a transit agency with an existing fare free program that enables a person 18 years of age or younger to use a transit agency's bus and rail services without paying any additional fare or charge to submit an application without an educational institution partner, as provided. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2028, on, among other things, the outcomes of the program and the funding conditions associated with offering free youth transit passes, the status of transit pass programs statewide, and whether these provisions led to reductions in the emissions of greenhouse gases and vehicle miles traveled, as provided.</p>		
AB 637 Low	Introduced 2/9/2023	Assembly Housing and Community Development	<p>Density Bonus Law. 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 requires a city or county to grant a proposal for an incentive or concession requested by a developer unless it would not result in identifiable and actual cost reductions, as specified, would have a specific, adverse impact on public health or safety or on specified real property and for which there is no method to avoid or mitigate that impact, as specified, or would be contrary to state or federal law. This bill would additionally except from the requirement that a city or county to grant a proposal an incentive or concession would have an adverse impact on a policy that affirmatively furthers fair housing, as specified.</p>		

AB 645 Friedman	Introduced 2/9/2023	Assembly Print	Vehicles: speed safety system pilot program. Current law establishes a basic speed law that prohibits a person from driving a vehicle upon a highway at a speed greater than is reasonable or prudent given the weather, visibility, traffic, and highway conditions and in no event at a speed that endangers the safety of persons or property. This bill would state the intent of the Legislature to enact legislation to establish a speed safety system pilot program.		
AB 653 Reyes	Introduced 2/9/2023	Assembly Print	Department of Housing and Community Development. Current law provides that the Department of Housing and Community Development is administered by an executive officer, known as the Director of Housing and Community Development. Under current law, the director is appointed by the Governor, subject to confirmation by the Senate, and holds office at the pleasure of the Governor. This bill would make a nonsubstantive change to these provisions.		
AB 744 Carrillo, Juan	Introduced 2/13/2023	Assembly Transportation	California Transportation Commission: data, modeling, and analytic software tools procurement. Upon the appropriation of funds by the Legislature, this bill would require the California Transportation Commission to acquire public domain or procure commercially available or open-source licensed solutions for data, modeling, and analytic software tools to support the state's sustainable transportation, congestion management, affordable housing, efficient land use, air quality, and climate change strategies and goals. The bill would require the commission to provide access to the data, modeling, and analytic software tools to state and local agencies, as specified. .		

AB 761 Friedman	Introduced 2/13/2023	Assembly Transportation	Transit Transformation Task Force. Under current law, the Transportation Agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. Current law provides for the funding of public transit, including under the Transportation Development Act. This bill would require the secretary, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, the Controller's office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit ridership and improve the transit experience for all users of those services. The bill would require the secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force's efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025. The bill would require the report to include a detailed analysis of specified issues and recommendations on specified topics.		
AB 799 Rivas, Luz	Introduced 2/13/2023	Assembly Housing and Community Development	Homeless Housing, Assistance, and Prevention program: Homelessness Accountability Act. Current law establishes the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges informed by a best-practices framework focused on moving homeless individuals and families into permanent housing and supporting the efforts of those individuals and families to maintain their permanent housing. Current law provides for the allocation of funding under the program among continuums of care, cities, and counties in 4 rounds, the first of which is administered by the Business, Consumer Services, and Housing Agency, and the others are administered by the Homeless Coordinating and Financing Council. This bill, the Homelessness Accountability Act, would instead specify that the purpose of the Homeless Housing, Assistance, and Prevention program is to provide ongoing grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges informed by best-practices and to solve homelessness using evidence-based or, where no evidence exists, a data-informed and promising framework, as provided.		

AB 817 Pacheco	Introduced 2/13/2023	Assembly Print	Local government: open meetings. Current law, the Ralph M. Brown Act, requires each legislative body of a local agency to provide notice of the time and place for its regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public, and that all persons be permitted to attend unless a closed session is authorized. This bill would make nonsubstantive changes to a provision of the Ralph M. Brown Act.		
AB 819 Bryan	Introduced 2/13/2023	Assembly Public Safety	Crimes: public transportation: fare evasion. Current law makes it a crime, punishable as an infraction and subsequently as a misdemeanor, for an adult to evade payment of a fare of a public transportation system, the misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or the unauthorized use of a discount ticket, as specified. Under existing law, a 3rd or subsequent violation of fare evasion or other listed associated violations is a misdemeanor and punishable by a fine of up to \$400 or by imprisonment in a county jail for a period of not more than 90 days, or both. This bill would no longer categorize as a misdemeanor a 3rd or subsequent violation, by an adult, of evading the payment of a fare of a public transportation system, the misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or the unauthorized use of a discount ticket, and would make a 3rd or subsequent violation punishable only by a fine of up to \$400.		
AB 825 Bryan	Introduced 2/13/2023	Assembly Transportation	Vehicles: bicycles on sidewalks. Would prohibit a local authority from prohibiting the operation of a bicycle on a sidewalk adjacent to a highway or corridor that does not include a Class I, Class II, or Class IV bikeway, as defined. The bill would require a person riding a bicycle upon a sidewalk to yield the right-of-way to pedestrians and to adhere to a 10-miles-per-hour speed limit. By creating a new crime, this bill would impose a state-mandated local program.		

<u>AB 837</u> <u>Alvarez</u>	Introduced 2/14/2023	Assembly Local Government	Surplus land: exempt surplus land: SPA plans. Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines terms for these purposes, including, among others, "surplus land". Current law defines "exempt surplus land" to mean, among other things, surplus land that a local agency is exchanging for another property necessary for the agency's use and surplus land that a local agency is transferring to another local, state, or federal agency for the agency's use. Current law provides that an agency is not required to follow the requirements for disposal of surplus land for "exempt surplus land," except as provided. This bill would add to the definition of "exempt surplus land" land acquired by a local agency for the development of a university and innovation district in accordance with a sectional plan area (SPA) plan adopted by the local agency prior to January 1, 2019, provided that the land is developed in a manner substantially consistent with the SPA plan.		
<u>AB 894</u> <u>Friedman</u>	Introduced 2/14/2023	Assembly Local Government	Parking requirements: shared parking. The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. Current law also authorizes the legislative body of a city or a county to adopt ordinances establishing requirements for parking. This bill would require a public agency, as defined, to allow existing land uses with underutilized parking, as defined, to share the underutilized parking with the public, a private entity, a public agency, or other users. The bill would require a public agency to allow shared parking to be counted toward meeting automobile parking requirements for a new or existing development or use, including underutilized parking spaces, when the parking spaces meet specified conditions regarding the distance of the spaces from the applicable site. The bill would require a public agency to accept a parking analysis using peer-reviewed methodologies developed by a professional planning association, as specified, when determining the number of shared parking spaces that can be reasonably shared between different uses.		

AB 914 Friedman	Introduced 2/14/2023	Assembly Print	Electric distribution grid planning: building and transportation electrification. Under current law, it is the policy of the state that each electrical corporation operate its electric distribution grid in its service territory, including owning, controlling, operating, managing, maintaining, planning, engineering, designing, and constructing its own electrical distribution grid, and do so in a safe, reliable, efficient, and cost-effective manner. Current law requires each electrical corporation to continue to make reasonable investments in its electric distribution grid, and requires that each electrical corporation continue to have a reasonable opportunity to fully recover those costs from its customers in a manner determined by the Public Utilities Commission. This bill would state the intent of the Legislature to enact subsequent legislation to optimize electric distribution grid planning in support of building and transportation electrification.		
AB 919 Kalra	Introduced 2/14/2023	Assembly Judiciary	Residential real property: sale of rental properties: right of first offer. Would require an owner of residential real property, defined to include a single-family residential property that is occupied by a tenant or a multifamily residential property to take various actions before offering the residential real property for sale to any purchaser, soliciting any offer to purchase the residential real property, or otherwise entering into a contract for sale of the residential real property. The bill would exempt certain transfers of a residential real property from its provisions, including, among others, a transfer between spouses, domestic partners, parent and child, siblings, grandparent and grandchild, a transfer pursuant to a court order, and a transfer by eminent domain.		
AB 920 Bryan	Introduced 2/14/2023	Assembly Judiciary	Discrimination: housing status. Current law prohibits discrimination in any program or activity that is conducted, operated, or administered by the state, or by any state agency, that is funded directly by the state, or that receives any financial assistance from the state, based upon specified personal characteristics. This bill would also prohibit discrimination based upon housing status, as defined.		
AB 930 Friedman	Introduced 2/14/2023	Assembly Local Government	Local government: Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts. Would authorize the legislative bodies of 2 or more local governments, defined to include a city, county, special district, or transit agency, to jointly form a Reinvestment in Infrastructure for a Sustainable and Equitable California district (RISE district) in accordance with specified procedures. The bill would require the Office of Planning and Research (OPR) to develop standards for the formation of RISE districts no later than November 30, 2025. The bill would provide for the establishment of a governing board of a RISE district with representatives of each participating local government.		

AB 932 Ting	Introduced 2/14/2023	Assembly Housing and Community Development	Planning and zoning: junior accessory dwelling units: application approval time period. Current law provides for the creation of junior accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. Current law requires a permitting agency to either approve or deny an application for a permit pursuant to these provisions within 60 days from the date the local agency receives a completed application if there is an existing single-family dwelling on the lot. If the applicant requests a delay, existing law requires this time period to be tolled for the period of the delay. This bill would change that time period to 45 days.		
AB 963 Schiavo	Introduced 2/14/2023	Assembly Human Services	The End the Foster Care-to-Homelessness Pipeline Act. The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the California Infrastructure and Economic Development Bank (I-Bank) in the Governor's Office of Business and Economic Development, that is governed by a board of directors. The act, among other things, authorizes the I-Bank to make loans, issue bonds, and provide financial assistance for various types of projects that qualify as economic development or public development facilities. This bill, the End the Foster Care-to-Homelessness Pipeline Act, would establish the End the Foster Care-to-Homelessness Pipeline Program within the I-Bank to guarantee qualified loans made by financial institutions to qualified nonprofit and for-profit businesses for the construction, acquisition, and renovation of housing for current and former foster youth between 18 and 25 years of age and who qualify for specified programs. The bill would require the bank, in determining whether to guarantee a qualified loan, to give preference to municipalities with high housing inelasticity and high rates of foster youth.		
AB 976 Ting	Introduced 2/14/2023	Assembly Housing and Community Development	Accessory dwelling units: owner-occupancy requirements. The Planning and Zoning Law, among other things, provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. Current law requires a local ordinance to require an accessory dwelling unit to be either attached to, or located within, the proposed or existing primary dwelling, as specified, or detached from the proposed or existing primary dwelling and located on the same lot as the proposed or existing primary dwelling. This bill would instead prohibit a local agency from imposing an owner-occupancy requirement on any accessory dwelling unit.		

<u>AB 980</u> <u>Friedman</u>	Introduced 2/15/2023	Assembly Transportation	Active Transportation Program: guidelines: hearings. Current law requires the California Transportation Commission to develop guidelines and project selection criteria for the Active Transportation Program and authorizes the commission to amend the adopted guidelines after conducting at least one public hearing. This bill would instead require the commission to conduct at least one public hearing in northern California and one public hearing in southern California before amending the adopted guidelines.		
<u>AB 981</u> <u>Friedman</u>	Introduced 2/15/2023	Assembly Transportation	State highways: pilot highway maintenance and rehabilitation demonstration projects. Would require the Department of Transportation to complete 10 pilot highway maintenance and rehabilitation demonstration projects that result in significantly reduced emissions of greenhouse gases. The bill would require that the projects use end-to-end recycled concrete and materials and close the sections of highway impacted by the projects to through traffic in order to promote safety and increase efficiency. The bill would authorize the department to provide free transit passes to travelers who cannot use a section of a highway that is closed as a result of a project. The bill would require the department, upon completing the projects, to submit a report to the Legislature on the effectiveness, and the total emissions of greenhouse gases reduced as a result, of the projects.		
<u>AB 990</u> <u>Grayson</u>	Amended 3/6/2023	Assembly Environmental Safety and Toxic Materials	Water quality: low impact development: infill housing projects. The Porter-Cologne Water Quality Control Act requires the State Water Resources Control Board and the regional boards to, among other things, coordinate their respective activities to achieve a unified and effective water quality control program in the state. Under current law, the State Water Resources Control Board and the California regional water quality control boards prescribe waste discharge requirements in accordance with federal law and the act. This bill would require local agencies to grant all applicable Low Impact Development Treatment Reduction Credits for qualifying infill housing projects in the San Francisco Bay area that have a density of over 25 homes per acre and meet other specified criteria. Because it would require local agencies to provide a higher level of service, the bill would impose a state-mandated local program.		

<p>AB 1035 Muratsuchi</p>	<p>Introduced 2/15/2023</p>	<p>Assembly Housing and Community Development</p>	<p>Mobilehome parks: rent caps. Would prohibit the management of a mobilehome park from increasing the gross rental rate for a tenancy for a mobilehome space more than 3% plus the percentage change in the cost of living, as defined, over the course of any 12-month period, as specified. The bill would prohibit management from increasing the gross rental rate for a tenancy in more than 2 increments over a 12-month period, after the tenant maintains the tenancy over a 12-month period. The bill would prohibit management from imposing an increase in rent on a prospective purchaser or homeowner that purchases a mobilehome if the purchase qualifies as an in-place transfer, as specified. The bill would exempt specified mobilehome spaces from these provisions. The bill would specify that these provisions apply to rent increases for mobilehome spaces occurring on or after January 1, 2023. The bill would provide that in the event that management increased the rent by more than the amount specified above between January 1, 2023, and January 1, 2024, then the applicable rent on January 1, 2024, is the rent as of January 1, 2023, plus the maximum permissible increase, and that management is not liable to the homeowner for any corresponding rent overpayment. The bill would void any waiver of the rights provided under these provisions. The bill would authorize a local government to adopt or maintain an ordinance, rule, regulation, or initiative measure that establishes a maximum amount that may be charged for rent, or other regulations for a tenancy. The bill would not apply to a mobilehome park when a local government has adopted an ordinance, rule, regulation, or initiative measure prior to the effective date of the bill that establishes a maximum amount that may be charged by management for rent or otherwise regulates the rental rate for a mobilehome tenancy.</p>		
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AB 1053 Gabriel	Introduced 2/15/2023	Assembly Housing and Community Development	Housing programs: multifamily housing programs: expenditure of loan proceeds. Current law establishes the Department of Housing and Community Development and requires it to administer various programs intended to promote the development of housing, including the Multifamily Housing Program, pursuant to which the department provides financial assistance in the form of deferred payment loans to pay for the eligible costs of development of specified types of housing projects. Current law sets forth various general powers of the department in implementing these programs, including authorizing the department to enter into long-term contracts or agreements of up to 30 years for the purpose of servicing loans or grants or enforcing regulatory agreements or other security documents. This bill would authorize a borrower to use any funds approved, reserved, or allocated by the department for purposes of providing a loan under any multifamily housing program under these provisions for construction financing, permanent financing, or a combination of construction financing and permanent financing, as provided.		
AB 1097 Rivas, Luz	Introduced 2/15/2023	Assembly Housing and Community Development	Credit history of persons receiving government rent subsidies. Current law, the California Fair Employment and Housing Act (FEHA), prohibits, in instances in which there is a government rent subsidy, the use of a financial or income standard in assessing eligibility for the rental of housing that is not based on the portion of the rent to be paid by the tenant. FEHA requires the Civil Rights Department to enforce specific provisions of the act, including the provision described above. This bill would additionally prohibit the use of a person's credit history as part of the application process for a rental housing accommodation without offering the applicant the option of providing alternative evidence of financial responsibility and ability to pay in instances in which there is a government rent subsidy. The bill would require the housing provider to consider that alternative evidence in lieu of the person's credit history in determining whether to offer the rental accommodation to the applicant.		

AB 1114 Haney	Introduced 2/15/2023	Assembly Local Government	<p>Planning and zoning: housing development projects: postentitlement phase permits. Current law defines “postentitlement phase permit” to include all nondiscretionary permits and reviews filed after the entitlement process has been completed that are required or issued by the local agency to begin construction of a development that is intended to be at least 2/3 residential, excluding discretionary and ministerial planning permits, entitlements, and certain other permits and reviews. These permits include, but are not limited to, building permits and all interdepartmental review required for the issuance of a building permit, permits for minor or standard off-site improvements, permits for demolition, and permits for minor or standard excavation and grading. Current law defines other terms for its purposes. Current law establishes time limits for completing reviews regarding whether an application for a postentitlement phase permit is complete and compliant, and whether to approve or deny an application, as specified, and makes any failure to meet these time limits a disapproval of the housing development project and a violation of the Housing Accountability Act. Current law requires a local agency, beginning on specified dates determined by population size, to provide an option for postentitlement phase permits to be applied for, completed, and retrieved by the applicant on its internet website, and accept applications for postentitlement phase permits and any related documentation by electronic mail until that process has been established. This bill would modify the definition of “postentitlement phase permits” to eliminate the nondiscretionary aspect of permits not otherwise excluded, thereby applying the definition to those permits without regard to whether they are nondiscretionary.</p>		
AB 1183 Holden	Introduced 2/16/2023	Assembly Local Government	<p>Streamlined construction projects: construction permits: notice. The Permit Streamlining Act imposes requirements on a public agency’s review and approval of development projects, as specified, to ensure clear understanding of specific requirements in connection with that approval and to expedite decisions on those projects. Current law also imposes certain streamlined, ministerial approval processes on a city’s or county’s review of specified projects, including certain multifamily housing developments, solar energy systems, and electric vehicle charging stations. This bill, if a city or county approves a construction project through an expedited, streamlined permitting process, would require a city or county to require the development proponent to place a sign on the parcel in which the project is located to provide notice to the owners and occupants in the area of the project, as specified.</p>		

AB 1287 Alvarez	Introduced 2/16/2023	Assembly Housing and Community Development	Density Bonus Law: additional density bonus and incentives or concessions: California Coastal Act of 1976. Would require a city, county, or city and county to grant an additional density bonus, calculated as specified, when an applicant proposes to construct a housing development that conforms to specified requirements and provides 24% of the base density units to lower income households, conforms to specified requirements and provides 15% of the base density units to very low income households, or conforms to specified requirements and provides 44% of the total units to moderate-income units. The bill would require a city, county, or city and county to grant additional incentives or concessions for a project that meets any of those categories and also includes certain percentages of units for persons and families of moderate income. By imposing additional duties on local officials in administering the Density Bonus Law, this bill would create a state-mandated local program. This bill contains other related provisions and other existing laws.		
AB 1308 Quirk-Silva	Introduced 2/16/2023	Assembly Local Government	Planning and Zoning Law: single-family residences: parking requirements. The Planning and Zoning Law authorizes the legislative body of any county or city to adopt ordinances that regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes. This bill would prohibit a public agency, as defined, from imposing a new minimum parking requirement on a project to remodel, renovate, or add to a single-family residence, except as specified.		
AB 1317 Carrillo, Wendy	Introduced 2/16/2023	Assembly Judiciary	Unbundled parking. Would require the owner of residential real property that provides parking with a residential unit to unbundle parking from the price of rent, as specified. The bill would define "unbundled parking" as the practice of selling or leasing parking spaces separate from the lease of the residential use. The bill would exempt residential units with individual garages that are functionally a part of the unit from these provisions. The bill would provide a tenant of a residential unit a right of first refusal to parking spaces built for their unit, as specified. The bill, for residential units where unbundled parking is not possible, would require an owner of residential property to annually provide a tenant with an itemization of the market rate cost of parking, as defined, for the parking spaces they have leased.		

<u>AB 1318</u> <u>Rivas, Luz</u>	Introduced 2/16/2023	Assembly Natural Resources	California Environmental Quality Act: exemption: residential projects. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would expand the exemption by increasing the size of a residential project that would qualify for the exemption to include a project of not more than 5 acres in total area. The bill would require a lead agency approving an exempt residential project on an urbanized infill site to file a notice of exemption with the Office of Planning and Research, as specified. This bill contains other related provisions and other existing laws.		
<u>AB 1319</u> <u>Wicks</u>	Introduced 2/16/2023	Assembly Housing and Community Development	Bay Area Housing Finance Authority: housing revenue. (1) Current law, the San Francisco Bay Area Regional Housing Finance Act, establishes the Bay Area Housing Finance Agency to raise, administer, and allocate funding for affordable housing in the San Francisco Bay area, as defined, and provide technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production. This bill would authorize the authority to issue mortgage revenue bonds, pursuant to provisions described above; acquire, hold, develop, operate, and dispose of real property; and create one or more California limited liability companies of which the authority is the sole member.	Sponsor	Sponsor

AB 1334 Pellerin	Introduced 2/16/2023	Assembly Housing and Community Development	Mobilehome parks: additional spaces: exemption from additional fees or charges. Current law, the Mobilehome Parks Act, generally regulates various classifications of mobilehome and related vehicle parks, and imposes enforcement duties on the Department of Housing and Community Development and local enforcement agencies. The act authorizes any person to file an application with the governing body of a city or county for a conditional use permit for a mobilehome park. The act requires a person, before operating a mobilehome park, and each year thereafter, to obtain a valid permit from the enforcement agency in order to operate the park. The act also requires the owner of a mobilehome park to obtain a permit to create, move, shift, or alter park lot lines. This bill would authorize an owner of an existing mobilehome park that is subject to, or intends to qualify for, a valid permit to operate the park, to apply to the enforcement agency to add additional spaces to the mobilehome park not to exceed 10% of the previously approved number of spaces in the mobilehome park. The bill would exempt the additional spaces from any business tax, local registration fee, use permit fee, or other fee that does not apply to the existing spaces in the park. This bill contains other related provisions and other existing laws.		
AB 1335 Zbur	Introduced 2/16/2023	Assembly Transportation	Local government: transportation planning and land use: sustainable communities strategy. Would, commencing January 1, 2024, would require each transportation planning agency to follow certain population projection procedures when updating the regional transportation plan. The bill would require the sustainable communities strategy to be based on population projections produced by the Department of Finance and regional population forecasts used in determining applicable city and county regional housing needs, in consultation with each council of governments. The bill would impose similar reconciliation procedures, as described above, when there are differences in the population forecast provided by the council of governments and the Department of Finance. By imposing additional duties on transportation planning agencies, the bill would impose a state-mandated local program.		

AB 1385 Garcia	Introduced 2/17/2023	Assembly Print	<p>Local transportation funds: transit operators. Current law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Current law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Current law establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas. This bill would make a nonsubstantive change to the provision relating to operator eligibility in urbanized areas based on the farebox ratio.</p>		
AB 1386 Gabriel	Introduced 2/17/2023	Assembly Print	<p>Veterans housing. The Veterans Housing and Homeless Prevention Act of 2014 requires the California Housing Finance Agency, the Department of Housing and Community Development, and the Department of Veterans Affairs (referred to collectively as "the departments") to establish and implement programs that focus on veterans at risk for homelessness or experiencing temporary or chronic homelessness, as specified. This bill would authorize an entity tasked with making referrals of units targeted to extremely low income households to match prospective tenants with incomes at 60% of the area median income, as defined, in the event that an eligible tenant is unable to be matched to and accept placement in an available unit. The bill would require an entity tasked with making referrals to these units to make a good faith effort to match a tenant with an extremely low income, document these good faith efforts, and make this documentation available to the departments upon request.</p>		

AB 1418 McKinnor	Introduced 2/17/2023	Assembly Print	<p>Tenancy: local regulations: contact with law enforcement or criminal convictions. Current law prohibits a local agency from authorizing or requiring the imposition of a penalty against a resident, owner, tenant, landlord, or other person as a consequence of law enforcement or emergency assistance being summoned by certain individuals, including a victim of abuse or crime, as specified. This bill would prohibit a local government from, among other things, imposing a penalty against a resident, owner, tenant, landlord, or other person as a consequence of contact with a law enforcement agency, as specified. The bill similarly would prohibit a local government from requiring or encouraging a landlord to perform a criminal background check of a tenant or a prospective tenant, or to evict or penalize a tenant because of the tenant's association with another tenant or household member who has had contact with a law enforcement agency or has a criminal conviction. The bill would preempt inconsistent local rules and regulations and prescribe remedies for violations. The bill would require a local government to repeal, or bring into compliance, an inconsistent local ordinance, rule, policy, or regulation within one year of the effective date of the provisions.</p>		
AB 1485 Haney	Introduced 2/17/2023	Assembly Print	<p>Housing element: enforcement: Attorney General. Current law authorizes the department to notify the office of the Attorney General, that a city, county, or city and county is in violation of state law if the department finds that the housing element or an amendment to the housing element does not substantially comply with specified provisions of the Planning and Zoning Law, or that the local government has taken action or failed to act in violation of specified provisions of law relating to housing, including, among others, the Housing Accountability Act, the Density Bonus Law, and the Housing Crisis Act of 2019. Current law provides that an intervention takes place when a nonparty becomes a party to an action or proceeding between other persons by, among other things, joining a plaintiff in claiming what is sought by the complaint. Current law requires the court to permit a nonparty to intervene in the action or proceeding if a provision of law confers an unconditional right to intervene. This bill would permit the Office of the Attorney General to intervene as a matter of unconditional right in any legal action addressing a violation of the housing laws for which the department may notify the office of the Attorney General that a city, county, or city and county has violated, as described above.</p>		

AB 1490 Lee	Introduced 2/17/2023	Assembly Print	<p>Affordable housing development projects: adaptive reuse. Current law requires the Department of Housing and Community Development to give priority with respect to funding under the Multifamily Housing Program to projects that prioritize adaptive reuse in existing developed areas served with public infrastructure, as specified. This bill would define adaptive reuse as the retrofitting and repurposing of an existing building to create new residential units. The bill would require a local government to provide an affordable housing project that is an adaptive reuse project and that guarantees that 100% of the units be made available for lower income households, 50% of which shall be made available to extremely low income households or very low income households, specified benefits and exemptions by local government agencies, including, among other things, approval of all entitlements and permits applicable to the project in 30 days or less, exemption from any minimum floor area ratio, and waiver of local building and permit fees, as specified.</p>		
AB 1505 Rodriguez	Introduced 2/17/2023	Assembly Print	<p>Seismic retrofitting: soft story multifamily housing. Current law establishes the Seismic Retrofitting Program for Soft Story Multifamily Housing for the purposes of providing financial assistance to owners of soft story multifamily housing for seismic retrofitting to protect individuals living in multifamily housing that have been determined to be at risk of collapse in earthquakes, as specified. Current law also establishes the Seismic Retrofitting Program for Soft Story Multifamily Housing Fund, and its subsidiary account, the Seismic Retrofitting Account, within the State Treasury. Current law provides that the Legislature will appropriate \$250,000,000 from the General Fund in the 2023–24 Budget Act to the Seismic Retrofitting Program for Soft Story Multifamily Housing Fund for the purposes of carrying out the program. Current law requires the California Residential Mitigation Program to develop and administer the program, as specified. Current law makes these provisions inoperative on July 1, 2042, and repeals them as of January 1, 2043. This bill would, instead, appropriate \$250,000,000 from the General Fund to the CRMP for the purpose of implementing the Seismic Retrofitting Program for Soft Story Multifamily Housing.</p>		

AB 1508 Ramos	Introduced 2/17/2023	Assembly Print	<p>Department of Housing and Community Development: California Statewide Housing Plan. Current law requires that the California Statewide Housing Plan incorporate, among other things, a statement of housing goals, policies, and objectives, and requires the Department of Housing and Community Development to update and provide a revision of the plan to the Legislature every 4 years, as specified. Current law requires each update and revision to the plan occurring on or after January 1, 2023, to include an inventory of the number of affordable units needed to meet the state's affordable housing needs for the plan period and to incorporate technical updates and provide technical recommendations, as specified. This bill would require each update and revision to the plan to also include a goal to increase home ownership among first-time home buyers in the state by at least 20% above the average of home ownership rates among first-time home buyers over the prior four year period.</p>		
AB 1525 Bonta	Introduced 2/17/2023	Assembly Print	<p>Transportation finance: equity: vulnerable communities. Existing law establishes within state government the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. The agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over each department within the agency. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. This bill would state the intent of the Legislature to enact future legislation to promote equity first in transportation funding and to prioritize funding to vulnerable communities.</p>		

AB 1532 Haney	Introduced 2/17/2023	Assembly Print	<p>Office conversion projects. The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city that includes, among other mandatory elements, a housing element. Under that law, supportive housing, as defined, is a use by right in zones where multifamily and mixed uses are permitted if the developer provides the planning agency with a plan for providing supportive services and the proposed housing development meets specified criteria. This bill would make an office conversion project, as defined, that meets certain requirements a use by right in all areas regardless of zoning. The bill would define "office conversion project" to mean the conversion of a building used for office purposes or a vacant office building into residential dwelling units. The bill would define "use by right" to mean that the city or county's review of the office conversion may not require a conditional use permit, planned unit development permit, or other discretionary city or county review or approval that would constitute a "project" for purposes of the California Environmental Quality Act, as specified.</p>		
AB 1580 Carrillo, Juan	Introduced 2/17/2023	Assembly Print	<p>Air pollution: electric vehicle infrastructure. The federal Infrastructure Investment and Jobs Act of 2021 establishes the federal National Electric Vehicle Infrastructure Formula Program to provide funding for each fiscal year until fiscal year 2026 to the states to strategically deploy electric vehicle charging stations and to establish an interconnected network to facilitate data collection, access, and reliability. This bill would require the commission and the Department of Transportation, on or before June 30, 2024, to jointly develop a State Electric Vehicle Infrastructure Deployment Plan that is consistent with federal requirements and guidance provided by the federal National Electric Vehicle Infrastructure Formula Program. The bill would require the commission and the department to update the plan each January thereafter. The bill would require the plan and the updates to be submitted to the Joint Legislative Budget Committee and all relevant policy and fiscal committees of the Legislature. The bill would authorize the commission and the department to submit the updates to the plan in conjunction with, or as a part of, the draft investment plan for the Clean Transportation Program. The bill would be inoperative on a specified date and would be repealed on January 1 of the year thereafter. This bill contains other existing laws.</p>		

AB 1587 Ting	Introduced 2/17/2023	Assembly Print	<p>Multifamily Housing Program: report on use of funds. Existing law establishes the Multifamily Housing Program, administered by the Department of Housing and Community Development. Existing law requires that funds appropriated to provide housing for individuals and families who are experiencing homelessness or who are at risk of homelessness and who are impacted by the COVID-19 pandemic be disbursed in accordance with the Multifamily Housing Program for specified uses, including as grants to cities, counties, and cities and counties. Existing law requires the department, in coordination with the Business, Consumer Services, and Housing Agency, to report to specified committees of the Legislature on the use of these funds, as provided, on or before April 1, 2021. Existing law requires the report to include specified information, including the location of any properties for which the funds are used and the number of usable housing units produced, or planned to be produced, using the funds. This bill would revise the reporting requirement described above by requiring the department to annually report on the use of those funds. The bill would additionally require that report to include the average cost and length of time to rehabilitate or convert units to long-term housing units.</p>		
AB 1630 Garcia	Introduced 2/17/2023	Assembly Print	<p>Planning and zoning: housing development approvals: student housing projects. This bill would prohibit a city, county, or city and county from prohibiting a dormitory on any real property located within 1/2 mile of a university campus, as defined. The bill would require a city, county, or city and county to classify student housing as a permitted use on all real property within 1/2 mile of a university campus for zoning purposes. The bill would require a proposed student housing project, as defined, to be considered ministerially, without discretionary review or a hearing, if specified requirements are met, including that at least 50% of the unites in the project be occupied by students of the local university campus to which the project site is proximate. In connection with an application submitted pursuant to these provisions, the bill would require a city, county, or city and county to take specified actions, including, upon the request of the applicant, provide a list of permits and fees that are required by the city, county, or city and county. By imposing new duties on local jurisdictions, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>		

<u>AB 1633</u> <u>Ting</u>	Introduced 2/17/2023	Assembly Print	Housing Accountability Act: disapprovals: California Environmental Quality Act. Existing law, the Housing Accountability Act, prohibits a local agency from disapproving a housing development project, as described, unless it makes certain written findings based on a preponderance of the evidence in the record. This bill would define “disapprove the housing development project” as also including any instance in which a local agency fails to issue a project an exemption from CEQA for which it is eligible, as described, or fails to adopt a negative declaration or addendum for the project, to certify an environmental impact report for the project, or to approve another comparable environmental document, if certain conditions are satisfied. Among other conditions, the bill would require a housing development project subject to these provisions to be located within an urbanized area, as defined, and meet or exceed 15 dwelling units per acre. By imposing additional duties on local officials, the bill would create a state-mandated local program. This bill contains other related provisions and other existing laws.		
<u>AB 1657</u> <u>Wicks</u>	Introduced 2/17/2023	Assembly Print	The Affordable Housing Bond Act of 2024. Under existing law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership for very low and low-income households, and downpayment assistance for first-time home buyers. Existing law also authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law and requires that proceeds from the sale of these bonds be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. This bill would enact the Affordable Housing Bond Act of 2024, which, if adopted, would authorize the issuance of bonds in the amount of \$_____ pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and homeownership programs, as provided. This bill contains other related provisions.		
<u>AB 1702</u> <u>Hart</u>	Introduced 2/17/2023	Assembly Print	Active Transportation Program. Current law establishes the Active Transportation Program in the Department of Transportation for purposes of encouraging increased use of active modes of transportation, such as biking and walking. This bill would make nonsubstantive changes to that provision.		

AB 1735 Low	Introduced 2/17/2023	Assembly Print	Transit districts: prohibition orders. Current law authorizes the Sacramento Regional Transit District, the Los Angeles County Metropolitan Transportation Authority, the Fresno Area Express, and the San Francisco Bay Area Rapid Transit District to issue a prohibition order to any person cited for committing one or more of certain prohibited acts in specified transit facilities. Current law prohibits a person subject to the prohibition order from entering the property, facilities, or vehicles of the transit district for specified periods of time. Current law establishes notice requirements in that regard and provides for initial and administrative review of the order. This bill would provide that the Santa Clara Valley Transportation Authority is a transit district for purposes of these provisions regarding prohibition orders.		
ACA 1 Aguiar-Curry	Introduced 12/5/2022	Assembly Print	Local government financing: affordable housing and public infrastructure: voter approval. The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure.	Support and Seek Amendments	
ACA 3 Lee	Introduced 1/19/2023	Assembly Print	Wealth tax: appropriation limits. Would authorize the Legislature to impose a tax upon all forms of personal property or wealth, whether tangible or intangible, and would require any tax so imposed to be administered and collected by the Franchise Tax Board and the Department of Justice, as determined by the Legislature in statute. The measure would authorize the Legislature to classify any form of personal property or wealth for differential taxation or for exemption by a majority vote.		

SB 4 Wiener	Amended 2/22/2023	Senate Housing	<p>Planning and zoning: housing development: higher education institutions and religious institutions. The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. That law allows a development proponent to submit an application for a development that is subject to a specified streamlined, ministerial approval process not subject to a conditional use permit, if the development satisfies certain objective planning standards. The Zenovich-Moscone-Chacon Housing and Home Finance Act, establishes the California Tax Credit Allocation Committee within the Department of Housing and Community Development. Current law requires the committee to allocate state low-income housing tax credits in conformity with state and federal law that establishes a maximum rent that may be charged to a tenant for a project unit constructed using low-income housing tax credits. This bill would require that a housing development project be a use by right upon the request of an applicant who submits an application for streamlined approval, on any land owned by an independent institution of higher education or religious institution on or before January 1, 2024, if the development satisfies specified criteria, including that the development is not adjoined to any site where more than one-third of the square footage on the site is dedicated to industrial use. The bill would define various terms for these purposes.</p>		
SB 7 Blakespear	Amended 2/13/2023	Senate Housing	<p>Regional housing needs allocation: homelessness. Existing law establishes various programs to address homelessness, including requiring the Governor to create an Interagency Council on Homelessness and establishing the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. This bill, for regional housing need assessments on or after January 1, 2024, would require "homeless" to be included as an income category for purposes of the regional housing needs allocation plan. By requiring each council of governments to revise the income categories used in regional housing needs allocations, the bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason. This bill contains other existing laws.</p>		

<u>SB 12</u> <u>Stern</u>	Introduced 12/5/2022	Senate Environmental Quality	California Global Warming Solutions Act of 2006: emissions limit. Under the California Global Warming Solutions Act of 2006, the State Air Resources Board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. This bill instead would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 55% below the 1990 level by no later than December 31, 2030.		
<u>SB 17</u> <u>Caballero</u>	Amended 2/28/2023	Senate Housing	Senior housing: tax credits. Current law, enacted to implement a specified low-income housing tax credit established by federal law, requires the California Tax Credit Allocation Committee to annually determine and allocate the state ceiling in accordance with those provisions and in conformity with federal law. Current law requires that specified amounts of the low-income housing tax credits be set aside for allocation to rural areas, small developments, and farmworker housing, as specified. This bill would require that the percentage of the federal ceiling on low-income housing tax credits that is awarded for projects restricted to senior citizens not be less than the percentage of lower income renter households in the state that are lower income elderly renter households, as specified.		
<u>SB 18</u> <u>McGuire</u>	Introduced 12/5/2022	Senate Rules	Housing programs: tribal housing program. Current law authorizes the Department of Housing and Community Development to modify or waive various requirements of any state financing being provided to a housing development by the department in specified situations, if tribal law, tribal governance, tribal charter, or difference in tribal entity or agency legal structure would cause a violation or not satisfy the requirements for the financing. This bill would express the intent of the Legislature to enact subsequent legislation to create and fund a tribal housing program that promotes construction and rehabilitation of homes for rent and sale, specifically for tribal communities, to direct state agencies with housing funding to create alternative criteria for tribal nations that are tailored to tribal laws and practices in order to meet newly established threshold and compliance requirements for applications, and to provide technical assistance on grant writing and applications on a need basis.		

SB 20 Rubio	Introduced 12/5/2022	Senate Gov. & F.	Joint powers agreements: regional housing trusts. Would authorize 2 or more cities, by entering into a joint powers agreement pursuant to the Joint Exercise of Powers Act, to create a regional housing trust for the purposes of funding housing to assist the homeless population and persons and families of extremely low, very low, and low income within their jurisdictions. The bill would require a regional housing trust created pursuant to these provisions to be governed by a board of directors consisting of a minimum of 9 directors, as specified. The bill would authorize a regional housing trust to fund the planning and construction of housing, receive public and private financing and funds, and authorize and issue bonds, as specified. The bill would require the joint powers agreement establishing the regional housing trust to incorporate specified annual financial reporting and auditing requirements.		
SB 31 Jones	Introduced 12/5/2022	Senate Public Safety	Encampments: sensitive areas: penalties. Under current law, a person who lodges in a public or private place without permission is guilty of disorderly conduct, a misdemeanor. Current law also provides that a person who willfully and maliciously obstructs the free movement of any person on any street, sidewalk, or other public place is guilty of a misdemeanor. Under existing law, a public nuisance is anything that is injurious to health, or is indecent or offensive to the senses, so as to interfere with the comfortable enjoyment of life or property by an entire community, neighborhood, or considerable number of persons. Current law provides various remedies against a public nuisance, including abatement by any public body or officer authorized by law. This bill would prohibit a person from sitting, lying, sleeping, or storing, using, maintaining, or placing personal property upon any street, sidewalk, or other public right-of-way within 1000 feet of a sensitive area, as defined. The bill would specify that a violation of this prohibition is a public nuisance that can be abated and prevented, as provided.		
SB 34 Umberg	Amended 2/22/2023	Senate Gov. & F.	Surplus land disposal: violations: Orange County. Would, until January 1, 2030, would require the County of Orange, or any city located within Orange County, if notified by the Department of Housing and Community Development that its planned sale or lease of surplus land is in violation of existing law, to cure or correct the alleged violation within 60 days, as prescribed. The bill would prohibit an Orange County jurisdiction that has not cured or corrected any alleged violation from disposing of the parcel until the department determines that it has complied with existing law or deems the alleged violation not to be a violation.		

SB 35 Umberg	Introduced 12/5/2022	Senate Rules	Community Assistance, Recovery, and Empowerment (CARE) Court Program. The Community Assistance, Recovery, and Empowerment (CARE) Act, effective January 1, 2023, authorizes specified adult persons to petition a civil court to create a voluntary CARE agreement or a court-ordered CARE plan and implement services, to be provided by county behavioral health agencies, to provide behavioral health care, including stabilization medication, housing, and other enumerated services, to adults who are currently experiencing a severe mental illness and have a diagnosis identified in the disorder class schizophrenia and other psychotic disorders, and who meet other specified criteria. Current law authorizes CARE Act proceedings to commence in the county where the respondent resides, is found, or is facing criminal or civil proceedings. This bill would make technical, nonsubstantive changes to that provision.		
SB 37 Caballero	Amended 2/15/2023	Senate Housing	Older Adults and Adults with Disabilities Housing Stability Act. Would, upon an appropriation by the Legislature for this express purpose, require the California Department of Housing and Community Development, commencing January 1, 2024, to begin developing the Older Adults and Adults with Disabilities Housing Stability Program. The bill would require the department, in administering the program, to offer competitive grants to nonprofit community-based organizations, continuums of care, public housing authorities, and area agencies on aging, as specified, to administer a housing subsidy program for older adults and adults with disabilities who are experiencing homelessness or at risk of homelessness, as defined.		
SB 63 Ochoa Bogh	Introduced 1/4/2023	Senate Public Safety	Homeless and Mental Health Court and Transitioning Home Grant Programs. Under current law, the Board of State and Community Corrections administers several grant programs, including a mentally ill offender crime reduction grant program, a medication-assisted treatment grant program, and a violence intervention and prevention grant program. This bill would establish two new grant programs until January 1, 2028: the Homeless and Mental Health Court Grant Program that would, subject to an appropriation by the Legislature, be administered by the Judicial Council and provide grants to counties for the purpose of establishing or expanding homeless courts and mental health courts, as specified; and the Transitioning Home Grant Program that would, subject to an appropriation by the Legislature, be administered by the board and provide grants to county sheriffs and jail administrators to fund programs aimed at reducing homelessness among inmates released from custody, as specified.		
SB 72 Skinner	Introduced 1/10/2023	Senate Budget and Fiscal Review	Budget Act of 2023. Would make appropriations for the support of state government for the 2023–24 fiscal year.		

<u>SB 84</u> <u>Gonzalez</u>	Introduced 1/13/2023	Senate Rules	Clean Transportation Program. Would state the intent of the Legislature to enact future legislation related to the Clean Transportation Program.		
<u>SB 91</u> <u>Umberg</u>	Introduced 1/17/2023	Senate Environmental Quality	California Environmental Quality Act: exemption: supportive and transitional housing: motel conversion. Current law, until January 1, 2025, exempts from the California Environmental Quality Act (CEQA) projects related to the conversion of a structure with a certificate of occupancy as a motel, hotel, residential hotel, or hostel to supportive or transitional housing, as defined, that meet certain conditions. This bill would extend indefinitely the above exemption.		
<u>SB 221</u> <u>Seyarto</u>	Amended 3/7/2023	Senate Gov. & F.	Personal Income Tax Law: Corporation Tax Law: credits: domestic violence survivor housing. The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill would, for taxable years beginning on or after January 1, 2023, and before January 1, 2028, allow a credit of \$500 against the taxes imposed by those laws to a qualified taxpayer. The bill would define a qualified taxpayer for this purpose to mean a taxpayer that owns and leases qualified rental property, as defined, to a qualified nonprofit, as defined, pursuant to a lease that satisfies specified requirements. The bill would require the qualified taxpayer to obtain certification, under penalty of perjury, from the qualified nonprofit that the qualified rental property will be used to provide housing to survivors of domestic violence, as provided.		
<u>SB 225</u> <u>Caballero</u>	Introduced 1/19/2023	Senate Housing	Community Anti-Displacement and Preservation Program: statewide contract. Current law establishes the Department of Housing and Community Development in the Business, Consumer Services, and Housing Agency and makes the department responsible for administering various housing programs throughout the state, including, among others, the Multifamily Housing Program and the California Emergency Solutions Grants Program. Current law, upon appropriation, authorizes the department to make either or both loans and grants to rehabilitate, capitalize operating subsidy reserves for, and extend the long-term affordability of department-funded housing projects that have an affordability restriction that has expired, that have an affordability restriction with a remaining term of less than 10 years, or are otherwise at risk for conversion, as provided. This bill would establish the Community Anti-Displacement and Preservation Program for purposes of funding the acquisition and rehabilitation of unrestricted housing units and attaching long-term affordability restrictions on the housing units, while safeguarding against the displacement of current residents.		

SB 229 Umberg	Amended 2/23/2023	Senate Gov. & F.	<p>Surplus land: disposal of property: violations: public meeting. Current law prescribes requirements for the disposal of land determined to be surplus land by a local agency. Those requirements include a requirement that a local agency, before disposing of a property or participating in negotiations to dispose of that property with a prospective transferee, send a written notice of availability of the property to specified entities, depending on the property's intended use, and send specified information in regard to the disposal of the parcel of surplus land to the Department of Housing and Community Development. Current law, among other enforcement provisions, makes a local agency that disposes of land in violation of these disposal provisions, after receiving notification of violation from the department, liable for a penalty of 30% of the final sale price of the land sold in violation for a first violation and 50% for any subsequent violation. Under current law, except as specified, a local agency has 60 days to cure or correct an alleged violation before an enforcement action may be brought. This bill would require a local agency that has received a notification of violation from the department to hold an open and public session to review and consider the substance of the notice of violation. The bill would require the local agency's governing body to provide prescribed notice no later than 14 days before the public session.</p>		
SB 233 Skinner	Introduced 1/24/2023	Senate Rules	<p>Energy: new zero-emission vehicles and electric vehicle supply equipment: bidirectional capability. Current law requires the State Energy Resources Conservation and Development Commission to undertake various actions in furtherance of meeting the state's clean energy and pollution reduction objectives, including actions related to electric vehicles. This bill would state the Legislature's intent to enact future legislation to mandate that all new zero-emission vehicles and electric vehicle supply equipment sold in California have bidirectional capability by January 1, 2027, to the extent practical as determined by the commission.</p>		

<p>SB 239</p> <p>Dahle</p>	<p>Introduced 1/24/2023</p>	<p>Senate Environmental Quality</p>	<p>California Environmental Quality Act: housing development projects: judicial proceedings. The California Environmental Quality Act (CEQA) requires a court, in an action or proceeding brought challenging any determination, finding, or decision of a public agency on the grounds of noncompliance with CEQA and a finding by the court of such noncompliance, to enter an order that includes one or more of specified mandates, one of which may be a mandate to suspend any or all specific project activity or activities, as provided. CEQA provides that, except as otherwise specified, it is not intended to limit the equitable powers of the courts. This bill would limit the standing to file and maintain the above action or proceeding to the Attorney General. The bill would authorize the court, upon its own motion or of a party, to conduct a hearing to determine if the Attorney General is bringing and maintaining an action or proceeding for nonenvironmental purposes, as defined. If the court determines that the action is brought or maintained for nonenvironmental purposes, the bill would authorize the court to take necessary actions, including the dismissal of the action or proceeding, award of attorneys' fees, or both dismissal and award.</p>		
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<p><u>SB 240</u></p> <p><u>Ochoa Bogh</u></p>	<p>Introduced 1/25/2023</p>	<p>Senate Governmental Organization</p>	<p>Surplus state real property. Current law requires a local agency or nonprofit affordable housing sponsor to satisfy certain requirements to be considered as a potential priority buyer of the surplus state real property, including that the local agency or nonprofit affordable housing sponsor demonstrate, to the satisfaction of the department, that the surplus state real property, or portion of that surplus state real property, is to be used by the local agency or nonprofit affordable housing sponsor for open space, public parks, affordable housing projects, or development of local government-owned facilities. Current law authorizes the Department of General Services to sell surplus state real property, or a portion of surplus state real property, to a local agency, or to a nonprofit affordable housing sponsor if no local agency is interested in the surplus state real property, for affordable housing projects at a sales price less than fair market value if the department determines that such a discount will enable the provision of housing for persons and families of low or moderate income. Current law also authorizes the Director of General Services to transfer surplus state real property to a local agency for less than fair market value if the agency uses the surplus state real property for parks or open-space purposes. This bill would remove authorization for a local agency or nonprofit affordable housing sponsor to be considered as a potential priority buyer of surplus state real property upon demonstration that the property is to be used by the agency or sponsor for open space or a public park. The bill would, where surplus state real property that is to be used by the local agency or nonprofit affordable housing sponsor for affordable housing projects and the affordable housing project is not completed within 5 years of the date the property was acquired by the local agency or nonprofit affordable housing sponsor, require the local agency or nonprofit affordable housing sponsor to pay a penalty in the amount of 1% of the purchase price. The bill would remove authorization to transfer surplus state real property to a local agency for less than fair market value if the agency proposes to use the surplus state real property for parks or open-space purposes.</p>		
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SB 265 Hurtado	Introduced 1/31/2023	Senate Governmental Organization	Cybersecurity preparedness: critical infrastructure sectors. Would require the Office of Emergency Services (Cal OES) to direct the California Cybersecurity Integration Center (Cal-CSIC) to prepare, and Cal OES to submit to the Legislature on or before January 1, 2025, a strategic, multiyear outreach plan to assist critical infrastructure sectors, as defined, in their efforts to improve cybersecurity and an evaluation of options for providing grants or alternative forms of funding to, and potential voluntary actions that do not require funding and that assist, that sector in their efforts to improve cybersecurity preparedness. The bill would make related findings and declarations.		
SB 267 Eggman	Introduced 1/31/2023	Senate Judiciary	Credit history of persons receiving government rent subsidies. The California Fair Employment and Housing Act (FEHA), prohibits, in instances in which there is a government rent subsidy, the use of a financial or income standard in assessing eligibility for the rental of housing that is not based on the portion of the rent to be paid by the tenant. FEHA requires the Civil Rights Department to enforce specific provisions of the act, including the provision described above. This bill would additionally prohibit the use of a person's credit history as part of the application process for a rental housing accommodation without offering the applicant the option of providing alternative evidence of financial responsibility and ability to pay in instances in which there is a government rent subsidy. The bill would require the housing provider to consider that alternative evidence in lieu of the person's credit history in determining whether to offer the rental accommodation to the applicant.		

SB 272 Laird	Introduced 1/31/2023	Senate Natural Resources and Water	<p>Sea level rise: planning and adaptation. Would require a local government, as defined, lying, in whole or in part, within the coastal zone, as defined, or within the jurisdiction of the San Francisco Bay Conservation and Development Commission, as defined, to implement sea level rise planning and adaptation through either submitting, and receiving approval for, a local coastal program, as defined, to the California Coastal Commission or submitting, and receiving approval for, a subregional San Francisco Bay shoreline resiliency plan to the San Francisco Bay Conservation and Development Commission, as applicable, on or before January 1, 2034. By imposing additional requirements on local governments, the bill would impose a state-mandated local program. The bill would require local governments that receive approval for sea level rise planning and adaptation on or before January 1, 2029, to be prioritized for sea level rise funding, upon appropriation by the Legislature, for the implementation of projects in the local government's approved sea level rise adaptation plan. The bill would require, on or before December 31, 2024, the California Coastal Commission and the San Francisco Bay Conservation and Development Commission, in close coordination with the Ocean Protection Council and the California Sea Level Rise State and Regional Support Collaborative, to establish guidelines for the preparation of that planning and adaptation. The bill would make the operation of its provisions contingent upon an appropriation for its purposes by the Legislature in the annual Budget Act or another statute.</p>		
SB 294 Wiener	Introduced 2/2/2023	Senate Gov. & F.	<p>Housing development projects: floor area ratios. The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Current law prohibits a local agency, as defined, from imposing a floor area ratio standard that is less than 1.0 on a housing development project that consists of 3 to 7 units, or less than 1.25 on a housing development project that consists of 8 to 10 units. Current law prohibits a local agency from imposing a lot coverage requirement that would physically preclude a housing development project of not more than 10 units from achieving the floor area ratios described above. This bill would delete the 10-unit maximum for eligible projects, and would prohibit a local agency from imposing a floor area ratio standard that is less than 2.5 on a housing development project that consists of 11 to 20 units. The bill would prohibit a local agency from imposing a floor area ratio standard that is less than 1.25 for every ten housing units, rounded to the nearest ten units, on a housing development project that consists of more than 20 units.</p>		

<p>SB 320</p> <p>Skinner</p>	<p>Introduced 2/6/2023</p>	<p>Senate Gov. & F.</p>	<p>Property taxation: possessory interests: independent: publicly owned housing project. Current property tax law requires that all property subject to tax be assessed at its full cash value, and includes certain possessory interests among those property interests that are subject to tax. Current property tax law defines a taxable possessory interest to be a use that is independent, durable, and exclusive. Current property tax law specifies that, for purposes of the definition of a taxable possessory interest, a possession or use is not independent if it is pursuant to a contract that includes, but is not limited to, a long-term lease for the private construction, renovation, rehabilitation, replacement, management, or maintenance of housing for active duty military personnel and their dependents, if specified criteria are met. This bill would provide that there is no independent possession or use of land or improvements if the possession or use is for a tenancy, as defined, in a residential unit, as defined, in a publicly owned housing project, as defined, is part of a governmental assistance program, and directly fulfills the governmental, public purpose of providing the housing, as described in the governmental assistance program.</p>		
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SB 341 Becker	Introduced 2/7/2023	Senate Housing	<p>Housing development. Current law awards jurisdictions that are in substantial compliance with specified provisions and that are prohousing additional points or preference in the scoring of applications for specified state programs, including, among others, the Affordable Housing and Sustainable Communities Program and the Infill Incentive Grant Program of 2007. Current law authorizes additional bonus points to be awarded to other state programs when already allowable under state law. Current law establishes the Infill Infrastructure Grant Program of 2019, which requires the department, upon appropriation of funds by the Legislature, to establish and administer a grant program to allocate those funds to eligible applicants, as defined, to fund capital improvement projects that are an integral part of, or necessary to facilitate the development of, a qualifying infill project, qualifying infill area, or catalytic qualifying infill area, as those terms are defined, pursuant to specified requirements. Current law requires the department, in its review and ranking of applications for the award of capital improvement project grants, to rank affected qualifying infill projects and qualifying infill areas based on specified priorities. This bill would remove the Affordable Housing and Sustainable Communities program from the list of specified state programs for which additional points or preference is awarded. This bill, with respect to the Infill Infrastructure Grant Program of 2019, would specify that only the qualifying infill area portion of that program must be awarded additional points or preference. This bill would add the qualifying infill area and catalytic qualifying infill area portions of the Infill Infrastructure Grant Program of 2019 as one of the specified state programs for which additional points or preference is awarded.</p>		
SB 352 Padilla	Introduced 2/8/2023	Senate L., P.E. & R.	<p>California Workforce Development Board: minimum wage and housing. Current law establishes within the Department of Industrial Relations, the Industrial Welfare Commission, and requires the minimum wage for employees fixed by the commission or by any applicable state or local law to be paid to employees. This bill would require the California Workforce Development Board, in conjunction with the Secretary of Labor and Workforce Development and the Director of the Department of Housing and Community Development, to examine housing costs by county and create a formula to ascertain how much the local minimum wage must be for a full-time worker to reasonably afford housing and basic expenses in that county. The bill, commencing in 2024, would also require the California Workforce Development Board to recommend to the Legislature by December 15 of each year the minimum wage for a full-time minimum earner to afford housing in each county and recommend a method to annually adjust figures to account for housing cost inflation and inflation broadly.</p>		

SB 381 Min	Introduced 2/9/2023	Senate Transportation	Electric bicycles: study. Would require the Mineta Transportation Institute at San Jose State University to, on or before January 1, 2026, conduct a study on electric bicycles to inform efforts to improve the safety of riders and pedestrians, and to submit a report of the findings from the study to the Legislature. The bill would require the study to examine or compile, among other things, data on injuries, accidents, emergency room visits, and deaths related to bicycles and electronic bicycles and data on best practices for safety of regular bicycles versus electric bicycles.		
SB 395 Wahab	Introduced 2/9/2023	Senate Rules	Statewide eviction database. Current law regulates evictions and provides that a tenant who remains in possession of a property after the term of the tenant's lease expires, or who fails to pay rent, is guilty of unlawful detainer. This bill would state the intent of the Legislature to enact subsequent legislation that would require landlords to report all evictions to a new statewide eviction reporting database.		
SB 405 Cortese	Introduced 2/9/2023	Senate Housing	Planning and zoning: housing element: inventory of sites: regional housing need. Current law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified. Current law requires the appropriate council of governments, or for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Current law requires a city or county to determine whether each site in its inventory of land can accommodate the development of some portion of its share of the regional housing need, as provided. This bill, for a housing element or amendment adopted as part of the seventh planning period, would require the planning agency to provide notice to the owner of a site included in the above-described inventory that the site is included in that inventory, if the owner's identity and contact information is known, as specified. If the site owner notifies the planning agency or the department that the owner does not intend to develop at least 80% of the number of units for the site, determined as described above, during the current planning period, the bill would provide that the site would not be considered a site that can be developed to meet the jurisdiction's share of the regional housing need, except as specified. The bill would require the planning agency to make a reasonable effort to identify an owner and the owner's contact information and to determine the intent of the owner to develop the site. The bill would require that the information be an important factor for the department in determining whether the housing element identifies sufficient sites to meet the jurisdiction share of regional housing. The bill would require the department to amend specified standards, forms, and definitions to implement these provisions.		

SB 406 Cortese	Introduced 2/9/2023	Senate Environmental Quality	California Environmental Quality Act: exemption: financial assistance: housing. The California Environmental Quality Act (CEQA) exempts for its requirements actions taken by the Department of Housing and Community Development or the California Housing Finance Agency to provide financial assistance or insurance for the development and construction of residential housing, as provided. This bill would extend the above exemption to actions taken by a local agency to provide financial assistance or insurance for the development and construction of residential housing.		
SB 423 Wiener	Introduced 2/13/2023	Senate Housing	Land use: streamlined housing approvals: multifamily housing developments. Existing law, the Planning and Zoning Law, authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards, including, among others, that the development proponent has committed to record, prior to the issuance of the first building permit, a land use restriction or covenant providing that any lower or moderate-income housing units required, as specified, remain available at affordable housing costs, as defined, or rent to persons and families of lower or moderate-income for no less than specified periods of time. Existing law repeals these provisions on January 1, 2026. This bill would authorize the Department of General Services to act in the place of a locality or local government, at the discretion of that department, for purposes of the ministerial, streamlined review for development on property owned by or leased to the state. The bill would delete the January 1, 2026, repeal date, thereby making these provisions operative indefinitely. This bill contains other related provisions and other existing laws.		
SB 434 Min	Introduced 2/13/2023	Senate Transportation	Transit operators: street harassment survey. This bill would require a transit operator, as defined, upon allocation of certain funds by the Legislature, to collect specified survey data for the purpose of informing efforts to improve the safety of riders and reduce street harassment on public transit on or before June 30, 2024. The bill would require a transit operator to conduct outreach activities with subpopulations of riders who are underrepresented in surveys and impacted by street harassment to gain insight into the perspectives of these riders based on their experiences. The bill would provide that specified information collected by a transit operator in the 5 years before the effective date of this bill is deemed to be survey data collected by the transit operator for purposes of the bill. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		

SB 439 Skinner	Introduced 2/13/2023	Senate Rules	Housing finance: Bay Area Housing Finance Authority. The San Francisco Bay Area Regional Housing Finance Act establishes the Bay Area Housing Finance Authority to raise, administer, and allocate funding for affordable housing in the San Francisco Bay area, as defined. This bill would make nonsubstantive changes to the provision establishing the title of the act.		
SB 460 Wahab	Introduced 2/13/2023	Senate Judiciary	Hiring of real property: criminal history. This bill would prohibit a housing provider from inquiring about an applicant's criminal history, requiring an applicant to disclose their criminal history, or requiring an applicant to authorize the release of their criminal history, unless they are complying with federal law, as specified. The bill would also prohibit a housing provider from basing any adverse action, in whole or in part, on information contained in an applicant's criminal history, if the housing provider received criminal history information about an applicant, unless they are complying with federal law.		
SB 466 Wahab	Introduced 2/13/2023	Senate Judiciary	Costa-Hawkins Rental Housing Act: rental rates. The Costa-Hawkins Rental Housing Act prescribes statewide limits on the application of local rent control with regard to certain properties. The act generally authorizes an owner of residential real property to establish the initial rental rate for a dwelling or unit, except in specified circumstances, including, (1) when the residential real property has a certificate of occupancy issued after February 1, 1995, (2) when the residential real property has already been exempt from the residential rent control ordinance of a public entity on or before February 1, 1995, pursuant to a local exemption for newly constructed units, and (3) when the residential real property is alienable and separate from title to any other dwelling units, except as specified. This bill would instead authorize an owner of residential real property to establish the initial rental rate for a dwelling or unit when the residential real property has been issued a certificate of occupancy issued within the 15 years preceding the date on which the owner seeks to establish a rental rate under these provisions.		

SB 469 Allen	Introduced 2/13/2023	Senate Housing	<p>Housing: publicly funded low-rent housing projects. The California Constitution prohibits the development, construction, or acquisition in any manner of a low-rent housing project by any state public body, as defined, until a majority of the qualified electors of the city, town, or county in which it is proposed to develop, construct, or acquire the same, voting upon that issue, approve the project by voting in favor at an election. The California Constitution, for purposes of this prohibition, defines "low-rent housing project" to mean any development composed of urban or rural dwellings, apartments, or other living accommodations for persons of low income, financed in whole or in part by the federal government or a state public body or to which the federal government or a state public body extends assistance by supplying all or part of the labor, by guaranteeing the payment of liens, or otherwise. Existing law establishes exclusions from this definition of "low-rent housing project," including a development that consists of the acquisition, rehabilitation, reconstruction, alterations work, or any combination thereof, of lodging facilities or dwelling units using moneys appropriated and disbursed pursuant to specified provisions of the Zenovich-Moscone-Chacon Housing and Home Finance Act relating to affordable housing preservation, rental housing development awarded funds from certain multifamily housing direct loan programs, and housing for individuals and families who are experiencing homelessness or who are at risk of homelessness and who are impacted by the COVID-19 pandemic or other communicable diseases.</p>		
SB 482 Blakespear	Introduced 2/14/2023	Senate Housing	<p>Multifamily Housing Program: supportive housing: capitalized operating reserves. Would require the Department of Housing and Community Development to offer capitalized operating reserves to supportive housing units developed under the Multifamily Housing Program.</p>		

SB 507 Gonzalez	Introduced 2/14/2023	Senate Energy, Utilities and Communications	Electric vehicle charging station infrastructure: assessments. Current law requires the State Energy Resources Conservation and Development Commission (Energy Commission), working with the State Air Resources Board and the Public Utilities Commission, to prepare, and update biennially, a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5,000,000 zero-emission vehicles on California roads by 2030, and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030, as specified. This bill would require the Energy Commission to also assess the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet the goal of ensuring 100% of new cars and light trucks sold in California are zero-emission vehicles by 2035, and evaluate the electric vehicle charging infrastructure needs of specified use cases to ensure an equitable deployment of electric vehicle charging infrastructure by 2035.		
SB 523 Laird	Introduced 2/14/2023	Senate Rules	State Transit Assistance Program. Current law requires the transfer of a specified portion of the sales tax on diesel fuel, in addition to various other revenues, 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 Program. This bill would make nonsubstantive changes to the latter provision.		
SB 555 Wahab	Introduced 2/15/2023	Senate Housing	Social Housing Act of 2023. Would establish the California Social Housing Fund, upon appropriation by the Legislature, to be made available to the Department of Housing and Community Development for the purposes of this act, including promoting the achievement of the aforementioned goals. This bill would require the department, no later than January 1, 2025, to develop, adopt, and submit to the Legislature a California Social Housing Plan for achieving the aforementioned goals, as specified. The bill would make related findings and declarations.		

<p>SB 569 Glazer</p>	<p>Introduced 2/15/2023</p>	<p>Senate Gov. & F.</p>	<p>Taxation: renter's credit. The Personal Income Tax Law authorizes various credits against the taxes imposed by that law, including a credit for qualified renters in the amount of \$120 for spouses filing joint returns, heads of household, and surviving spouses if adjusted gross income is \$50,000, as adjusted, or less, and in the amount of \$60 for other individuals if adjusted gross income is \$25,000, as adjusted, or less. Current law requires the Franchise Tax Board to annually adjust for inflation these adjusted gross income amounts. For 2021, the adjusted gross income limit is \$87,066 and \$43,533, respectively. Current law requires any bill authorizing a new tax credit to contain, among other things, specific goals, purposes, and objectives that the tax credit will achieve, detailed performance indicators, and data collection requirements. Current law establishes the continuously appropriated Tax Relief and Refund Account in the General Fund and provides that payments required to be made to taxpayers or other persons from the Personal Income Tax Fund are to be paid from that account. This bill, for taxable years beginning on or after January 1, 2023, and before January 1, 2028, would require the Franchise Tax Board to annually recompute for inflation the above-mentioned credit amounts, as provided. The bill, for credits allowable for taxable years beginning on or after January 1, 2023, and before January 1, 2028, would provide that the credit amount in excess of the qualified renter's liability would be refundable and paid from the Tax Relief and Refund Account to the qualified renter upon appropriation by the Legislature.</p>		
<p>SB 614 Blakespear</p>	<p>Introduced 2/15/2023</p>	<p>Senate Rules</p>	<p>Transportation Development Act. The Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, provides for funding of local public transit systems throughout the state, as provided. The act makes legislative findings and declarations in that regard. This bill would make nonsubstantive changes to the legislative findings and declarations of the act.</p>		

<u>SB 682</u> <u>Skinner</u>	Introduced 2/16/2023	Senate Environmental Quality	Low-carbon cement and concrete. Would set a policy for the state for state agencies to purchase or specify at least 10%, by volume, of cement and concrete, including supplementary cementitious materials, that meet a certain benchmark by 2030 and to exclude the purchase of fossil-based supplementary cementitious materials by 2035. The bill would require, by March 31, 2024, the Transportation Agency, the Department of Transportation, the Department of General Services, the Department of Water Resources, and other state agencies, in collaboration with the State Air Resources Board, to develop and enter into advance procurement agreements for the purchase or specification of low-carbon cement and low-carbon concrete products up to 10 years in advance that would facilitate the development of production of concrete, cement, and supplementary cementitious materials that meet or exceed the benchmark for low-carbon cement and concrete, as provided.		
<u>SB 684</u> <u>Caballero</u>	Introduced 2/16/2023	Senate Gov. & F.	Land use: Subdivision Map Act: expiration dates. The Subdivision Map Act vests the authority to regulate and control the design and improvement of subdivisions in the legislative body of a local agency and sets forth procedures governing the local agency's processing, approval, conditional approval or disapproval, and filing of tentative, final, and parcel maps, and the modification thereof. The act generally requires a subdivider to file a tentative map or vesting tentative map with the local agency, as specified, and the local agency, in turn, to approve, conditionally approve, or disapprove the map within a specified time period. The act requires an approved or conditionally approved tentative map or vesting tentative map to expire 24 months after its approval or conditional approval, or after an additional period of time prescribed by local ordinance, not to exceed an additional 24 months. However, the act extends the expiration date of certain approved tentative maps and vesting tentative maps, as specified. This bill would authorize a legislative body to extend the expiration date, by up to 24 months, of a tentative map, vesting tentative map, or parcel map that meets certain criteria, including that a tentative map or vesting tentative map was approved on or after January 1, 2017, and not later than January 1, 2022, and that it relates to the construction of single-family or multifamily housing, as specified.		

<u>SB 693</u> <u>Seyarto</u>	Introduced 2/16/2023	Senate Gov. & F.	Exempt surplus land: City of Murrieta. Current law prescribes requirements for the disposal of surplus land, as defined, by a local agency, as defined. Current law requires land to be declared surplus land or exempt surplus land, as supported by written findings, before a local agency takes any action to dispose of it consistent with the agency's policies or procedures. Current law requires any local agency disposing of surplus land to send, prior to disposing of that property or participating in negotiations to dispose of that property with a prospective transferee, a written notice of availability of the property pursuant to prescribed procedures. This bill would exempt specified parcels located within the City of Murrieta from the Surplus Land Act. This bill contains other related provisions.		
<u>SB 709</u> <u>Allen</u>	Introduced 2/16/2023	Senate Environmental Quality	Greenhouse Gas Reduction Fund: investment plan. The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the fund. This bill would require the 3-year investment plan to additionally identify and analyze conflicts and overlapping policies, where applicable, in current state strategies to meeting the state's greenhouse gas emissions reduction goals and targets by sector.		
<u>SB 710</u> <u>Durazo</u>	Introduced 2/16/2023	Senate Rules	Department of Transportation: sale of excess state highway property. Current law provides that the Department of Transportation shall have full possession and control of the state highway system and associated real property. Current law, if the department determines that real property, or an interest in the property, acquired for highway purposes is no longer necessary for those purposes, authorizes the department to sell or exchange the property or property interest in the manner and upon terms, standards, and conditions established by the California Transportation Commission, as provided. This bill would make a nonsubstantive change to these provisions.		

SB 712 Portantino	Introduced 2/16/2023	Senate Judiciary	Tenancy: micromobility devices. Would prohibit a landlord from prohibiting a tenant from owning a personal micromobility device or from storing a personal micromobility device in their dwelling unit unless the landlord provides secure, long-term storage for those devices. The bill would define "micromobility device" for those purposes to include wheelchairs, bicycles, e-bicycles, scooters, e-scooters, skateboards, and hoverboards.		
SB 713 Padilla	Introduced 2/16/2023	Senate Housing	Planning and zoning: density bonuses: preemption. 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 certain types of housing. Current law requires a city, county, or city and county to adopt an ordinance specifying how compliance with the Density Bonus Law will be implemented and, except as provided, specifies that failure to adopt an ordinance does not relieve the city, county, or city and county from compliance with that law. This bill would specify that the provisions of the Density Bonus Law prevail in the event of a conflict between that law and an ordinance, regulation, or other local law enacted by initiative.		
SB 721 Becker	Introduced 2/16/2023	Senate Gov. & F.	Special taxes: vacant land. The California Constitution generally conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax. Under current law, a charter city, pursuant to its constitutional authority over municipal affairs, may levy local taxes to raise revenues for local purposes, subject to restrictions imposed by that city's charter or preemption in matters of statewide concern. Current law also authorizes the legislative body of any city to levy any tax which may be levied by any charter city, subject to the voters' approval pursuant to the California Constitution. Current law specifies procedural requirements for the legislative body of a city, county, or district to propose to the voters an ordinance or resolution to adopt a special tax. This bill would specify that, as used in those procedural requirements, a special tax includes a tax, levied by any city, including a charter city, county, or district on vacant sites included in the inventory on land suitable and available for residential development pursuant to the housing element of a county's or a city's long-term general plan, that meets the constitutional requirements.		

SB 736 McGuire	Introduced 2/17/2023	Senate Gov. & F.	Planning and zoning: housing: postentitlement phase permits. The Permit Streamlining Act, which is part of the Planning and Zoning Law, requires each public agency to provide a development project applicant with a list that specifies the information that will be required from any applicant for a development project. Specifically, current law establishes time limits for completing reviews regarding whether an application for a postentitlement phase permit is complete and compliant, and whether to approve or deny an application, as specified. Current law requires a local agency, if a postentitlement phase permit is determined to be incomplete, denied, or determined to be noncompliant, to provide a process for the applicant to appeal that decision in writing to the governing body of the agency or, if there is no governing body, to the director of the agency, as provided by that agency. This bill would delete the provision for the applicant to appeal a decision to the director of the local agency, as described above, and, instead, require a local agency to provide a process for the applicant to appeal that decision in writing to the governing body of the agency only.		
SB 747 Caballero	Introduced 2/17/2023	Senate Gov. & F.	Surplus land: notice of exemption determination. Current law exempts the disposal of certain surplus land from the requirements of the Surplus Land Act, and defines "exempt surplus land," for purposes of the act. Current law authorizes a local agency, on an annual basis, to declare multiple parcels as "surplus land" or "exempt surplus land," for purposes of the act, as supported by written findings. Existing administrative law requires a local agency making a determination that property is exempt surplus land to provide a copy of the written determination, as specified, to the department at least 30 days before disposition. This bill would authorize a local agency to declare administratively that land is exempt surplus land if the declaration and findings are published and available for public comment, and the local public entities and housing sponsors described above are notified at least 30 days before the declaration takes effect.		

SB 827 Glazer	Introduced 2/17/2023	Senate Transportation	<p>San Francisco Bay Area Rapid Transit District: Office of the BART Inspector General. Would provide that the BART Inspector General is vested with the full authority to exercise all responsibility for maintaining a full scope, independent, and objective audit and investigation program. The bill would provide the office with access and authority to examine all records, files, documents, accounts, reports, correspondence, or other property of the district and external entities that perform work for the district. The bill would provide that all books, papers, records, and correspondence of the office are public records subject to the California Public Records Act, but would prohibit the BART Inspector General from releasing certain types of records to the public, except under certain circumstances. The bill would also make it a crime to engage in specified activities with regard to an audit, evaluation, investigation, or review conducted pursuant to these provisions, as specified. Because the bill would create a new crime, the bill would impose a state-mandated local program.</p>		
SB 834 Portantino	Introduced 2/17/2023	Senate Housing	<p>Housing: California Family Home Construction and Homeownership Bond Act of 2023. Would enact the California Family Home Construction and Homeownership Bond Act of 2023 (bond act), which, if adopted, would authorize the issuance of bonds in the amount of \$25,000,000,000 pursuant to the State General Obligation Bond Law to finance the California Family Home Construction and Homeownership Program, established as part of the bond act. The bill would authorize the California Housing Finance Agency to award California Socially Responsible Second Mortgage Loans to eligible applicants to use as a down payment or to pay closing costs on the purchase of a new home. The bill would also authorize the agency to award Family Homeownership Opportunity Infrastructure Improvement Loans to developers to be used for predevelopment infrastructure improvements and other upfront costs typically incurred in connection with new home construction, under specified conditions. The bill would require that moneys received from a loan recipient for the repayment of financing provided under the program be used to pay debt service when due on bonds issued pursuant to the bond act. The bill would also authorize the agency to issue revenue bonds for the purposes of financing the program, as specified.</p>		

SBX1 2 Skinner	Introduced 12/5/2022	Senate Rules	<p>Energy: transportation fuels: supply and pricing: maximum gross gasoline refining margin. Current law requires operators of refineries in the state that produce gasoline meeting California specifications, within 30 days of the end of each calendar month, to submit a report to the State Energy Resources Conservation and Development Commission containing certain information regarding its refining activities related to the production of gasoline in that month. Current law requires the commission to notify a refiner that has failed to timely provide the required information and imposes a civil penalty on the refiner that fails to submit the required information within 5 days of being notified of the failure. This bill would establish a maximum gross gasoline refining margin at an unspecified amount per gallon and would authorize the commission to annually adjust the maximum gross gasoline refining margin, as provided. The bill would authorize the commission to petition the court to enjoin a refiner from exceeding the maximum gross gasoline refining margin. The bill would also authorize the commission to assess an administrative civil penalty on a refiner for exceeding the maximum gross gasoline refining margin, as provided. The bill would authorize the commission to grant a refiner's request for an exemption from the maximum gross gasoline refining margin upon a showing by the refiner of reasonable cause, and to subject the refiner to alternative maximum margins or other conditions set by the commission. The bill would require a refiner seeking an exemption to file a statement under the penalty of perjury setting forth the basis of the request for exemption.</p>		
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**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee
California Local & Regional Government Association Bill Position Resources**

League of California Cities (“the League”)

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

California State Association of Counties (CSAC)

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

California Association of Councils of Government (CALCOG)

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

Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee
2023 Legislative Deadlines*

January

- 1: Statutes take effect
- 4: Legislature reconvenes
- 10: Budget must be submitted by Governor
- 16: Martin Luther King, Jr. Day
- 20: Last day for policy committees to hear and report to fiscal committees' fiscal bills introduced in their house in the odd-numbered year.

February

- 17: Last day for bills to be introduced
- 20: Presidents' Day

March

- 30: Spring Recess begins upon adjournment
- 31: Cesar Chavez Day observed.

April

- 10: Legislature reconvenes from Spring Recess
- 28: Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house

May

- 5: Last day for policy committees to meet and report to the floor nonfiscal bills introduced in their house
- 12: Last day for policy committees to meet prior to June 5
- 19: Last day for fiscal committees to meet and report to the floor bills introduced in their house. Last day for fiscal committees to meet prior to June 5.
- 29: Memorial Day
- 30- June 2: Floor session only. No committees may meet for any purpose, except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees.

Joint MTC ABAG Legislation Committee
2023 Tentative Legislative Deadlines
Page 2 of 2

June

- 2: Last day for each house to pass bills introduced in that house
- 5: Committee meetings may resume
- 15: Budget Bill must be passed by midnight

July

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

August

- 14: Legislature reconvenes from Summer Recess

September

- 1: Last day for fiscal committees to meet and report bills
- 4: Labor Day
- 5-14: Floor session only. No committees may meet for any purpose, except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees.
- 8: Last day to amend bills on the floor
- 14: Last day for each house to pass bills. Interim (Study) Recess begins upon adjournment

October

- 14: Last day for Governor to sign or veto bills passed by the Legislature before September 14 and in the Governor's possession in or after September 14
- 2: Bills enacted on or before this date take effect January 1, 2023

2024

- January 1: Statutes take effect
- January 3: Legislature reconvenes

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

*Dates are subject to change.

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

March 10, 2023

Agenda Item 3a

MTC/ABAG State Legislative Visits

Subject:

Summary of MTC/ABAG's February advocacy trip to Sacramento.

Overview:

On February 28 and March 1, 2023, an MTC and ABAG delegation visited Sacramento to meet with state leaders and advocate for our state legislative priorities. Among other topics, the delegation raised the need for state assistance to mitigate impending transit operations fiscal cliffs, shared our support for Assembly Housing and Community Development Committee Chair Buffy Wicks' AB 1319 – the Bay Area Housing Finance Authority clean-up bill MTC and ABAG are co-sponsoring this year – and shared updates on other MTC and ABAG priorities. A copy of MTC and ABAG's February 2023 Joint Report to the State Legislature which was shared at our Sacramento advocacy meetings will be provided at your committee meeting and is posted on our website at this link: https://mtc.ca.gov/sites/default/files/documents/2023-03/2023_State_Legislature_Report_Final_web.pdf.


Staff will provide a more detailed verbal update at your committee meeting.

Recommendation:

Information

Attachments:

None


Andrew B. Fremier

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

March 10, 2023

Agenda Item 3b

State Transit Operating Assistance Advocacy

Subject:

Update on recent advocacy to secure state support to address transit operator's near-term fiscal cliffs and to invest in rebuilding ridership.

Legislature Actively Engaging in Issue

Securing additional funding to address the transit operating fiscal cliffs facing the Bay Area's operators continues to be our top budget priority this year. Encouragingly, there appears to be broad recognition of the importance of public transit among key leaders in the Legislature, including both Bay Area legislators and others.

On February 27, 2023, the Assembly and Senate Transportation Committees held a joint hearing titled "Short Term Crisis and Long Term Transformation: How to Bring Back and Build Transit Ridership in California." MTC staff had the opportunity to speak on the panel dedicated to the "local and operator perspective" and highlighted the region's priority action items under the Transit Transformation Action Plan as well as the Commission's recent action to advance network management. (See Attachments A and B for the agenda and background paper). The first panel highlighted the need to overhaul the state's transit operating funding source which currently relies on diesel sales given the state's plans to phase out fossil fuel consumption. Discussion also included the need to identify alternative measures for evaluating the effectiveness of transit service beyond the farebox recovery ratio (share of operating costs covered by fares).

In mid-February, Senate leadership approved the formation of a new Senate Select Committee on Bay Area Transit chaired by Senator Wiener. Members include Senator Dodd, Senator McGuire, Senator Skinner and Senator Wahab; Senator Glazer was selected to join the committee, but subsequently issued a resignation letter which can be found at this [link](#). No hearings are anticipated before April but the Select Committee will provide another important forum for MTC, transit agencies and transit supporters to present on the variety of efforts underway to plan

for the future (Transit 2050+, for example, as well as Clipper Next Generation), enhance the rider experience and attract new riders.

On March 1, the Senate Democrats issued a document, titled “Protect Our Progress,” indicating their key values. The document can be found at this [link](#) and specifically identifies the need to protect transit and intercity rail from program cuts and noting the need to “develop options to support ongoing local transit operations.” This recognition of the issue by Senate leadership is a significant milestone at this early stage in the budget process.

Upcoming Hearings

This month, the budget subcommittees will start holding hearings on the Governor’s budget proposal, which includes the proposed \$2 billion to transit capital funding over the next two years. Staff will participate either directly or through our lobbyists to urge the committees to reject the proposed cuts and adopt a multi-year plan to provide transit operating funding to avert major cuts and fare increases and support strategies to attract new riders. Staff will provide a verbal update on the March 9th hearing of the Senate Subcommittee No. 5 at your meeting.

Coordinated Communication Effort

Coverage of the transit fiscal cliff has been strong at the local, state and national levels. This has helped to keep attention on the subject in Sacramento. Local TV stations have covered the Bay Area’s challenges, as has Governing Magazine and the Wall Street Journal, as well as the Sacramento Bee, S.F. Chronicle, East Bay Times and Cal Matters.


This month MTC is launching a social media campaign to further expand awareness of the among Bay Area residents. We’ve been coordinating on messaging with our transit agency partners and have co-created a new page to the All Aboard Bay Area Transit web site at this link <https://allaboardbayarea.com/supporttransit> which lays out the “survive and thrive” message calling for new state gap funding to “assist transit agencies as they recover from the pandemic and develop long-range funding plans, such as a future regional transportation funding measure for voter approval that will support the region’s transit network.”

Recommendation:

Information

Attachments:

- Attachment A: Agenda for Assembly/Senate Joint Transportation Committee Information Hearing Background Paper, February 27, 2023
- Attachment B: Hearing Background Paper
- Attachment C: Summary of news coverage



Andrew B. Fremier

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0115



**Assembly Transportation Committee and Senate Transportation Committee
Joint Informational Hearing**

**Short Term Crisis and Long Term Transformation: How to Bring Back and Build Transit
Ridership in California**

February 27, 2023
3:00 pm or upon adjournment of session
1021 O Street, Room 1100

Agenda

-
- I. Opening Remarks
 - Assembly Member, Laura Freidman, Chair, Assembly Transportation Committee
 - Senator Lena A. Gonzalez, Chair, Senate Transportation Committee
 - II. Overview
 - Brian Taylor, Director, Institute of Transportation Studies, UCLA
 - Chad Edison, Chief Deputy Secretary for Rail and Transit, California State Transportation Agency
 - Michael Pimentel, Executive Director, California Transit Association
 - III. Local and Operator Perspective
 - Michael Turner, Deputy Executive Officer, Los Angeles County Metropolitan Transportation Authority
 - Rebecca Long, Director of Legislation and Public Affairs, Metropolitan Transportation Commission/Association of Bay Area Governments
 - Alex Clifford, Chief Executive Officer, San Joaquin Regional Transit District
 - IV. Stakeholder Perspective
 - Colin Parent, Vice Mayor, City of La Mesa, and Executive Director/General Counsel, Circulate San Diego
 - James Lindsay, International Vice-President, Amalgamated Transit Union
 - Emily Loper, Vice President of Public Policy, Bay Area Council
 - Annie Lee, Managing Director of Policy, Chinese for Affirmative Action, co-founder of Stop AAPI Hate
 - V. Public Comment

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0115



ASSEMBLY AND SENATE TRANSPORTATION COMMITTEES
JOINT INFORMATIONAL HEARING
SHORT TERM CRISIS AND LONG TERM TRANSFORMATION: HOW TO BRING BACK AND BUILD
TRANSIT RIDERSHIP IN CALIFORNIA
FEBRUARY 27, 2023
BACKGROUND PAPER

Introduction

The purpose of the hearing is to review the state of public transportation in California and how the state can partner with transit operators to both rebuild and transform the state's transit systems. Hearing panelists include transit operators, the California State Transportation Agency (CalSTA), regional partners responsible for management and coordination, academics, representatives from business and labor, and transit stakeholders. Panelists will detail the current state of transit systems, strategies to come back from COVID -19, and long-term innovation and reform to build ridership for the future.

To meet the state's climate goals and to develop more integrated, livable communities, the state must have a robust, efficient, and reliable public transit network. For many Californians transit is a lifeline, providing an affordable transportation option to get to work and school. It is estimated that almost 60% of California residents who commute via public transit have a household income below \$35,000. Over half a million California households own no vehicle and rely on public transit for their daily needs. For example, Alameda-Contra Costa (AC) Transit's, California's largest bus-only system, ridership is 65% low income, 75% people of color, and 43% of riders do not have access to a car. Additionally, transit also provides mobility for seniors and peoples with disabilities.

Transit also serves as a major component of the state's goal to reach carbon neutrality by 2045. According to the California Air Resource Board's (CARB) 2022 Scoping Plan, including the transition to cleaner vehicles and low-carbon fuels, the path to carbon neutrality by 2045 also depends on reducing the amount people drive or vehicle miles traveled (VMT) by 25% by 2030 and 30% by 2045. These goals heavily depend on a reliable and convenient public transit system. CARB identified the need to double the capacity and service frequencies of the existing local public transit networks by 2030, including having transit stops much closer to where people need to go and providing reliable, shorter frequencies.

The state must look at a variety of options for reform and transformation of our transit networks, and overhaul the funding and oversight structures to help them be successful. Due to the COVID-19 pandemic, the some of the state's transit agencies are facing fiscal emergencies. According to the Metropolitan Transportation Commission (MTC), Bay Area operators forecast annual shortfalls in the tens of millions of dollars in fiscal year 2023-24, growing to hundreds of millions of dollars beginning in fiscal year 2024-25. As the Legislature discusses options for this pending financial crisis, innovative, longer-term changes should also be addressed.

A recently published white paper from the University of Transportation Studies (UC ITS) at UCLA, entitled, *Options for the Future of State Funding for Transit Operations in California*, sets the stage, “the two markets transit serves—people who have few or no other means of mobility and people who choose to travel by transit because parking at their destination is difficult or and/or expensive—have become only more distinct during the COVID-19 pandemic. These changes in transit’s operating landscape prompt questions: what types of services and in what areas does transit need to operate to serve evolving needs? What mission makes sense for transit to have, when cars are getting cleaner, and downtown commutes may return slowly if at all?”

Background

Transit Ridership was Declining Before COVID-19

According to *Transit in the 2000s: Where Does it Stand and Where is it Headed?*, a characteristic of American public transportation is that most people in most places do not use it. The average U.S. resident made 32.2 transit trips in 2016, but the “average resident” is in this case an elusive creature, an artifact of many people never using transit, some using it occasionally, and a few riding a great deal. 20% of the U.S. population lives in neighborhoods where transit is not available, while 60% lives in a neighborhood with transit service, but has not used it in the previous month. The 10 largest U.S. transit operators, concentrated in “legacy” cities like New York, Chicago, Boston, Washington, and San Francisco, carried nearly two-thirds of all U.S. transit trips in 2016. In California, transit ridership is the highest in the Bay Area and Los Angeles. In 2018, 12% of Bay Area residents used public transit to get to work, while only 4.8% of people in Los Angeles used public transit to get to work.

Transit ridership was declining nationwide and in California prior to COVID-19. According to the UC ITS report *Falling Transit Ridership: California and Southern California*, California lost 62.2 million annual transit rides between 2012 and 2016. Ridership declines were the worst in southern California, with the six-county Southern California Association of Governments (SCAG) region losing 72 million annual rides. Because the majority of riders are concentrated on the largest systems, ridership losses were similarly concentrated to the region’s largest systems. Los Angeles County Metropolitan Transportation Authority (LA Metro), accounted for 72% of the state’s transit ridership losses between 2010 and 2016. Half of California’s total loss ridership at the time was attributable to 17 LA Metro routes (14 bus and 3 rail lines) and one Orange County Transportation Authority route.

UC ITS concluded that transit decline was largely attributable to increased car ownership. According to UC ITS, “Across the entire SCAG region, the share of households without vehicles fell 30% between 2000 and 2015, while the share of households with a vehicle deficit fell 14%. Among foreign-born households, these percent declines were larger — 42% and 22% — and among the foreign born from Mexico they were larger still. Among the foreign born from Mexico, the share of households without vehicles fell by two-thirds between 2000 and 2015, and the share with a vehicle deficit fell 28%. Thus car ownership rose across-the-board, but rose fastest among subgroups with a high propensity to ride transit.”

Transit ridership also started to decrease in the San Francisco Bay Area prior to the pandemic. According to the UC ITS Report, *What’s Behind the Recent Transit Ridership Trends in the Bay Area?*, in just two years, 2017 and 2018, the nine-county MTC region lost 27.5 million boardings, or 5.2% of its total trips. Per capita ridership in the Bay Area flattened from 2013 to 2016, with ridership failing to keep pace with regional population growth. While the Bay Area Rapid Transit District (BART) saw increased ridership from 2013-2016, AC Transit lost over 13 million annual trips since 2008, the most of any agency in the region. Caltrain, on the other hand, saw a 56% increase.

Much of the loss of transit ridership in the Bay Area was attributed to a loss of riders during non-peak travel times. Between 2015 and 2018 BART saw a 4% drop in ridership during non-peak hours during the week and a 16% drop in ridership on the weekends.

COVID-19 Devastated Ridership on Transit Systems

With the onset of the COVID-19 pandemic during the first half of 2020, transit ridership plunged 50% to as much as 94% in California. In efforts to stave off financial losses from declining transit ridership the federal government provided relief for transit operators across the country. In March of 2020, Congress passed and the President signed into law the Coronavirus Aid, Relief and Economic Security (CARES) Act, which provided \$25 billion in direct operational relief to transit agencies. The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 provided an additional \$14 billion in transit relief and the American Rescue Plan in March of 2021 provided \$30.5 billion more.

Transit ridership has improved since 2020, but is still far below pre-pandemic levels. In January of 2021, transit ridership nationally was at 48% of what it was prior to the pandemic. By the start of 2023 national ridership has returned to 73% of where it was pre-pandemic. The Pacific region of the United States has seen a smaller return to transit ridership than national trends, with ridership hovering at 67% of where it was pre-pandemic.

In California, ridership return has varied by agency. Fare dependent systems like BART and Caltrain have seen the slowest transit ridership returns and face the largest financial problems as a result. Prior to COVID-19, farebox revenues made up 70% of BART's operating budget, accounting for nearly \$600 million of their operating budget. For the 2023-24 fiscal year, BART anticipates the collection of \$255.2 million in operating revenue, down from \$578.8 million in 2019. BART anticipates that federal relief money will run out by fiscal year 2026-27, with projected annual deficits of \$140 million. Caltrain is likely to see its federal relief dollars run out in fiscal year 2024-25, facing a projected \$25 million budget deficit in 2024 and a \$49 million budget deficit in 2025.

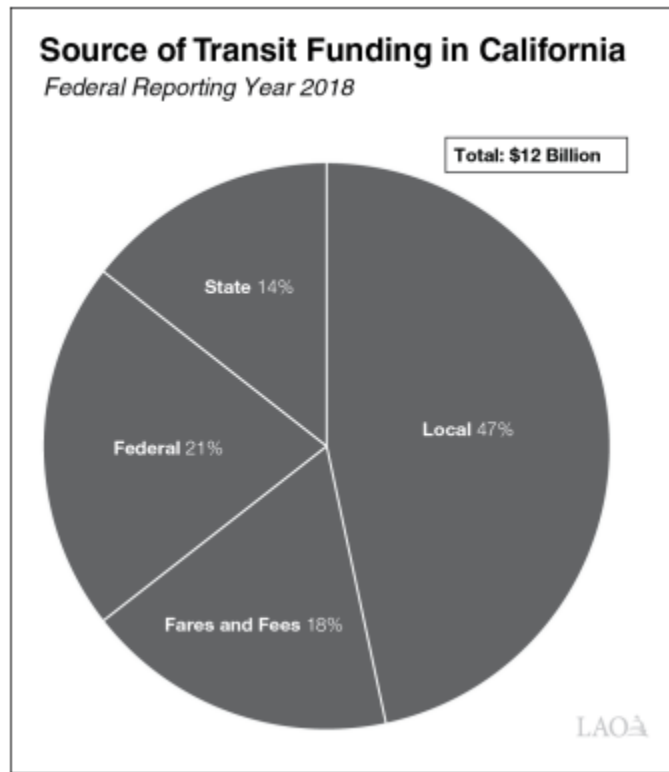
In southern California, Metrolink has also seen a drop in its farebox revenues, however unlike BART, Metrolink has traditionally been less reliant on fares for its operating budget. In 2019, fares made up \$70 million of their budget, accounting for 29%. In 2023, fares are projected to account for \$49.9 million of their revenue.

In 2022, UC ITS surveyed 44 transit agencies across California regarding the impacts on of COVID-19. Of that, 72% of the agencies anticipated some financial shortfalls once federal pandemic relief funding expires, with 44% foreseeing minor shortfalls and 28% forecasting major shortfalls.

However, it is important to note that financial shortfalls are dependent on many factors in addition to ridership levels. Some operators have avoided shortfalls by making changes to their operations such as changing or eliminating underutilized routes. Generally, making these types of changes in response to changes in demand is more easily done by smaller transit systems operating bus lines and less likely to be something that operators of fixed rail systems such as BART and Caltrain can use to decrease costs. Fixed rail maintains its relatively high operating costs because the route cannot be changed in response to demand and generally must continue to run even when ridership is low.

Sources of Transit Funding

Transit services are provided by over 200 operators, including cities, counties, independent special districts, transportation planning agencies, private nonprofit organizations, universities, and tribes. According to the Legislative Analyst's Office, in 2018, prior to the COVID-19 pandemic, transit systems in California were funded at roughly \$12 billion annually using federal, state and local funding, and various fares and fees, as shown in the figure below. Nearly half of funding for transit comes from local sources. The main local source is the Local Transportation Fund (LTF), derived from a portion of the statewide sales tax. In recent years, more local governments have passed local sales tax measures and dedicated a portion of the funding for transit.



Source: Legislative Analyst's Office

The state provides approximately 14% of transit funding annually, as shown in the figure above. The Legislative passed the most recent increase in direct state assistance for transit with the Road Repair and Accountability Act, SB 1 (Beall), Chapter 5, Statutes of 2017. SB 1 provided over \$750 million in new annual funding for transit operations and capital. The main dedicated state source of transit funding is the State Transit Assistance (STA, discussed in more detail below). Other state programs dedicated to funding transit include the Low Carbon Transit Operations Program (LCTOP) and the State of Good Repair Program, which are allocated on a formula basis, as well as the Transit and Intercity Rail Capital Program (TIRCP), a competitive grant program. Transit may also receive funding through other state programs, such as the Solutions for Congested Corridors and the State Transportation Improvement Program (STIP). These programs also support state highway and local street and roads projects.

Pre-pandemic roughly 20% of transit funding came from fares and fees. Users of transit services pay providers fares to use their services and operators generate additional revenues from users through auxiliary fees, such as for park and ride services, concessions, and advertising.

Transportation Development Act (TDA) and State Transit Assistance (STA)

In 1971, the Legislature enacted the Mills-Alquist-Deddeh Act, otherwise known as the TDA, which dedicated a statewide 1/4 cent sales tax to local transportation. That 1/4 cent sales tax, now known as the LTF, generates roughly \$1.5 billion annually primarily for public transit. Later, the Legislature created a second state funding source for public transit under the TDA called the STA. The STA, which generates roughly \$700 million annually, is derived from a portion of the sales tax on diesel fuel and is distributed to local agencies based on population and transit operator revenues.

For a transit operator to receive its full share of TDA, it must meet a specified ratio of fare revenues to operating cost, called the farebox recovery ratio. Generally, the minimum ratio necessary to receive funding is either 20% for urban operators, or 10% for operators in a non-urbanized area. If a transit operator fails to meet its specified farebox recovery ratio, regional transportation planning agencies (RTPA) are required to withhold a percentage of funding equal to the percentage by which the operator missed its expected ratio.

As noted by UC ITS, “this TDA “death penalty” has consequences that are so severe that it is seldom used, pointing both to the goal conflict in the metric (i.e., it is not in the state’s interest for a transit agency to fail) and the importance of reliable state funding. Instead, the legislature has added numerous exceptions over the years, defanging the draconian penalty, but leaving the TDA without a clear performance incentive.”

Since the pandemic, the Legislature has given relief to transit operators by suspending these financial penalties, and other funding and reporting requirements through the 2022-2023 budget year.

UC ITS also points out that STA is on the decline, “perhaps the biggest fiscal issue facing California transit operators in the coming decades is that State environmental policy seeks to reduce and eventually eliminate the underlying fuel behind the state’s largest dedicated funding source for transit. The State Transit Assistance (STA) fund, a major source of operating funds for state transit operators, is funded by taxes on the sale of diesel fuel, which will steadily decline as the sale of new diesel trucks will be phased out completely by 2045.”

Transit Transformation for the Future

Challenges to Bringing Back and Building Transit Ridership

Workforce Shortage

In addition to funding losses, transit agencies have also had to cut service because of an ever increasing driver shortage. Nationwide, according to *Transit Workforce Shortage*, a study prepared for the American Public Transit Association, in October of 2022, 96% of transit agencies surveyed reported experiencing a workforce shortage, 84% of which said the shortage is affecting their ability to provide service. Among the top 50 agencies in the country, 41% are reporting that the worker shortage is substantially affecting operations and service.

Much of the shortage is related to the age of the existing workforce. 24% of all departing workers are retirees, a major issue considering 43% of transit workers are over 55. By comparison, just 24% of the broader transportation workforce was 55 or older. Surveyed agencies indicated that concerns about schedule and compensation were responsible for more departures than assault and harassment or concern about contracting COVID-19.

Workforce shortages have also impacted California transit agencies. For example, in the beginning of 2022, several bus lines at LA Metro had to cancel 20% or more of bus trips due to the shortage resulting in bus lines running five to 10 minutes less frequently on average throughout the day. LA Metro also had to reduce trains from a once every 10 minutes schedule to a once every 15 minutes schedule during peak hours. In August of 2022, LA Metro approved a \$5 hourly pay increase to starting salaries for bus drivers, and by the end of the year was able to restore service levels back to pre-pandemic levels.

Change in Work Patterns

Survey results from the Bay Area Council, who works with Bay Area businesses, suggests both a change in commuting behavior and remote work are contributing to the decline in transit ridership. Bay Area employers report that only 17% of their workforce works in person 5 or more days a week, 48% of the workforce is only working in person 1-3 days a week, while 25% of the workforce is permanently working remotely. This may be the new normal, as employers in the Bay Area do not anticipate much of a change in the percentage of their employees working in person six months from now, and have reported reducing, eliminating or consolidating their office space.

Employers also report fewer of their employees use transit to get to work. Pre-pandemic employers estimated 51% of their workforce took transit to work. Today, they estimate only 30% take transit to work.

Safety and Security

One of the concerns of many current and potential transit riders is safety and security on the system, especially women. According to a University of California, San Diego Center on Gender Equity and Health report *Measuring #MeToo in California: A Statewide Assessment of Sexual Harassment and Assault*, a survey of women in California found that 77% of women reported being harassed in public, including 29% of women on public transit.

A UCLA study *Public Transit Safety Among University Students* found that 72% of respondents using the bus system and 48% of respondents using the rail system reporting having experienced at least one sexual harassment behavior at a transit setting in the last five years. While 45% of male students reported “always” feeling safe waiting or riding the bus during the day, only about 26% of female students felt the same. The feeling of safety dropped to 20% for women on rail lines. 65% of female students reported the need to take precautions during their transit trips, compared to 30% of male students who did the same.

Incidents of harassment have been going up. According to a LA Metro report in 2019, *Understanding How Women Travel*, the share of female riders who report experiencing sexual harassment within the past six months of 2018 was greater than it was when LA Metro first began asking riders in 2014 (25% of LA Metro women bus riders and 33% of women rail riders reported experiencing sexual harassment in that survey).

Homeless on Transit

Transit agencies are seeing an increase in people experiencing homelessness using transit regularly for both shelter and transportation. With few other places for unhoused individuals to turn, transit settings such as buses, train cars, bus stops, and transit stations, often represent sites of visible homelessness, especially since the pandemic. According to a survey of transit operators conducted by UC ITS in spring of 2021, homelessness is common on transit with most operators reporting at least 100 unhoused people on their systems daily and some report up to 500 or more people. This increased during the pandemic, with LA Metro reporting counts at rail stations.

UC ITS also found that, “those experiencing homelessness in transit settings are more likely than their unhoused peers elsewhere to be chronically unhoused and structurally disadvantaged. Various surveys have shown that those sheltering on transit are more likely to be men, to be Black, to have low incomes, to have experienced homelessness for at least a year, to have been incarcerated, or to have a mental illness.”

Transit agencies are exploring options to help, including deploying additional law enforcement, social service and mental health outreach professionals. For example, in 2020, LA Metro launched “Operation Shelter the Unsheltered,” in which police officers and outreach staff at key end-of-line stations ask unsheltered riders to disembark and give them referrals and transport them to open shelters.

Strategies to Increase Transit Ridership

Changes in Land Use Can Increase Transit Use and Reduce Vehicle Miles Traveled

The greatest increase in public transit ridership ultimately would come from land use changes. The regions with the highest public transit ridership (New York City, San Francisco Bay Area, and the Washington D.C. Metropolitan area) have the highest share of commuters using public transit in the United States. According to *Making the Most of Transit: Density, Employment Growth, and Ridership Around New Stations*, the Transportation Research Board (2009) concluded that doubling residential density would lead to a 5–12% reduction in VMT, and possibly up to a 25% reduction with complementary changes in transit availability, the jobs-housing balance, and other factors. The TRB report also considered a scenario of higher density *plus* complementary changes like transit availability that would lead to twice as large a VMT reduction as the upper-bound estimate of higher density alone.

In California, the UC ITS noted in the TDA white paper, that recent changes to state law to promote development near transit is likely to increase ridership. Specifically, “recent state legislation to standardize zoning and development bonuses among the state’s 482 cities and 58 counties has strengthened the connection between frequent transit service and the development potential of land near this “high quality” service.” Further, “in general, policies that discourage giving more land over to parking and driving are favorable to improving transit ridership and effectiveness.”

More Frequent and Reliable Transit

Increasing transit frequency is key to increasing ridership. Frequency can be increased with additional bus drivers or with more efficient service such as transit-only lanes or bus rapid transit. According to *Best Practices in Implementing Tactical Transit Lanes*, a guide produced by UCLA ITS, transit-only lanes have been able to improve peak congestion travel times by 20-28%. These lanes can produce dramatic decreases in the variability of transit travel times. Research suggests that reducing the total amount of time it take a transit rider to go door-to-door by 5-15% can increase urban peak ridership by 2-9%.

Frequency can also be increased by updating bus networks. According to Transit Center, in 2018 when transit ridership was declining across the board, seven cities saw an increase in ridership. Seattle, Houston and Austin all restructured their service to provide more frequency. Austin saw a 4.5% increase in ridership in a single year after making significant changes to their bus network.

The San Mateo County Transportation Authority (SamTrans), completed a successful three year effort to refresh the bus system with the goal of improving service and responding to the changing ridership needs in San Mateo County. As a result of the new route network, SamTrans saw a total ridership increase of 89,000 rides, or 18%, in the four-week period following the implementation of the new system.

Real Time Information

Research has consistently shown that travel time is the strongest predictor of mode choice when deciding between riding transit or driving a car. Waiting time, in particular, tends to be perceived negatively by transit users, with riders often perceiving wait times for transit vehicles to arrive as significantly longer than they really are, anywhere between 1.2 to 4.4 times longer. According to *Where is my Bus? Impact of Mobile Real-Time Information on the Perceived and Actual Wait Time of Transit Riders*, lacking real-time updates leads transit riders to perceive they are waiting 30% longer for a bus. Providing transit riders with easily accessible real time updates on when their buses will arrive is a simple way to improve the transit experience and increase ridership.

Coordinated Fares and Service

As part of a Blue Ribbon Transit Recovery Task Force spearheaded by the MTC, Bay Area transit agencies initiated a Fare Coordination and Integration Study and Business Case that found that existing fragmented fare policies were significant barriers to access; and that fare integration policies like free transfers, multi-agency passes, and a common fare structure for regional services could increase transit ridership by tens of thousands of daily new riders and meaningfully reduce VMT cost-effectively in comparison to most other types of transportation investments. MTC is working to pilot a multi-agency pass product, introduction of free transfers across the system, and in the longer term, implementation of a common fare structure for regional transit services and make multi-agency passes broadly available to the public.

Easy Fare Payment and Discount Pricing

The California Integrated Travel Project (Cal-ITP), spearheaded by CalSTA, aims to improve the experience and cost-effectiveness of public transit for riders and operators through three actions: (1) installing an open loop contactless payment system that uses tap to pay enabled mobile devices, bank cards, or prepaid cards, to enable seamless travel across transit providers in order to make payment more convenient, (2) automating pricing flexibility, and (3) developing a platform for transit operators to share static and eventually real-time route information. In addition, Cal-ITP created a dashboard that integrates data from riders that use contactless payment including the number of riders per route, number of fare-adjusted rides, rider volume by day, total revenue per day, and total dollars riders save from each fare capping type (daily cap, monthly cap, or other).

In 2021, Cal-ITP conducted a pilot program in Los Angeles, Sacramento, Monterey-Salinas, and Santa Barbara. After adopting contactless payment technology, the Los Angeles World Airports (LAWA) saw faster boarding times. Contactless payments enabled Sacramento Regional Transit and Monterey-Salinas Transit (MST) to implement fare capping, benefiting low income frequent transit users by giving them access to discounts without requiring a steep upfront cost. MST also implemented an online digital verification process for riders, age 65 and older, to receive reduced fares. Finally, Santa Barbara Metropolitan Transit District piloted “pre-tax transit benefit debit cards” for UCSB employees who use MTD to get to campus to simplify utilization of employer-transit incentive programs.

Improving the Transit Experience -- Safety and Security

As previously discussed, multiple studies have found that safety is a primary concern for many while riding public transit. A 2009 study from the Mineta Transportation Institute entitled, *How to Ease Women’s Fear of Transportation Environments: Case Studies and Best Practices*, noted that “gender emerges as the most significant factor related to anxiety and fear about victimization in transit environments. Researches have also identified more pronounced levels of fear of public settings among the elderly, certain ethnic groups, and low income people, who typically tend to live in high-crime neighborhoods.” The study finds that “Crime surveys and empirical studies from different parts of the world show that a majority of women are fearful of the potential violence against them when in public spaces.”

The report points out that while security cameras help ease the concerns that men have with safety and public transit, women feel more comfortable when there is a transit employee or security officer nearby. Recently several California transit agencies have hired unarmed transit ambassadors to provide a security role. BART, for example, has hired 10 transit ambassadors and 15 Crisis Intervention Specialist who work in coordination with sworn officers. LA Metro plans to deploy 300 transit ambassadors to enhance safety.

Charging fares is another way to increase safety, as it provides a barrier to entry for passengers that may use transit for shelter instead of a means of getting from place to place.

Finally, increasing transit frequency and providing real time updates on transit enhances safety because it can reduce the amount of time a person waits for the next bus to come.

Free or Reduced Transit Fares

Free or reduced fare transit has had mixed results in terms of increasing transit ridership. The COVID-19 pandemic recovery funds allowed many transit agencies to provide free fares to bring riders back. For example, LA Metro provided free transit rides on all bus services, paid for by emergency funding grants from the Federal Government. However, transit agencies experienced some unintended consequences.

According to a UCITS report, *Transit(ory) Finance, The Past, Present, and Future Fiscal Effects of COVID-19 on Public Transit in Southern California*, transit agencies that offered free transit during the early stages of the pandemic “cited benefits of charging fares and expressed a desire to maintain them. Some staff mentioned an observed rise in homelessness on fare-free vehicles as one significant reason, especially given increases in homelessness during the pandemic. Homelessness was the second-most commonly given drawback in our survey. In the view of several interviewees, housed travelers stopped riding transit, decided not to start riding, or felt unsafe when they did ride, due to behaviors of unhoused riders (or those perceived to be unhoused).”

According to *Full Free Fare Public transport: Objectives and Alternatives*, “Passenger surveys reveal that user preferences are more impacted by the quality of the public transport service than its price. Indeed several studies have shown that, even though value for money is often a source of discontent, the price of public transport comes well after reliability, punctuality, frequency, comfort, security and geographical coverage, in terms of priority criteria.” The study looked at various systems in Europe that transitioned to a fare free system and generally found that while transit ridership increased in these areas, the majority of new riders were people who previously walked or biked.

Currently, transit agencies in California offer a wide variety of free and reduced fare programs. In 2019, UC ITS conducted a statewide survey of transit agencies to learn more about these programs. UC ITS found that three-quarters of the respondent transit agencies offered one or more free or reduced fare programs, with the most common being programs for students and for the elderly, and only a few programs targeting a certain income level. The study found that free or reduced fare transit programs increase ridership, but transit agencies had concerns over the long term fiscal health of their agency to support them. Most transit agencies subsidize the free or reduced fare programs as part of their existing operating budget or utilize funding from other state, local, or private sources. They determined that the most successful programs are ones that are partnerships between the recipients and the transit agencies, such as a University. As noted, many transit agencies offer free or reduced transit passes for specific student groups. In many cases, students pay a portion of the fare through student fees and the transit agencies subsidizes the remainder of the cost. This is referred to as an “insurance model.”

The report concluded that “free or reduced transit fare programs have an important role to play in transportation policy at a time when transit ridership remains well below its peak and keeps on declining in many parts of California. In particular, the “insurance” model, where a large group of potential transit riders (such as all students at a college or all employees in a large firm) periodically pays a lump sum to a transit agency while only a subset of that group actually uses transit, has the potential to enhance mobility and increase transit ridership, while improving the financial health of the participating transit agency.”

Restructure Transit Funding to Better Meet State Goals

As discussed above, UC ITS recently detailed the need for the Legislature to look at restructuring the state’s funding for transit so the state can “more effectively shape what transit service is provided in service of state goals.”

Specifically UC ITS recommends:

- *Remove the punitive “farebox ratio” funding eligibility requirement.* UC ITS finds that the farebox ratio was outdated even before the era of the pandemic and recovery when many operators were struggling, due to its misalignment with many contemporary state goals for transit.
- *Update transit performance assessments.* The TDA has no performance or ridership goals and some of its stipulations are based on outdated references to geographies. Updating the TDA to assess transit agencies based on their local ridership “market” and service quality could help to improve ridership.
- *Use subsidies as incentives.* Current state funding does not provide clear incentives to improve performance, efficiency, or effectiveness, other than to avoid a (rarely enforced) penalty. Some additional requirements motivate cost containment, but likely deter performance improvements as well. Providing subsidies on a per-trip basis, as is done in some European countries, or expanding existing user-side subsidy programs would provide stronger incentives for agencies to increase ridership.
- *Disburse funds using RTPA expertise.* The TDA’s current STA funding is uncoordinated across regions and not aligned with state goals. Disbursing funds through the RTPAs would facilitate more coordinated planning of transit service and better enable RTPAs to align state spending with Regional Transportation Plans/Sustainable Communities Strategies.
- *Provide a replacement source of funding for declining diesel sales tax revenues.* The state is exploring a road use charge to replacing declining gas tax revenues as the state transitions to electric vehicles. Similarly, a funding source to transition from a reliance on diesel sales tax revenues to support transit operations needs to be identified. UC ITS suggests creating a new TDA fund and posit that it could be funded initially by a portion of the quarter-cent sales tax revenue currently collected for the TDA’s LTF. Later, it could be funded through road user charges, the Greenhouse Gas Reduction Fund, or regionally through VMT mitigation banks. VMT banks are being discussed as a way to offset VMT-increasing transportation and housing projects.
- *Adjust LTF to focus on transit.* Currently, counties can spend TDA funds from the LTF for local streets and roads projects if they certify that all “reasonable” public transit needs have been met. This eligible use was included in the original TDA Act. UC ITS suggests that by restructuring the transit funding streams, the state could better determine how much funding is going to transit versus non-transit transportation projects.

Conclusion

Transit operators nationally and in California were struggling with declining ridership prior to the COVID-19 pandemic. The pandemic exacerbated the problem, causing serious operating and financial challenges. With federal relief funding for transit being exhausted, many operators are facing an immediate fiscal crisis mainly due to revenue losses at the farebox.

As the Legislature discusses possible options for this pending financial crisis, innovative, longer-term changes also should be considered as robust transit systems are critical to providing mobility for those who do not have access to other transportation options and to helping the state achieve its climate goals. The state's current approach to funding transit, providing oversight, and measuring performance is not helping to facilitate the innovation that is necessary to increase transit ridership. As discussed, to achieve the state's goals of building better communities and reducing emissions, we need to double the capacity and service frequencies of the existing transit networks by 2030. The Legislature may want to consider:

- What near-term and long-term challenges do California's transit operators face and how do they vary by region and populations served?
- What innovative strategies are transit operators currently implementing to grow ridership, such as coordinated scheduling, real time information, and easy payment? How can the state incentivize all operators to adopt these best practices, where appropriate?
- How do safety and security issues affect ridership? How can transit operators improve the transit experience for riders?
- Do reduced fare programs increase ridership? How are transit agencies funding these programs and can they be sustained?
- Are current state oversight and performance measures effective? What should the state's role be in overseeing transit operators and how should performance be measured?
- As some state funding streams for transit decline, what other funding options should be considered for both capital and operations costs?

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

March 10, 2023

Agenda Item 3c

Senate Bill 225 (Caballero): Community Anti-Displacement and Preservation Program

Subject:

New state program to invest in affordable housing preservation and anti-displacement strategies.

Background and Bill Provisions:

According to *Affordable Homes at Risk - 2022 Report* from California Housing Partnership Corporation, more than 1.1 million unsubsidized apartments across California provide an affordable place to live for low-income households, primarily people of color. But this housing is becoming less affordable as rent increases outpace wage growth, leading to the displacement of people from their homes and communities and, in the worst cases, homelessness. The trend is visible across the state; the Bay Area alone lost 160,000 unsubsidized affordable homes between 2012 and 2017. New affordable home production is not keeping pace with this loss, leaving fewer and fewer options for low-income Californians.

Acquisition of unsubsidized affordable homes by affordable housing developers and the subsequent restriction on the property's deed to guarantee future affordability to low-moderate-income renters (i.e., "preservation") is a proven model to prevent displacement and homelessness and increase the supply of permanently affordable homes. This strategy delivers affordability within months, providing residents with immediate stability and expanding the stock of deed-restricted homes. However, few resources are available to fund it, with state-level programs focused on other aspects of preservation and only a patchwork of local programs.

Senate Bill (SB) 225 creates the Community Anti-Displacement and Preservation Program (CAPP) to provide, upon appropriation, both short-term capital and long-term subsidy to acquire unsubsidized homes and preserve them as affordable for at least 55 years. Local jurisdictions, regional housing authorities (including the Bay Area Housing Finance Authority), community organizations, and affordable housing developers will be eligible to apply for project-specific loans and grants. In addition, local jurisdictions and regional entities can apply to serve as a lender of program funds within their geography.

In conjunction with SB 225, Senator Anna Caballero and Assemblymember Matt Haney are spearheading an ambitious one-time \$500 million budget ask to fund the program.

(Assemblymember Haney is also the principal co-author of SB 225.)

Recommendation:

Support / ABAG Executive Board Approval

Support / MTC Commission Approval

Discussion:

Plan Bay Area 2050 – the Bay Area’s state-mandated sustainable communities strategy – identifies preservation of unsubsidized affordable housing as a key strategy for achieving the Bay Area’s greenhouse gas reduction and access to opportunity goals. Preservation combined with *production* of new deed-restricted affordable homes and *protections* for renters constitute “the 3Ps” framework around which many Bay Area jurisdictions’ housing policies and programs are built. With substantial evidence that rising rents are the primary cause of homelessness, preserving apartments’ affordability also serves as an effective approach to prevent Bay Area households from becoming homeless (See, e.g., *Homelessness is a Housing Problem*, Colburn and Page, 2022).

Given the importance of preservation strategies in achieving the Bay Area’s housing goals, Bay Area Housing Finance Authority (BAHFA) recently launched two pilot programs to test different models of financing projects: Welfare Tax Exemption Preservation Program and Regional Early Action Program (REAP) 2.0 Housing Preservation Pilot. The results will shape BAHFA’s future preservation programs.

Last year, MTC and ABAG supported a General Fund appropriation for CAPP, which was not included in the final Fiscal Year 2022-23 budget. Our 2023 Joint MTC/ABAG Advocacy Platform includes CAPP as a continuing priority in Item 5A. SB 225 and the companion budget ask are the primary vehicles for advancing this priority in the 2023 legislative session. Under SB 225, BAHFA and cities and counties throughout the Bay Area could access substantial resources to fund existing and new preservation programs tailored to local needs. Even if the state budget situation precludes funding a new program this year, establishing CAPP in statute cements preservation as an effective statewide strategy and creates an opening for funding in future years.

Known Positions:

Support

Enterprise Community Partners (Co-sponsor)	Habitat for Humanity Yuba/Sutter
Housing California (Co-sponsor)	Housing Now!
Public Advocates (Co-sponsor)	Inner City Law Center
ACCE	LA Forward
Alameda County Democratic Party	Monterey County Renters United
Bay Area Community Services	National Housing Law Project
Beverly-Vermont Community Land Trust	Nonprofit Housing Association of Northern California
California Coalition for Rural Housing	San Francisco Housing Accelerator Fund
CADEM Renters Council	San Francisco Housing Development Corporation
California Housing Partnership	San Luis Obispo County Democratic Party Executive Committee
California ReLeaf	South Bay Community Land Trust
California Rural Legal Assistance Foundation	Southern California Association of Nonprofit Housing
Community HousingWorks	STAND Affordable Housing
Community Land Trust Association of West Marin (CLAM)	Strategic Actions for a Just Economy (SAJE)
Community Power Collective	Tenants Together
Faith in the Valley	Tenderloin Neighborhood Development Corporation
Fideicomiso Comunitario Tierra Libre	Venice Community Housing
Greenbelt Alliance	Western Center on Law and Poverty

Oppose

None on file

Attachments:

None



Andrew B. Fremier

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

March 10, 2023

Agenda Item 3d

Assembly Bill 350 (Aguiar-Curry): Sacramento Area Regional Plan Update

Subject:

Delays until 2025 the Sacramento Area Council of Governments' (SACOG) next sustainable communities strategies update.

Background:

Federal transportation planning law requires federally designated metropolitan planning organizations (MPOs) and regional transportation planning agencies to adopt a long-range regional transportation plan (RTP) at least every four to five years. State law further requires that, as part of the RTP, California's 18 metro areas complete a sustainable communities strategy (SCS) to reduce greenhouse gas emissions from cars and light truck travel, including planning for adequate housing to accommodate expected population growth. SACOG is responsible for adopting the Sacramento area's RTP/SCS.

Assembly Bill (AB) 350 would change the deadline for SACOG's next state-mandated RTP/SCS update from November 2023 to December 2025, with updates required every four years thereafter. The bill would provide for the following adjustments to ensure SACOG would remain in compliance with state and federal law through this adjustment period:

- Allows SACOG's existing RTP/SCS to remain in effect until December 2025 for the purposes of complying with state law and maintaining eligibility for state funding programs that require the region to have an adopted SCS.
- Allows SACOG to adopt and submit to the federal government an interim RTP update by the November 2023 deadline, which would serve as SACOG's federally mandate RTP through December 2025, when their next RTP/SCS would be adopted.

Recommendation:

Support / MTC Commission Approval

Discussion:

MTC since 2016 has been a partner in the Northern California Megaregion Working Group (Megaregion Working Group), a forum in which MTC, SACOG and the San Joaquin Council of Governments (SJCOG) convene to seek solutions to our megaregion's shared transportation challenges and achieve shared goals. Among other items, the group serves as a forum to coordinate on our respective long-range planning work.

AB 350 will support greater interregional collaboration by aligning SACOG's next SCS update with those of MTC (November 2025) and SJCOG (August 2026) and ensure that future RTP/SCS updates will better align with its megaregion partners. Importantly, this would enable more collaboration on key technical assumptions, an important statutory phase of the Senate Bill 375 process that involves engagement with the California Air Resources Board. Furthermore, this timing shift would support improved coordination on transportation and land use strategies (and associated investments) at regional boundaries, including along the Interstate 80 corridor between Solano and Yolo counties. For these reasons, staff recommends MTC adopt a support position on AB 350.

Known Positions:**Support**

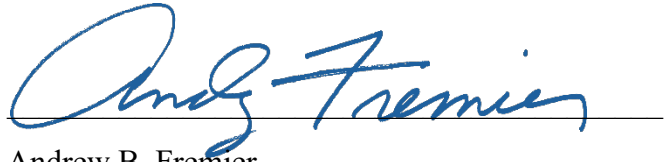
Sacramento Area Council of Governments (SACOG) – Sponsor	San Joaquin Joint Powers Authority
Cities of Elk Grove, Sacramento, Roseville, and Woodland	San Joaquin Regional Rail Commission
Environmental Council of Sacramento	Sacramento Regional Transit Agency
Greater Sacramento Economic Council	Sacramento Transportation Authority
Metro Chamber of Commerce	Sacramento Asian Pacific Chamber of Commerce
Placer County Transportation Agency	Sacramento Clean Cities Coalition
San Joaquin Council of Governments	Yuba County

Oppose

None on file

Attachments:

None



Andrew B. Fremier

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

March 10, 2023

Agenda Item 4a

Washington D.C. Legislative Update

Subject:

February 2023 Report from Washington, D.C. advocate.

Issues:

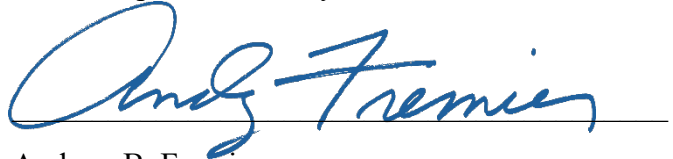
None identified.

Recommendations:

Information

Attachments:

- Attachment A: Summit Strategies Team Report – February 2023



Andrew B. Fremier



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Summit Strategies Team Report – February 2023

From: Summit Strategies Team

To: Andrew B. Fremier, Executive Director

Date: March 1, 2023

Subject: February Federal Policy Monthly Report

- **House Republicans Release New Earmark Rules**
 - **Supporting MTC Priorities in Congress**
 - **Agency Actions and Competitive Grant Update**
 - **National Transportation News Roundup**
-

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

House Republicans Release New Earmarks Rules

After a slow start to the 118th Congress, the Senate will begin to push President Biden's judicial and agency nominations through the confirmation process, with several hearings scheduled over the next month.

While Congress will continue to move slowly, both chambers are taking action to begin consideration of the appropriations bills that fund the government. Starting by determining how they will handle what was formerly referred to as earmarks, which are now known as Congressionally Directed Spending or Community Project Funding. House Appropriations Committee Chair Kay Granger (R-Texas) issued guidance to members on requesting Community Project Funding for the Fiscal Year (FY) 2024 appropriations bills. House Republicans are capping the amount of federal spending that can be used for earmarks at 0.5 percent of discretionary spending. This is a decrease from the limit of 1 percent set by the then-Democratic leadership for FY 2023 appropriations bills. This cap is part of the GOP's pledge to cut more than \$130 billion in spending from current levels.

The guidance retains the cap on the number of requests members may submit at 15 across all appropriations bills. Still, the committee will not consider requests for Labor, Health and Human Services, Education, Financial Services and Defense appropriations bills. Members may request earmarks in Transportation, Housing and Urban Development (THUD) appropriations.

Speaker of the House Kevin McCarthy (R-CA) uses the phrase "federal nexus" to highlight that funded projects should be directly tied to the federal government. The new rules reflect a potential compromise between Speaker McCarthy and the more conservative members of his caucus, who criticize earmarks as an example of wasteful government spending.

In this process, the Senate is ahead of the House, and has already moved forward. Senate Appropriations Chair Patty Murray's (D-WA) personal deadline for earmark requests has already passed, as have those for other senior members of the Appropriations Committee.

Supporting MTC Priorities in Congress

The DC Team continues to build relationships with members of Congress and staff in the 118th Congress. In February 2023, the team worked with Senator Padilla (D-CA) and Senator Feinstein (D-CA) on a letter that urges the Environmental Protection Agency (EPA) to include Transit-Oriented Development (TOD) and land-use as an eligible expense for two Inflation Reduction Act (IRA) programs—the climate pollution reduction program (\$5 billion) and the greenhouse gas reduction fund (\$27 billion). In addition, we worked with the Senators to urge that programs and projects that would increase transit ridership be included as eligible expenses and that all local government units, including transit agencies and Metropolitan Planning Organizations (MPOs) be eligible to receive such funds. Because these programs were included in the IRA budget reconciliation package, the program language is very open and provides the EPA with a significant amount of flexibility.

In the House of Representatives, legislative assistant Madeline Canning has departed Representative Mark DeSaulnier's (D-CA) office and has been replaced with Grace Chan. Prior to working for Representative DeSaulnier, Ms. Chan served as committee staff to the Select Committee on Climate Change. In February, Jason Pavluchuk from the advocacy team met with Ms. Chan to introduce MTC and offer assistance as she acclimates to the office and the region. During the meeting, Jason discussed MTC's role in the region, specifically concerning the recently passed Bipartisan Infrastructure Law (BIL) funding. Jason mentioned that many of the commissioners would be in Washington at the end of March 2023, to which she expressed excitement about meeting the commissioners, staff and working with them. With respect to Congressman Josh Harder (D-CA), Mark Dedrick has already met with new Legislative Director Ata Khan to provide a similar introduction.

Your DC team is also working hard to organize and assemble elements of the March Fly-In. For example, the DC Team has identified and sent meeting invitations to relevant federal agency stakeholders, including critical U.S. Department of Transportation, EPA, Department of Energy, and Housing and Urban Development appointees.

Agency Actions and Competitive Grant Update

EPA Announces Initial Program Design of Greenhouse Gas Reduction Fund

On February 14, 2023, the U.S. Environmental Protection Agency (EPA) announced initial guidance on the Greenhouse Gas Reduction Fund (GGRF) program. The guidance relates to two competitions under the GGRF: a \$20 billion General and Low-Income Assistance Competition and a \$7 billion Zero-Emissions Technology Fund Competition. The General and Low-Income Assistance Competition will award competitive grants to eligible non-profits collaborating with community financing institutions to invest in projects that reduce pollution and lower energy costs for low-income families. The Zero-Emissions Technology Fund Competition will award grants to states, Tribes, local governments, and eligible non-profits to assist with deploying solar technology in disadvantaged communities.

The EPA also announced a roundtable series that will help communicate these programs to communities nationwide. [More information on the announcement can be found here.](#)

Treasury Releases IRA Guidance to Incentivize Investment in Underserved Communities

On Monday, February 13, 2023, the U.S. Treasury Department released new guidance on Inflation Reduction Act (IRA) programs to incentivize investment in underserved communities and hard-hit coal communities. The first notice establishes the expanded Qualifying Advanced Energy Project Credit program, which provides incentives for clean energy property manufacturing and recycling, industrial decarbonization, and critical materials refining, processing, and recycling. The first notice also provides examples of projects eligible to apply for a tax credit of up to 30%. The second notice establishes the Low-Income Communities Bonus Credit program, which provides a 20% tax credit for investments in low-income communities for solar and wind energy projects. [More information on the announcement can be found here.](#)

Changes Coming to 'Buy America' Guidance

On February 9, 2023, the Office of Management and Budget issued a notice of proposed rulemaking (NPRM) to revise its guidance for grants and agreements in support of the "Build America, Buy America" (BABA) provision of the Bipartisan Infrastructure Law. The new provisions are intended to improve the consistency and implementation of BABA requirements. Changes include creating a common framework for applying Buy America Preferences to Federal Financial Assistance; guidance for determining the cost of manufactured products; using the definition of "cost of components" in the Federal Acquisition Regulation (FAR) for procurement; and a new standard for what defines "all manufacturing processes" for manufacturing of construction materials. Comments are due March 13. [More information on the guidance can be found here.](#)

Funding Awarded for Tribal Transportation Safety Improvements

On Thursday, February 2, 2023, the U.S. Department of Transportation Federal Highway Administration (FHWA) announced that 70 tribes would receive approximately \$21 million for 93 projects that improve road safety on Tribal lands, including nearly \$1 million for tribes in California. The funding comes from the FHWA's Tribal Transportation Program Safety Fund, which is dedicated to combatting traffic crashes in Indian and rural communities. The Tribal Transportation Safety Fund, which is part of the Tribal Transportation Program, received a \$3 billion boost for Fiscal Years 2022 through 2026, as authorized by the Bipartisan Infrastructure Law. [More information on the announcement can be found here.](#)

HUD Announces Millions to Address Homeless

On Thursday, February 2, 2023 the U.S. Department of Housing and Urban Development (HUD) announced \$315 million in grants to 46 communities across the country, including \$15 million for the Alameda County Continuum of Care (Berkeley/Oakland) (one of two awards to the state, the other for \$60 million to Los Angeles). These grants provide resources to help communities provide housing and supportive services to people experiencing homelessness. As part of the grant process, communities were also asked to develop plans to address homelessness that involved coordination with healthcare providers and housing agencies. [More information on the announcement can be found here.](#)

\$800 Million Announced for Projects that Improve Road Safety

On Wednesday, February 1, 2023 the U.S. Department of Transportation announced \$800 million in grant awards for 510 projects through the Safe Streets and Roads for All (SS4A) Grant Program, including \$64 million for projects in the Bay Area. The awards fund two types of projects: planning and implementation projects. Action plan grants assist communities that do not currently have a roadway safety plan. Implementation grants provide funding to communities to enact their roadway safety strategies. The goal of the SS4A program is to reverse the troubling increase in traffic fatalities, which hit a 16-year high in 2021. [More information on the awards can be found here.](#)

Mega Grant Awards Announced

On Tuesday, January 31, 2023 the U.S. Department of Transportation announced nearly \$1.2 billion in awards for nine National Infrastructure Project Assistance (Mega) projects across the country, including \$30 million to the California Department of Transportation for the Watsonville-Cruz Multimodal Corridor Program. The Mega program, which was created by the Bipartisan Infrastructure Law, funds projects that are too large or complex for traditional funding programs. Eligible projects include highways, bridges, freight, port, passenger rail, and public transportation projects. The Mega program will invest \$5 billion through 2023. [More information on the announcement can be found here.](#)

\$1.7 Billion Announced to Modernize Fleets and Deploy Clean Transit Buses

On Friday, January 27, 2023, the U.S. Department of Transportation Federal Transit Administration (FTA) announced nearly \$1.7 billion to support state and local efforts to modernize aging transit fleets with low- and no- emission buses, renovate and construct bus facilities, and support workforce development. Under this announcement, two programs will receive funding: FTA's Low or No Emission (Low-No Program) and FTA's Grants for Buses and Bus Facilities Program. \$1.2 billion will be available to the Low-No program to help transit agencies buy or lease U.S.-built zero-emission and low-emission transit buses and equipment. \$469 million in grants will be available to the Buses and Bus Facilities Program which supports transit agencies in buying and rehabilitation buses, vans, and related equipment. [More information on the announcement can be found here.](#)

National Transportation News Roundup (links to articles)

- [Report: Why U.S. Transit Projects Cost So Much \(Planetizen\)](#)
- [Electric Buses Are Gaining New Traction in the Marketplace \(Government Technology\)](#)
- [Biden Touts Infrastructure In State-Of-The-Union Speech \(AASHTO Journal\)](#)
- [How Communities Balance Speed and Safety on the Roads \(Route Fifty\)](#)
- [What to know about the train derailment in East Palestine, Ohio \(NPR\)](#)

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

March 10, 2023

Agenda Item 5a

Release of MTC's 2023 Draft Public Participation Plan for the San Francisco Bay Area

Subject:

Overview of MTC's 2023 Draft Public Participation Plan (PPP) for the San Francisco Bay Area and update approach. On February 24, 2023, MTC's Draft PPP (see Attachment A) was released for a 45-day public review and comment period.

Background:

Federal regulations require MTC to adopt a [public participation plan](#) (PPP) to inform the public and our partners about how they can participate in the development of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP). State statutes further require MPOs to develop an engagement plan for the development of the RTP and the Sustainable Communities Strategy (SCS), which is the region's long-range plan known as Plan Bay Area. Due to the nature of the specific federal and state requirements, the PPP has historically been focused exclusively on the long-range plan and the TIP; however, the latest iteration of the PPP informs members of the public of the various other opportunities to get involved in MTC's work. The current update provided a timely opportunity to incorporate MTC's Equity Platform into the PPP, as well as update our Guiding Principles and Engagement Strategies.

Approach to the 2023 Update

MTC staff reviewed the PPPs of several key partners and conducted research on engagement best practices to help inform the latest plan update. In addition, staff conducted a month-long online survey alongside a robust digital promotion campaign to solicit the public's comments and suggestions for improving public engagement. The survey opened on November 9 and closed on December 9. A summary of comments and suggestions received is included in Attachment B. The February 24 release kicked off a 45-day comment period that will be supplemented with additional online engagement, virtual small group discussions, and a robust communications campaign that includes e-mail blasts, social media and blog posts, press releases and paid digital promotion.

What's Different?

Based on research and comments heard, staff reorganized the PPP to make it more user-friendly, by moving the federally- and state-required technical content into appendices and keeping the essential information for how to get involved in the main document. Staff also revised and expanded the Guiding Principles and Engagement Strategies, which will also serve as a guide for all agency staff when conducting public engagement. As noted above, MTC's Equity Platform also was incorporated into the plan.

The revised Guiding Principles serve as our vision for public participation and are rooted in our Equity Platform:

- 1. Effective engagement has a clear purpose.**

Defining the purpose for engaging the public, understanding the context and identifying the audience of those affected is imperative to ensure effective engagement from the standpoint of the agency and the participants.

- 2. Effective engagement requires two-way education and relationship building.**

Acknowledging the skills and expertise that exists within a given community and boosting community engagement with activities that increase mutual education supports productive conversations. Ongoing, mutual education improves outcomes and requires cultivating relationships with partners and communities to build trust and achieve consensus.

- 3. Effective engagement is not one-size-fits-all.**

Efforts must be tailored to each unique project and audience to enhance community engagement while making every effort to increase participation opportunities for those most impacted by past and current decisions.

- 4. Clear communication is essential in effective engagement.**

Public engagement must be conducted through clear and compelling communications that are appropriate for the intended audience. Leveraging inclusive storytelling builds shared understanding.

5. Effective engagement demands accountability.

Informing the public of opportunities to participate in the process and clearly demonstrating how community voices have influenced planning and policy decisions builds confidence in the public process.

6. Engagement requires openness and transparency.

An open and transparent public participation process empowers low-income communities and communities of color to participate in decision-making that affects them (adopted as an environmental justice principle by the Commission in 2006).

Additionally, our Engagement Strategies help inform *how* we conduct engagement:

1. Engage Early and Often
2. Enable Access for All
3. Prioritize Co-creation and Plain Language
4. Respond and Report Back
5. Assess Impact

Next Steps:

Key dates leading up to adoption of the 2023 PPP include:

February 24	Release MTC's Draft 2023 PPP for 45-day comment period
March 10	Legislation Committee: presentation and discussion on MTC's Draft 2023 PPP
April 10	Close of comment period
June 9	Legislation Committee: present summary of comments and any recommended changes (if there are significant changes, the PPP will be released for a second comment period in May 2023)
June 28	Final Commission action on 2023 PPP (or July 2023 if a second comment period is needed)

Issues:

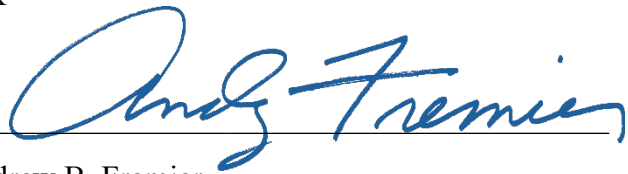
None identified

Recommendation:

Information

Attachments:

- Attachment A: MTC's 2023 Draft Public Participation Plan for the San Francisco Bay Area
- Attachment B: Summary of Feedback
- Attachment C: Presentation



Andrew B. Fremier

DRAFT Public Participation Plan for the San Francisco Bay Area



February 2023



**METROPOLITAN
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Chapter 1 — Introduction

The Metropolitan Transportation Commission (MTC) is committed to a transparent decision-making process that is informed by meaningful public consultation and community engagement. MTC wants people in the San Francisco Bay Area to be involved in the regional planning process. As such, MTC aims to give the public ample opportunities for early and continuing participation in important projects, plans and decisions, and to provide full public access to key decisions. This Public Participation Plan outlines the many opportunities available to get engaged in MTC's work.

The policies and investments made by MTC influence the lives of people who live and work in the Bay Area every single day. To help inform those decisions, MTC is committed to providing ample, accessible opportunities for members of the public to engage with our policymakers about ongoing programs and projects. This Public Participation Plan defines our mission and vision for public engagement and participation, along with the processes for communicating with the public about our programs, plans, projects and decisions. This plan seeks to provide Bay Area residents with the information necessary to participate in and influence the regional policy development and decision-making processes.

What is MTC?

The Metropolitan Transportation Commission (MTC) is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area. MTC supports the region's network of streets, roads, highways, public transit systems, airports and other transportation resources, including the movement of goods through ports and freight rail lines. MTC was created by the California Legislature in 1970 to plan the Bay Area's transportation system. The federal government later designated MTC as the Bay Area's metropolitan planning organization (MPO) charging it with the task of coordinating and deciding how to spend federal transportation dollars that are suballocated to the region. Over the years, MTC's work has expanded through state legislation to address other regional issues, including administration of toll bridge revenues, the environment and housing.

MTC's role has expanded into multiple authorities — created by state law or as a joint powers authority to carry out specific duties or projects for residents of the Bay Area. These authorities include:

- [**Bay Area Toll Authority**](#) (BATA) – manages the toll revenues from the Bay Area’s seven state-owned bridges. BATA also manages FasTrak®, the electronic toll payment system established in state law.
- [**Service Authority for Freeways and Expressways**](#) (SAFE) – operates the freeway service patrol tow trucks and the emergency roadside call box programs. State law established the framework for establishing a SAFE as well as their funding sources; MTC is the Bay Area’s SAFE.
- [**Bay Area Infrastructure Financing Authority**](#) (BAIFA) – oversees the financing, planning and operation of MTC Express Lanes and related transportation projects. BAIFA was established as a joint powers authority of MTC and BATA to administer express lanes and other toll facilities.
- [**Bay Area Housing Finance Authority**](#) (BAHFA) – established in state law, BAHFA is a first-of-its kind regional authority created to address the Bay Area’s chronic housing challenges.
- [**Bay Area Headquarters Authority**](#) (BAHA) – manages and maintains the Bay Area Metro Center building in San Francisco where ABAG and MTC are housed. BAHA was established as a joint powers authority of MTC, ABAG, the Bay Area Air Quality Management District and the San Francisco Bay Conservation and Development Commission — all co-located in the Bay Area Metro Center.

Two Boards, One Staff

In 2008, Senate Bill 375 (Steinberg) was enacted and called upon regional agencies to link together their transportation and land use plans more closely to help achieve climate goals — specifically, reducing greenhouse gas (GHG) emissions from the transportation sector. This law linked MTC’s work more closely with that of the Association of Bay Area Governments (ABAG), the Bay Area’s regional planning agency responsible for land use planning.

ABAG is a joint powers authority of the nine counties and 101 cities in the region that works to strengthen cooperation and collaboration among them to build healthier, stronger communities. ABAG helps local governments plan for new housing development and adapt to change while addressing sustainability, energy, resilience and equity. In 2017, the staffs of both agencies merged, and they now work as one integrated organization reporting to two boards to promote better collaboration and integration on common Bay Area goals.

Public Participation Plan Purpose

Two key planning efforts prompt the bulk of the Public Participation Plan: the [Regional Transportation Plan](#) (RTP) and the [Transportation Improvement Program](#) (TIP).

However, the work of MTC expands beyond these two planning efforts to encompass a range of plans, projects and programs that work together to improve the quality of life for all Bay Area residents as well as our natural environment. As such, this Public Participation Plan details MTC's decision-making process and highlights other opportunities for getting involved and influencing the regional decision-making process. The federal and state requirements for public participation related to the RTP and TIP are included as *Appendix A. Public Participation Procedures for the Regional Transportation Plan and the Transportation Improvement Program*, and *Appendix B. Public Participation Plan for Plan Bay Area 2050+*.

Public Participation Opportunities

While MTC and ABAG work on a myriad of plans, projects and programs with a wealth of engagement opportunities, below is a sampling of the major efforts.

- [Plan Bay Area](#) – The long-range regional plan for the Bay Area is focused on transportation, housing, economic development and environmental resilience, and serves as the region's RTP and Sustainable Communities Strategy (SCS). Federal regulations require MTC to engage in a planning process that creates opportunities for public involvement, participation and consultation throughout the development of the RTP. As such, the public participation procedures for the RTP are thoroughly detailed in Appendix A. Furthermore, SB 375 requires MTC and ABAG to develop a Public Participation Plan for developing the RTP/SCS. See Appendix B for the complete Public Participation Plan for the next update of Plan Bay Area.
- [Transportation Improvement Program](#) (TIP) – The TIP is a federally-required comprehensive four-year regional spending plan for near-term transportation projects, programs and investment priorities. Federal regulations require MTC to engage in a planning process that creates opportunities for public involvement, participation and consultation throughout the development of the TIP. The public participation procedures for the TIP are thoroughly detailed in Appendix A.
- [Overall Work Plan](#) (OWP) – The OWP describes the annual budget, allocation and use of federal and state transportation planning funds in the Bay Area. The OWP is developed each fiscal year and details the agency's planning and budgetary priorities for the following fiscal year.

- [Bay Area Housing Finance Authority](#) (BAHFA) – BAHFA is a first-of-its-kind regional authority created to address the Bay Area’s chronic housing challenges. It offers a powerful new set of financing and policy tools to promote housing affordability and address the region’s housing crisis. BAHFA is a separate legal entity but is governed by the same board as MTC.
- [Regional Housing Needs Allocation](#) (RHNA) – Establishes a blueprint for how each city and county in the state must plan for housing. Required by state law, RHNA is updated every eight years by ABAG.

Who We Engage

MTC represents the entire nine-county San Francisco Bay Area in all its economic, geographic and demographic diversity. The agency is committed to engaging and using input from a range of stakeholders, including:

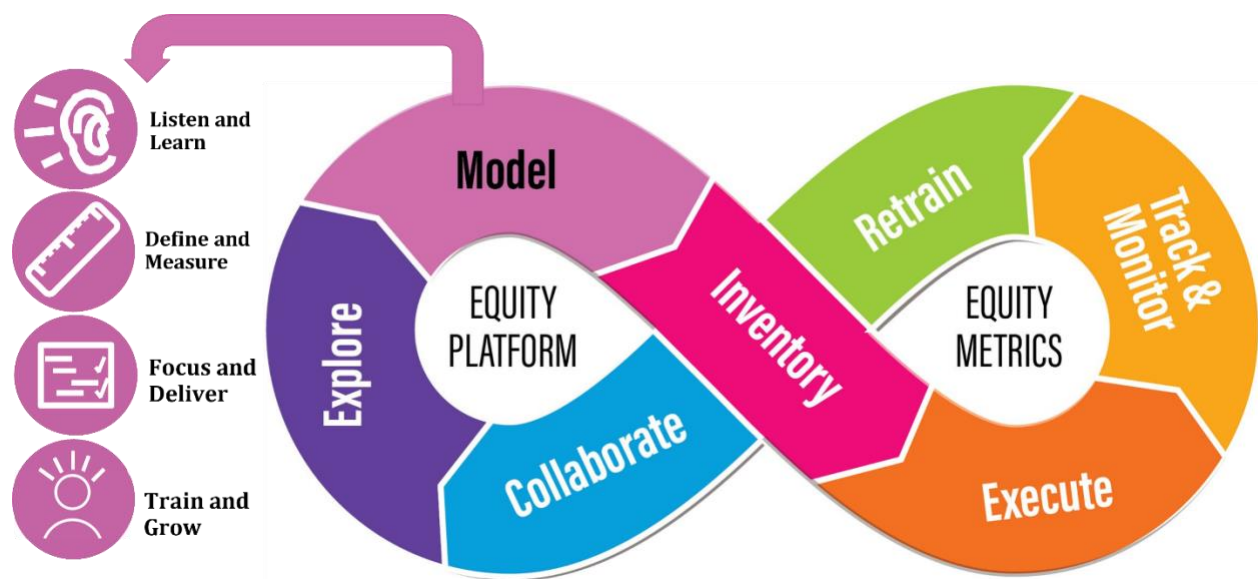
- **General Public** – all residents of the region, with special consideration for the needs of systemically excluded groups, including people of color, communities with low-incomes, persons with disabilities, youth, communities with limited English proficiency and elderly individuals.
- **Community Organizations** – especially those that serve Equity Priority Communities and other groups such as environmental advocates, special interest nonprofit organizations, neighborhood groups, homeowner associations and others.
- **Government Agencies** – public agencies like local transit operators, cities and counties, other regional agencies like the Air District, public health agencies, water districts, county transportation agencies (CTAs), the region’s ports and airports, and agencies at the state and federal levels.
- **Business Community** – private-sector entities whose work intersects with transportation and land use planning, including business associations, private transportation providers, freight shippers, consulting firms, technology developers and non-profit business interest groups.
- **Elected Officials** – elected representatives at all levels, including city councils and mayoral offices, county supervisors, and state and federal legislators.
- **Tribal Governments and Communities** – federally recognized Tribal governments within the Bay Area and California Native American Tribes with Tribal cultural resources in the region.

See chapter six for a full list of partners that MTC aims to engage with.

Chapter 2 — MTC’s Commitment to Participation

Equity Platform

MTC defines equity as “inclusion into a Bay Area where everyone can participate, prosper and reach their full potential.” The agency strives to advance equity through carefully considered investments and policies that can support historically underserved and systemically marginalized groups, including people with low incomes and communities of color.



The Equity Platform, adopted by MTC (Resolution No. 4559) in January 2023, provides a framework for how MTC addresses equity challenges and approaches complex systems and environments. It is grounded by four pillars:

- Listen and Learn
- Define and Measure
- Focus and Deliver
- Train and Grow

The Equity Platform is an ongoing, iterative process that guides staff to create and design solutions that focus on affected communities; increase opportunity for those people most affected by exclusion; shift decision-making power to the people who are affected by policies; and invest in training and education to advance goals for fairness and inclusion. Additional information about MTC’s Equity Platform is available at mtc.ca.gov/about-mtc/what-mtc/equity-platform.

Operationalizing our Equity Platform in our public and community engagement means revising policies and implementing processes that lift the voices of those who have been systemically excluded from the regional decision-making process, including people of color, communities with low incomes, persons with disabilities, seniors and people who speak languages other than English.

Guiding Principles: Our Vision for Engagement

MTC’s guiding principles for engagement serve as our vision for public participation and are rooted in our mission to advance equity in the Bay Area by investing resources in engagement strategies that lift the voices of those who have been historically left out of the decision-making process, and working to ensure systemically excluded communities can meaningfully influence decision-making.

- 1. Effective engagement has a clear purpose.**

Defining the purpose for engaging the public, understanding the context and identifying the audience of those affected is imperative to ensure meaningful engagement from the standpoint of the agency and the participants.

- 2. Effective engagement requires two-way education and relationship building.**

Acknowledging the expertise that exists within a given community and boosting engagement with activities that increase mutual education fosters more productive conversations. Ongoing, mutual education improves outcomes and requires cultivating relationships with partners and communities to build trust and achieve consensus.

- 3. Effective engagement is not one-size-fits-all.**

Efforts must be tailored to each unique project and audience to enhance community engagement while making every effort to increase participation opportunities for those most impacted by past and current decisions.

4. Clear communication is essential in effective engagement.

Public engagement must be conducted through clear and compelling communications that are appropriate for the intended audience. Leveraging inclusive storytelling builds shared understanding.

5. Effective engagement demands accountability.

Informing the public of opportunities to participate in the process and clearly demonstrating how community voices have influenced planning and policy decisions builds confidence in the public process.

6. Engagement requires openness and transparency.

An open and transparent public participation process empowers low-income communities and communities of color to participate in decision-making that affects them (adopted as an environmental justice principle by the Commission in 2006).

Engagement Strategies

Our strategies describe the iterative process MTC follows when implementing public engagement programs and inform *how* we conduct engagement.

Strategy 1: Engage Early and Often

MTC structures major planning initiatives and funding decisions to provide the public with ample opportunity to help shape outcomes. MTC provides timely information to raise awareness of upcoming projects, key milestones and opportunities to influence the policy development and decision-making processes.

Strategy 2: Enable Access for All

MTC works to provide all Bay Area residents with opportunities for meaningful participation, regardless of ability, age or income. This strategy aims to increase activities that reach communities who have been historically left out of policy decisions that affect them. Further, MTC recognizes that individuals should not need to be a transportation professional to understand our work.

Strategy 3: Prioritize Co-creation and Plain Language

MTC aims to conduct engagement activities that design and create solutions in partnership and collaboration with communities affected by policies and decisions. MTC strives to create clear content to foster informed, productive dialogue throughout the engagement process.

Strategy 4: Respond and Report Back

MTC is committed to responding to all correspondence received and summarizing comments heard from participants on impending actions, so decision-makers and the public have a clear understanding of the depth and breadth of opinions on a given issue. MTC also strives to inform participants about how their input and feedback help shape or contribute to key decisions and actions. When outcomes do not correspond to the views expressed, every effort is made to explain why.

Strategy 5: Assess Impact

MTC evaluates our engagement activities in an effort to inform and improve future engagement. Evaluation helps determine who was missing from the process and identifies opportunities for improvement and corrective action.



Chapter 3 — Opportunities for Ongoing Participation

Policy Committees

MTC conducts its work through various committees that provide planning, policy and funding recommendations to the full [Commission](#). Much of the substantive work of the agency is done at the committee level. As such, MTC encourages the public to participate at this stage when decisions are being debated.

All meetings are open to the public. A complete calendar of meetings is available on the MTC website: mtc.ca.gov/meetings-events. Additionally, the public can receive email updates about individual committee meetings by contacting the MTC Public Information Office at info@bayareametro.gov or (415) 778-6757 and requesting to be added to a committee's distribution list.

Members of the public can watch meetings via webcast on the [MTC website](#), or they can participate in meetings via Zoom or in-person. (Note: to actively participate in a meeting, members of the public must join the meeting via Zoom or in person.) To participate in live meetings, visit the main Meetings & Events page (see above) and click on the name of the meeting. There, you will find the details to participate in the meeting via Zoom.

MTC Committees

The following committees make recommendations to the Commission:

- [Administration Committee](#) – Oversees and approves administrative tasks, including staff oversight, consultant contracts, budgeting and financial policies, reports and audits. Has final decision-making authority over most items.
- [Joint MTC-ABAG Legislation Committee](#) – A joint committee of MTC and ABAG that oversees both agencies' legislative advocacy priorities, including positions on state bills and budget requests.
- [Operations Committee](#) – Oversees MTC's public-facing programs like Clipper®.
- [Planning Committee](#) – Oversees MTC's planning studies, including updates to Plan Bay Area. Typically meets jointly with the ABAG Administrative Committee.

- [Programming and Allocations Committee](#) – Develops the policies and recommendations about how to spend regional, state and federal funds, and allocates funding to specific projects.

In addition, BAHFA and BATA have their own oversight committees:

- [BAHFA Oversight Committee](#) — Oversees BAHFA’s work to address the Bay Area’s chronic housing challenges.
- [BATA Oversight Committee](#) – Oversees policies and funding decisions related to BATA, including FasTrak, the region’s electronic toll collection system.

Furthermore, MTC believes that strong collaboration creates better transportation systems for the Bay Area and has several [interagency committees](#) that work with many partners to manage a transportation network that ranges from sidewalks to regional rail, and that is owned and operated by dozens of government agencies.

ABAG Committees

MTC’s work is sometimes conducted jointly with ABAG. For example, ABAG’s [General Assembly](#) periodically receives updates on [Plan Bay Area](#), and the Legislation Committee is a joint committee of ABAG and MTC:

- [Joint MTC-ABAG Legislation Committee](#) – A joint committee of MTC and ABAG that oversees both agencies’ legislative advocacy priorities, including positions on state bills and budget requests.

Full information on ABAG’s policy committees is available at abag.ca.gov/about-abag/what-we-do/how-we-govern.

Policy Advisory Council

MTC’s [Policy Advisory Council](#) — made up of 27 Bay Area residents — advises MTC on current and future transportation policies. The Policy Advisory Council reflects MTC’s commitment to including the public in an open and transparent process of making transportation decisions for the Bay Area. [Current Council members](#) are selected for a 4-year term with the current term ending in 2025. Members of the public are encouraged to apply to become a member of the Policy Advisory Council during its next open recruitment process.

The Policy Advisory Council meets the second Wednesday of each month, and its meetings are open to the public. To be notified about Policy Advisory Council meetings, contact the MTC Public Information Office at (415) 778-6747 or info@bayareametro.gov and request to be added to the Council’s distribution list.

Other Engagement Activities

Public Meetings and Events

Public meetings on specific issues are held as needed. These meetings can range from large in-person open houses and community workshops to small group discussions or focus groups to webinars or online workshops. To solicit comments on various plans, projects and programs, MTC holds meetings online or throughout the nine-county San Francisco Bay Area. Meetings are located and scheduled to maximize public participation (including virtual, evening meetings, etc.). MTC provides [notice of upcoming meetings and events on the MTC website](#). If appropriate, e-mail announcements and news releases are also sent to the public and local media outlets, respectively.

Public Hearings

Public hearings are sometimes required by law for certain policy decisions. Notice of these public hearings is placed on [MTC's website](#), and — when required by law — in the legal section of numerous newspapers in the region, including newspapers circulated in historically disadvantaged communities of the Bay Area. Materials to be considered at public hearings are posted online and made available to interested persons upon request. To be notified when public hearings are scheduled, contact the MTC Public Information Office at (415) 778-6747 or info@bayareametro.gov and request to be added to the public hearing distribution list.

Virtual Engagement

Websites

MTC's website — mtc.ca.gov — is targeted to audiences ranging from transit riders to transportation professionals, elected officials and news media seeking information on particular programs, projects and public meetings. Updated daily, the site provides information about MTC's projects and programs, the agency's structure and governing body, and upcoming public meetings and workshops. It contains the names, e-mail addresses and phone numbers for staff and Commission members; all of MTC's current planning and funding documents; information about the MTC-ABAG Library and a link to the library catalog; as well as detailed facts about the region's travel patterns. It also includes important links to partner government agencies as well as to other MTC sites such as the Bay Area's 511.org, ClipperCard.com, and BayAreaFasTrak.org.

The Vital Signs website — vitalsigns.mtc.ca.gov — provides a wealth of data on Bay Area travel and commute patterns. Vital Signs tracks trends related to transportation, land and people, the economy, the environment and social equity. This data-driven website compiles dozens of indicators; each is presented with interactive visualizations that allow readers to explore historical trends, examine differences between cities and counties, and even compare the Bay Area with other peer metropolitan areas.

The ABAG website — abag.ca.gov — is targeted to local government staff and elected officials. The site provides information on ABAG’s work, as well as the agency’s structure and governing body; upcoming public meetings and events; and technical assistance resources for local staff.

Social Media Channels

MTC has a plethora of social media channels that help to engage the Bay Area’s nearly eight million residents.

MTC’s main social media channels

- Facebook, [MTCBATA](#)
- Instagram, [MTCBATA](#)
- Twitter, [@MTCBATA](#)
- YouTube, [MTCBATA](#)
- Nextdoor, [MTCBATA](#)
- LinkedIn, [MTCBATA](#)

Other MTC social media channels

- Clipper
 - Facebook, [BayAreaClipper](#)
 - Twitter, [@BayAreaClipper](#)
 - YouTube, [BayAreaClipper](#), [Clipperonyourphone4742](#)
- FasTrak®
 - Facebook, [BayAreaFasTrak](#)
 - Twitter, [@fastrakbayarea](#)
 - Vimeo, [bayareafastrak](#)
- 511
 - Facebook, [511SFBay](#)
 - Instagram, [511sfbay](#)
 - Twitter, [@511SFBay](#)

Bay Link Blog

The Bay Link blog is a source for news and insights from MTC and ABAG. The blog compiles news headlines about transportation, housing, the environment and the economy from around the Bay Area and shares original content about MTC’s and ABAG’s work. The blog is available at: blog.bayareametro.gov.

e-News

MTC maintains several distribution lists used to send out announcements, e-newsletters, meeting agendas, project updates, and much more. To sign up to receive updates from MTC, visit mtc.ca.gov/about-mtc/public-participation/get-involved. To be added to the distribution lists of MTC committees, contact the MTC Public Information Office at info@bayareametro.gov or (415) 778-6757 and request to be added to the individual committee distribution list.

As required by state statute, Plan Bay Area and BAHFA offer a simple way for the public to register to receive updates. Plan Bay Area has an e-newsletter that is sent monthly, and as needed, delivering project updates and announcements during the plan development process. To sign up to receive Plan Bay Area updates, visit planbayarea.org/get-involved/mailling-list.

As its work ramps up, BAHFA will begin to send updates to interested individuals who register to receive news on their projects and engagement opportunities. To sign up to receive BAHFA updates, visit abag.ca.gov/our-work/housing/bahfa-bay-area-housing-finance-authority.

Public Information Office

MTC's commitment to public participation includes staff dedicated to involving the public in our work. In addition to the components of MTC's public outreach program detailed in this plan, public information staff can:

- request translation services or ADA accommodations for members of the public who speak languages other than English or are visually- or hearing-impaired.
- offer assistance and make available to the public any item on its websites (including meeting notices, agendas, meeting materials, etc.) when a person does not have Internet access.
- work with interested organizations to arrange for staff and/or Commissioners to make presentations to community groups.
- respond to inquiries from the public and media received by:
 - Telephone: (415) 778-6757
 - Mail: 375 Beale Street, Suite 800, San Francisco, CA 94105
 - E-mail: info@bayareametro.gov

Multilingual Phone Lines

Members of the public can reach public information staff in various languages:

- English: (415) 778-6757
- Chinese: (415) 778-6689
- Spanish: (415) 778-6656

Plan Bay Area Comment Line

Plan Bay Area has a dedicated listening line that allows members of the public to participate in the plan update process via phone. Participants can record their comments to be entered into the official record. Callers can leave Plan Bay Area-related comments in English, Cantonese, Mandarin and Spanish by calling (415) 778-2292.

Library

The [MTC-ABAG Library](#) provides access to both a digital and physical collection of materials on transportation planning, housing, demographics, economic trends, public policy issues and more. The library, located at 375 Beale Street, offers a collection of publications from MTC and ABAG, as well as research on current topics, historical documents from transit agencies and local governments, and more.

The digital collection can be accessed [through the library catalog](#), and the physical collection can be accessed by making an appointment to visit the library. Call or email our American Library Association-accredited librarian for reference assistance or to make an appointment to visit the library's physical collection at (415) 778-5236 or library@bayareametro.gov. MTC also offers a searchable, complete digital archive of reports, plans and more at mtc.ca.gov/digital-library.



Chapter 4 — Engagement Techniques

MTC uses various techniques to engage the public. A menu of the participation methods we employ is outlined below and includes traditional approaches as well as opportunities to engage virtually. These techniques are informed by outreach we conducted in advance of updating this plan.

Traditional Methods

- Conduct meetings, workshops and open houses at varied times of day, including evening/weekend meetings, to encourage participation.
- Present to existing groups and organizations, co-host events with community groups, business associations, etc.
- Participate in community events.
- Contract with community-based organizations in Equity Priority Communities for focused outreach.
- Use “pop-up” workshops/meetings in public gathering places. These are on-the-spot meetings or workshops held in locations where the public is already gathered.
- Organize small-group discussions such as focus groups with participants recruited randomly from telephone polls or recruited by stakeholder interest groups.
- Sponsor a topical forum or summit with partner agencies, the media or other community organizations.
- Host question-and-answer sessions with planners and policy board members.

Virtual Engagement

- Virtual workshops/open houses hosted via online meeting platforms like Zoom.
- Provide remote access to meetings by webcasting meetings via Facebook, YouTube, websites, etc.
- Host telephone town halls or online webinars.
- Provide asynchronous opportunities for participating (e.g., webinar recordings with online comment forms, interactive games, etc.).
- Online interactive surveys, polls.

- Use social media and paid digital promotion to reach a larger audience.
- Post video recordings of past public meetings/workshops.
- Post written or display materials from in-person meetings online.
- Encourage interaction among participants via web (e.g., online discussion boards, etc.).
- Provide access to planning data (such as maps, charts, background on travel models, forecasts, census data, research reports, etc.).
- Post information online in advance of public meetings.

Visualization Techniques

- Maps
- Charts, illustrations, photographs
- Table-top displays and models
- Electronic voting at workshops
- PowerPoint slide shows
- Videos (traditional, animated, simulation)

Polls/Surveys

- Statistically valid telephone polls (Plan Bay Area)
- Electronic surveys via web and SMS-based (text) surveys
- Intercept interviews/surveys where people congregate, such as at transit hubs.
- Printed surveys distributed at meetings, transit hubs, on-board transit vehicles, etc.

Online and Printed Materials

- User-friendly, accessible documents (including use of executive summaries)
- Review of publications to ensure use of plain language
- Post cards, mailers, etc.
- Maps, charts, photographs and other visual means of displaying information
- Use of the Bay Link blog to share important or complex information in an accessible manner

Targeted Mailings/Flyers

- Work with community-based organizations to distribute flyers/information via their channels.
- Periodic e-newsletters, e-announcements, etc.
- E-mail to targeted distribution lists
- Distribute “Take One” flyers to key community organizations
- Place notices on board transit vehicles and at transit hubs

Local Media

- Issue news/press releases
- Invite reporters to news briefings.
- Conduct media roundtables to educate reporters on complex topics.
- Meet with editorial staff.
- Submit opinion pieces/commentaries to local news media.
- Purchase display ads.
- Negotiate inserts into local printed media.
- Visit ethnic media outlets to encourage use of MTC/ABAG news releases.
- Place speakers on radio/TV talk shows.
- Public Service Announcements on radio and TV.
- Develop content for public access/cable television programming.
- Develop civic journalism partnerships.

Notification of Meetings and Events

- Maintain an updated Meeting & Events online calendar.
- Post meeting and events announcements on websites.
- Use paid digital promotion to promote events and meetings.
- Use of the Bay Link blog to promote events and meetings.
- Distribute e-mail blasts to share important announcements, project updates, etc.
- Disseminate information through partnerships with local government, transit operators and community-based and interest organizations.
- Distribute periodic e-newsletters.
- Disseminate information via social media channels.
- Disseminate information via local media.

Techniques for Involving Low-Literacy Populations

- Use plain language in all materials and presentations.
- Train staff to be alert to and anticipate the needs of low-literacy participants in meetings, workshops, etc.
- Robust use of visualization techniques to communicate about complex topics, including maps and/or graphics to illustrate trends, choices being debated, etc.
- Personal interviews or use of audio recording to obtain oral comments.
- Use of a listening line for participants to submit audio comments via phone.

Techniques for Involving Low Income Communities and Communities of Color

- Presentations and discussions with MTC’s Policy Advisory Council.
- Paid partnerships with community-based organizations that are trusted by the relevant communities with whom we are trying to engage to co-host meetings and remove barriers to participation by offering assistance, such as childcare, meals, translation services, etc.
- Distribute “Take One” flyers on transit vehicles and at transit hubs.
- Outreach in the community (such as pop-up meetings at flea markets, libraries, health centers, etc.).
- Use of community and ethnic media outlets to announce participation opportunities.
- Paid informational stories in ethnic media.

Techniques for Involving Limited-English Proficient Populations

See also MTC’s Final Revised Plan for Special Language Services to Limited English Proficient (LEP) Populations, which can be found in English, Spanish and Chinese on MTC’s website at mtc.ca.gov/about-mtc/public-participation/language-assistance.

- Conduct meetings entirely in languages other than English (e.g., Spanish, Chinese).
- Train staff to be alert to, and to anticipate the needs of participants who speak languages other than English at meetings and workshops.

- Personal interviews or use of video/audio recording to obtain oral comments in languages other than English.
- Use of social media channels used by persons who speak languages other than English.
- Translated documents and web content on key initiatives.
- Translated materials; have translators available at meetings, upon request.
- Include information on meeting notices about how to request translation assistance.
- Translated vital news releases and outreach to non-English media, such as radio, television, newspapers and social media.
- When conducting statistically valid polls, surveys or focus groups, offer the information in other languages.
- Follow the guidance in the [language assistance plan](#).

Techniques for Involving Native American Tribes

- Send Tribal governments and relevant Tribal representatives, organizations or groups timely and adequate public notices and announcements.
- Connect with Tribal governments and establish an expected level of communication.
- Actively seek Tribal government input on MTC projects and programs through direct contact with Chairpersons and/or Tribal representatives, as appropriate.
- Respond to all Tribal government comments.
- Respond to all consultation requests from Tribes.
- Intentionally create engagement opportunities for Tribes to be involved in the regional planning process.
- Present information to Tribal leaders and representatives at a Tribal Summit (see chapter 5).

Techniques for Reporting on Impact

- Present/share information on what was heard with decision-makers.
- Report how public input influenced the process to decision-makers.

- Summarize key themes of public comments in staff reports to policy committees.
- Notify participants when reporting how public input influenced the process and/or when sharing information on what was heard.
- Use e-newsletter articles to report back to participants.
- Post comments, key themes and how feedback influenced the process online.



Chapter 5 — Partners

MTC aims to meaningfully engage those affected by its policies, actions and decisions and to tailor engagement efforts to each project and its respective audience.

Below is a sample list of partners MTC strives to engage in its work as required by federal and state law:

- affected public agencies
- affordable housing advocates and organizations
- airport operations
- bicycle and pedestrian advocacy organizations
- broad-based business organizations
- chambers of commerce
- city managers
- commercial property interests
- communities with low-incomes
- community development agencies and organizations
- community-based organizations
- county transportation agencies
- economic development agencies
- educational community and institutions
- elderly and retired persons
- elected officials
- environmental advocates
- environmental protection agencies
- Equity Priority Communities
- federal land management agencies
- freight interests
- general public
- health and wellness representatives
- home builder representatives
- homeowner associations
- landowners
- limited English proficiency communities
- local government staff
- local planning departments
- natural disaster risk reduction agencies/organizations
- neighborhood and community groups
- neighborhood councils
- organizations serving rural area residents
- parent organizations
- persons with disabilities
- private providers of transportation
- private sector
- providers of freight transportation services

- public agencies
- public health and wellness representatives
- public ports
- public sector
- regional government agencies
- renter/tenant advocacy organizations
- representatives of public transportation employees
- representatives of the disabled
- representatives of users of pedestrian walkways and bicycle transportation facilities
- representatives of users of public transit
- state agencies
- students and youth
- tourism interests
- transit agencies
- transportation and transit advocates
- transportation commissions
- Tribal governments and Indigenous communities



Chapter 6 — Tribal Government Consultation and Engagement with Native American Tribes

MTC acknowledges that the land that makes up the nine-county San Francisco Bay Area has been home to diverse groups of Indigenous peoples with unique cultures and deeply rooted relationships to the land for over 10,000 years. MTC acknowledges these diverse groups of Indigenous peoples as the traditional caretakers of the land that makes up the Bay Area. We honor their connection to the land and the deep respect they hold for this region.

MTC is committed to furthering meaningful partnerships with the Tribes of this region and consulting with Tribal governments prior to making decisions, taking actions, or implementing programs that may impact their communities. Our work will strive to ensure programs and activities avoid or minimize adverse impacts to cultural and other important Tribal resources.

Federally Recognized Tribes

There are six federally recognized Native American Tribes in the San Francisco Bay Area:

- Cloverdale Rancheria of Pomo Indians
- Dry Creek Rancheria Band of Pomo Indians
- The Federated Indians of Graton Rancheria
- Kashia Band of Pomo Indians of the Stewarts Point Rancheria
- Lower Lake Rancheria Koi Nation
- Lytton Rancheria Band of Pomo Indians

MTC is committed to consulting with the region's Tribal governments in our major plans and in projects of priority to Tribes. However, MTC encourages the Tribes to request government-to-government consultation at any time and on any project, program, action or decision. MTC commissioners and executive staff will participate in government-to-government consultation with Tribal governments and will conduct consultation and/or engagement activities in locations convenient for the Tribal governments.

The groundwork for engagement and consultation with our region’s Tribal governments will occur early in an engagement process and will be conducted according to Tribal preference. MTC will continue to host Tribal Summits as an opportunity for Tribes to collaborate with MTC and ABAG and other regional and local partners. Staff will work with Tribal leaders and their representatives to co-create agendas and will present topics of interest to the Tribes. Additionally, MTC commits to conducting individual meetings with each Tribe, upon request.

California Native American Tribes

It is important to note that there are many other Tribes with connections to the lands that make up the nine-county San Francisco Bay Area, including Tribes that are not recognized by the federal government. MTC recognizes these Tribes as important stakeholders in the regional planning process who are also affected by our work and decisions. As such, MTC is committed to building relationships with and engaging the many Tribes connected to our region, including:

- Amah Mutsun Tribal Band
- Amah Mutsun Tribal Band of Mission San Juan Bautista
- Big Valley Rancheria/Big Valley Band of Pomo Indians
- Cachil Dehe Band of Wintun Indians of the Colusa Indian Community
- Coastanoan Rumsen Carmel Tribe
- Coyote Valley Band of Pomo Indians
- Guidiville Rancheria
- Indian Canyon Mutsun Band of Costanoan
- Ione Band of Miwok Indians
- Kletsel Dehe Band of Wintun Indians
- Mishewal-Wappo Tribe of Alexander Valley
- Muwekma Ohlone Indian Tribe of the SF Bay Area
- North Valley Yokuts Tribe
- Pinoleville Pomo Nation
- Potter Valley Rancheria
- Redwood Valley Rancheria
- Robinson Rancheria of Pomo Indians
- Scotts Valley Band of Pomo Indians
- The Confederated Villages of Lisjan
- The Ohlone Indian Tribe
- Torres Martinez Desert Cahuilla Indians
- United Auburn Indian Community of the Auburn Rancheria
- Wilton Rancheria
- Yocha Dehe Wintun Nation

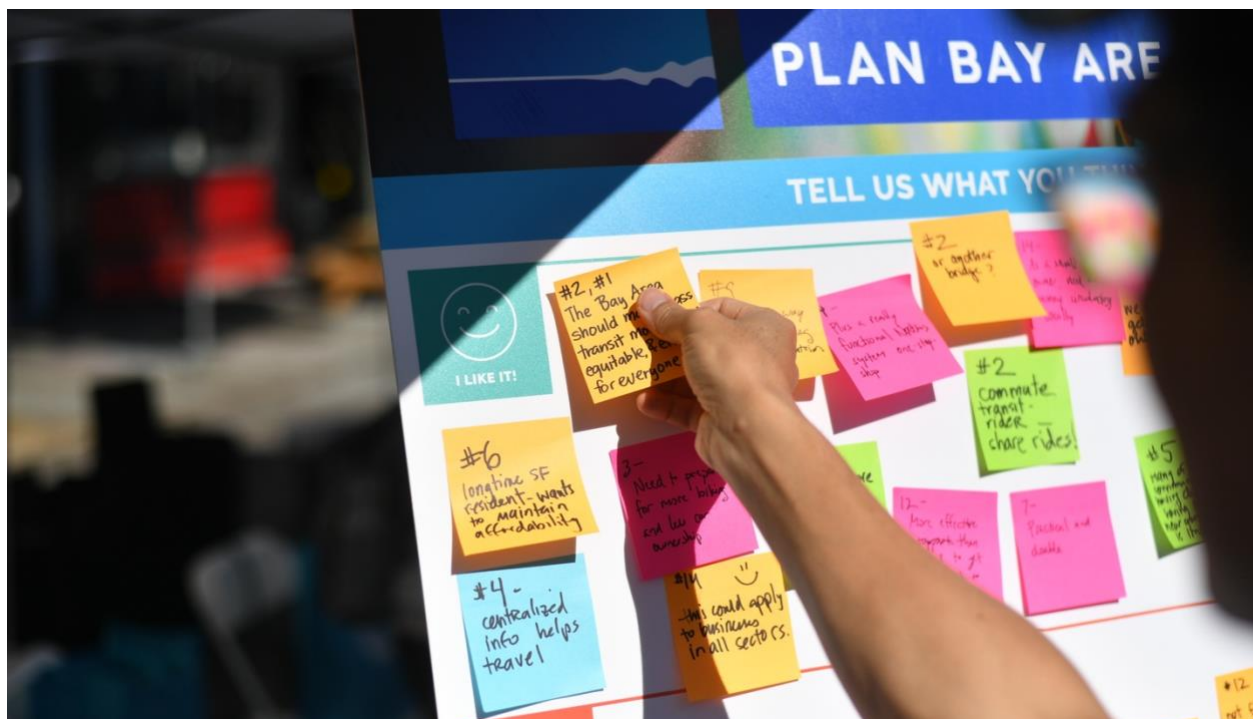
Furthermore, MTC will provide written notification to all Tribes in the region, including federally recognized Tribes and all California Native American Tribes on the Native American Heritage Commission list with Tribal Cultural Resources in the Bay Area, about the opportunity for engagement in the long-range regional plan update process, as required by Assembly Bill 52.



Chapter 7 — Revising the Public Participation Plan

MTC’s Public Participation Plan is not a static document, but rather an ongoing strategy that is periodically reviewed and updated to reflect changing circumstances and current best practices. Additionally, as part of every public engagement program developed for Plan Bay Area, MTC sets performance measures to gauge the effectiveness of the engagement program. This evaluation serves to inform and improve future engagement programs, including future updates to this Public Participation Plan.

Furthermore, this Public Participation Plan may be subject to minor changes from time to time. Minor changes will be noticed and posted on the MTC website. Any major updates will be released for public review and comment for a period of 45 days and also will include review by MTC’s Policy Advisory Council, the Joint MTC-ABAG Legislation Committee and approval by the Commission. MTC will extend the public comment period by an additional 45 days in instances where major revisions are proposed in response to comments heard.



Appendix A.

Public Participation Plan Statutory Requirements

DRAFT

February 2023

Public Participation Plan — Statutory Requirements

MTC's Public Participation Plan is developed and updated in accordance with guidelines established by federal laws and regulations and state statutes (listed below) that affect the work of metropolitan planning organizations like MTC.

Federal Requirements

- **Federal Metropolitan Planning Law and Regulations**, 23 USC 134 et seq. and 23 CFR Part 450 et seq.
- **Fixing America's Surface Transportation Act (FAST Act)**, Public Law as passed by Congress and signed by President Barack Obama on December 4, 2015.
- **Moving Ahead for Progress in the 21st Century Act (MAP-21)**, signed into law in 2012, requires metropolitan planning organizations to provide opportunities for public involvement.
- **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**, signed into law in 2005 as Public Law 109-59, authorized funds for Federal-aid highways, highway safety programs, transit program and other purposes and established federal metropolitan transportation planning requirements.
- **Federal Clean Air Act of 1970**, 42 USC 85 and 40 CFR Parts 50-99.
- **Title VI of the Civil Rights Act of 1964**, prohibits discrimination on the basis of race, color or national origin in carrying out planning and programming activities.
- **Americans with Disabilities Act of 1990**, 42 USC 126 and 49 CFR 27.19.
- **Executive Order 12372 — Intergovernmental Review of Federal Programs**, signed July 14, 1982 by President Ronald Reagan.
- **Executive Order 12898 — Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations**, signed February 11, 1994 by President William J. Clinton.
- **Executive Order 13166 — Improving Access to Services for Persons with Limited English Proficiency**, signed August 11, 2000 by President William J. Clinton.

State Requirements

- **Assembly Bill 52**, enacted in 2012, amended CEQA to create a separate category for cultural resources and established a notification and consultation process with affected Tribes.
- **Senate Bill 375**, enacted in 2008, requires ABAG and MTC to jointly develop a Sustainable Communities Strategy as part of the Regional Transportation Plan.
- **California Environmental Quality Act (CEQA)**, passed in 1970, requires public agencies and local governments to evaluate and disclose the environmental impacts of projects or other major land use decisions, and to limit or avoid those impacts to the extent feasible.
- **California Public Records Act**, adopted in 1968, requires disclosure of records to the public upon request unless otherwise exempt.
- **Ralph M. Brown Act**, passed in 1953, guarantees the public's right to attend and participate in meetings of local legislative bodies.

Appendix B.

Public Participation Procedures for the Regional Transportation Plan and the Transportation Improvement Program

DRAFT

February 2023

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Public Participation Procedures for the Regional Transportation Plan and the Transportation Improvement Program

The long-range regional plan looks at least 20 years into the future and charts the course for the nine-county San Francisco Bay Area, connecting the dots between transportation, housing, economic development, and environmental resilience. The current plan, known as Plan Bay Area 2050, serves as both the federally-required Regional Transportation Plan (RTP) and the region's Sustainable Communities Strategy (SCS), which is required by state law. Plan Bay Area 2050 identifies a path to make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges through 35 long-range strategies complemented by 80+ near-term implementation priorities.

The Transportation Improvement Program (TIP) is a comprehensive four-year regional spending plan for near-term transportation projects, programs and investment priorities. The TIP lists projects or programs that have a federal interest — meaning projects or programs for which federal funds or actions by federal agencies are anticipated — along with local- and state-funded projects that are regionally significant.

Federal regulations require MTC to engage in a planning process that creates opportunities for public involvement, participation and consultation throughout the development of the RTP and the TIP. This Appendix B outlines how to get involved in the development of these two important regional transportation documents.

Public Participation in the RTP and TIP

Because of its comprehensive, long-term vision, the long-range regional plan, which includes the RTP, provides the earliest and best opportunity for interested persons and public agencies to influence MTC's policy and investment priorities for the Bay Area. It is during the development of Plan Bay Area where investment priorities are established, and broad, regional policy decisions are made.

Another opportunity for public participation, but further along in the process, is the TIP, which is a programming document that identifies funding only for those programs and projects that are already included in the RTP and have secured at least partial funding. A

mid-point between the RTP and TIP is the project- selection process. Interested residents can become versed in how a transportation project moves from an idea to implementation in a publication titled “A Guide to the San Francisco Bay Area’s Transportation Improvement Program, or TIP,” available on MTC’s website: mtc.ca.gov/funding/transportation-improvement-program-tip.

An easy way to become involved in the development of Plan Bay Area and the TIP is to sign up to receive updates from MTC: mtc.ca.gov/about-mtc/public-participation/get-involved. MTC also has a dedicated mailing list for Plan Bay Area available at planbayarea.org/get-involved/mailling-list. To receive updates about the TIP, contact MTC’s Public Information Office at info@bayareametro.gov or (415) 778-6757 and request to be added to the TIP email distribution list.

A. Regional Transportation Plan

The long-range Regional Transportation Plan (RTP) prioritizes and guides Bay Area transportation development for at least the next 20 years. The RTP integrates transportation strategies — public policies and packages of investments — and establishes the financial foundation for how the region invests in its surface transportation system by identifying how much funding is reasonably expected to be available to address critical transportation needs and describing how it should be prioritized. Per federal requirements, the RTP must be updated at least once every four years to reflect reaffirmed or new planning priorities and includes a reasonable forecast of future transportation revenues available to the region.

Under California Senate Bill 375 (Steinberg, Chapter 728, Statutes of 2008) the RTP must include a Sustainable Communities Strategy (SCS) for achieving a state-mandated target for reducing per-capita greenhouse gas (GHG) emissions from cars and light trucks and identify specific areas in the nine-county Bay Area to accommodate all the region’s projected population growth, including all income groups, for at least the next 25 years. The law requires MTC and ABAG to jointly develop the Sustainable Communities Strategy to integrate planning for growth and housing with transportation. These two statutory planning requirements are fulfilled as part of the broader regional plan, known as Plan Bay Area. The current plan, adopted in October 2021, is called Plan Bay Area 2050 (planbayarea.org/finalplan2050). The next update of the RTP/SCS will be known as Plan Bay Area 2050+. SB 375 calls for a separate Public Participation Plan for development of the Regional Transportation Plan and the Sustainable Communities Strategy, and therefore Appendix C describes the Public Participation Plan for Plan Bay Area 2050+.

MTC prepares several technical companion documents for Plan Bay Area updates. These include a program-level Environmental Impact Report (EIR) per California Environmental Quality Act (CEQA) guidelines, and transportation air quality conformity analyses (to ensure clean air mandates are met) per federal Clean Air Act requirements. Certain revisions or updates to Plan Bay Area may warrant a revision or update to these technical documents. The process for preparing and conducting interagency consultation on the conformity analysis is described in MTC Resolution No. 3757, Revised.

MTC also prepares an equity analysis of Plan Bay Area to determine whether systemically-excluded and low-income communities in the Bay Area share equitably in the benefits of the long-range regional plan without bearing a disproportionate share of the burdens. As an assessment of the region's long-range transportation investments, this analysis is conducted at a regional, program-level scale. This assessment of the long-range plan is intended to satisfy federal requirements under Title VI of the Civil Rights Act and federal policies and guidance on environmental justice. For each update of Plan Bay Area, MTC will prepare a public participation plan (see below "Plan Bay Area Update") that will provide more information on how the equity analysis will be conducted throughout that update of the RTP.

Updating and Revising the Regional Transportation Plan

An update of an existing RTP/SCS (Plan Bay Area) is required at least once every four years. Plan Bay Area also may be revised in between major updates under certain circumstances, as described below:

Plan Bay Area (RTP/SCS) Update

This is an update to the current long-range regional plan, which includes the RTP, and is prepared pursuant to state and federal requirements.

Plan Bay Area updates include extensive public consultation and engagement involving thousands of Bay Area residents; local and partner agency officials and staff; private sector stakeholders; community-based and advocacy organizations; and others over many months. MTC's Policy Advisory Council also plays a key role in providing feedback on the strategies contained in the plan, which are public policies and investments that can be implemented in the Bay Area at the city, county, regional or state level. Local and Tribal governments, transit operators, and other federal, state and regional agencies also actively participate in the development of the Plan Bay Area update via existing and ad hoc forums.

For each Plan Bay Area update, MTC will prepare a multi-phased public outreach and engagement program to ensure that all those with a stake in the outcome are actively

involved in its preparation. See Appendix C for specific information on public engagement for Plan Bay Area 2050+, the next update to the long-range regional plan (RTP/SCS) that is slated to be completed by 2025.

Public Participation Process for a Plan Bay Area Update

- 1.** Prepare a public participation plan to provide early and continuing opportunities to comment.
- 2.** Review public participation plan with the public and advisory groups.
- 3.** Implement public outreach and engagement program, which may include:
 - A. Numerous targeted in-person and/or virtual workshops/meetings with local governments, partner agencies, advisory groups (including MTC's Policy Advisory Council), and the general public.
 - B. Opportunities to participate online and/or by phone, such as web- and text-based surveys, webinars, statistically valid telephone poll, etc.
 - C. Posting plan-related documents to the web for public review and comment.
 - D. Making documents available for viewing by appointment at the MTC-ABAG library.
- 4.** Notify the public of opportunities to participate using e-mail announcements and newsletters, mailers, press releases, web postings, MTC's social media channels, etc.
- 5.** Conduct intergovernmental consultation, as required and as appropriate.
- 6.** Conduct interagency consultation, as appropriate, based on Air Quality Conformity Protocol (MTC Resolution No. 3757, Revised).
- 7.** Post draft plan to the Plan Bay Area website and release for at least a 45-day public review period:
 - A. Hold at least three public hearings.
 - B. Respond to comments.
 - C. Provide an additional review and comment opportunity of five days if the final Plan Bay Area differs significantly from the draft plan and raises new material issues.
- 8.** Adoption by the MTC Commission and ABAG Executive Board at a joint public meeting.
- 9.** Post final Plan Bay Area Update to the planbayarea.org website.
- 10.** Notify the public about the Commission and Board action via electronic mailings.

Plan Bay Area (RTP/SCS) Amendment

An amendment is a major revision to the long-range regional plan, including adding or deleting a transportation project; major changes in transportation project/project phase costs (e.g., having to remove or postpone a named project to accommodate higher costs); initiation dates (e.g., when the expected opening day of operation changes from short-term to long-term or vice versa); and/or design concept and scope (e.g., changing project locations or the number of through traffic lanes). Changes to transportation projects that are included in the RTP only for illustrative purposes (such as in a potential financially unconstrained “vision” element) do not require an amendment.

An amendment requires public review and comment, demonstration that the project can be completed based on expected funding, and/or a finding that the change is consistent with federal transportation air quality conformity mandates. Amendments that require an update to the air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757, Revised.

Public Participation Process for a Plan Bay Area Amendment

1. Release proposed amendment for a 30-day public review period:
 - D. Notify the public of opportunities to participate using e-mail announcements/newsletters, mailers, press releases, web postings and/or MTC’s social media channels.
 - E. Post amendment on the Plan Bay Area website for public review.
 - F. Make amendment available for viewing by appointment at the MTC-ABAG library.
2. Plan Bay Area Amendment reviewed at a public meeting of the Joint MTC Planning Committee with the ABAG Administrative Committee.
3. Approval by the MTC Commission and ABAG Executive Board at public meetings.
4. Post approved Plan Bay Area Amendment on the Plan Bay Area website.
5. Notify the public about the Commission and Board action via electronic mailings.

Plan Bay Area (RTP/SCS) Administrative Modification

This is a minor revision to the long-range regional plan for minor changes to transportation project/project phase costs, funding sources and/or initiation dates. An administrative modification does not require public review and comment, demonstration that the transportation project can be completed based on expected funding, nor a finding that the change is consistent with federal transportation conformity requirements. As with a Plan

Bay Area amendment, changes to transportation projects that are included in an RTP’s potential financially unconstrained “vision” element may be changed without going through this process.

Public Participation Process for a Plan Bay Area Administrative Modification

1. No formal public review
2. Approval by MTC Executive Director
3. Plan Bay Area Administrative Modification posted on the Plan Bay Area website following approval

Other Federal and State Requirements

Countywide Transportation Plans

Bay Area counties are authorized by state law to develop Countywide Transportation Plans (CTP) on a voluntary basis approximately once every four years. MTC, however, is required to develop guidelines for the development of CTPs by the County Transportation Agencies (CTAs). The intent of these guidelines is to achieve compatibility between CTPs and the RTP through a common planning framework, even though the plans differ in scope.

CTPs assess transportation needs and guide transportation priorities and funding decisions for that county over a 20- to 25-year horizon. These countywide plans inform the transportation projects and programs that are forwarded to MTC for consideration in the RTP. Information on the CTP process is available here: mtc.ca.gov/planning/long-range-planning/countywide-transportation-plans.

Congestion Management Process

Under federal regulations, MTC is required to [prepare a congestion management process \(CMP\) for the Bay Area](#) that provides, “accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs.” In addition to the regional CMP, county-level planning work by CTAs also informs MTC’s decisions on program and investment priorities, including the RTP. Examples of this local planning work include county CMPs, Countywide Transportation Plans, corridor studies, sales tax investment plans, among others. Generally, MTC’s Planning Committee adopts guidelines every two years to guide the development and ensure consistency between the RTP and countywide CMPs. Those interested in this planning effort may obtain copies of the relevant memoranda via MTC’s

website, or by requesting to be added to the Planning Committee’s mailing list at info@bayareametro.gov.

B. Transportation Improvement Program

The Transportation Improvement Program (TIP) helps implement the policy and investment priorities expressed by the public and adopted by MTC in Plan Bay Area. In this way, public comments made as part of the plan are reflected in the TIP as well. The TIP covers at least a four-year timeframe, and all projects included in the TIP must be consistent with Plan Bay Area, which covers 20 or more years. The TIP is a comprehensive listing of Bay Area surface transportation projects — including transit, highway, local roadway, bicycle and pedestrian investments — that:

- receive federal surface transportation funding, or
- are subject to a federally required action, or
- are regionally significant, for federal air quality conformity purposes.

The TIP does not contain all funds, projects or programs identified in Plan Bay Area. The majority of revenues identified in the plan are never included in the TIP. These include local and state funds used to operate and maintain the transportation network that do not meet the criteria listed above. The TIP itself does not implement the plan, but rather is a subset of projects that contribute to the achievement of the plan’s goals.

The TIP includes a financial plan that demonstrates there are sufficient revenues to ensure that the funds committed (or “programmed”) to the projects are in fact available to implement the projects or project phases. Adoption of the TIP also requires a finding of conformity with federal air quality standards.

Individual project listings may be viewed through MTC’s web-based Fund Management System at fms.bayareametro.gov. As part of MTC’s commitment to public engagement, many projects in the TIP are mapped to present a visual location of the project. Individuals without access to the internet may view a printed copy of the project listings in the MTC-ABAG library by scheduling an appointment by calling 415-778-5236 or emailing library@bayareametro.gov.

In addition to a Transportation Improvement Program that is accessible online at mtc.ca.gov/funding/transportation-improvement-program-tip, MTC maintains free, subscription-based e-mail distribution lists to inform interested individuals, transportation officials and staff of changes and actions related to the TIP. Through this list, individuals may be alerted as needed regarding the development and approval of a new TIP and updates, such as the notice of a TIP update or notice and approval of the TIP

amendments. These notifications facilitate public review and comments as well as coordination with transportation and other public agencies. Sign up for the service by contacting MTC at info@bayareametro.gov.

To further assist in the public assessment of the TIP, and specifically to analyze the equity implications of the proposed TIP investments, MTC conducts an analysis for the TIP with a focus on specific populations, including systemically-excluded and low-income communities.

Updating and Revising the TIP

Federal regulations require that the TIP be updated at least once every four years. State statute requires that the TIP be updated every two years. From time to time, circumstances dictate that revisions be made to the TIP between updates, such as adding a new project. MTC will consider such revisions when the circumstances prompting the change are compelling. The change must be consistent with Plan Bay Area, be consistent with (“conform to”) the federal air quality plan known as the State Implementation Plan (SIP), and it must be financially feasible.

In addition to a TIP update, revisions to the TIP may occur as TIP Amendments, TIP Administrative Modifications, or TIP Technical Corrections. The criteria for administrative modifications and amendments are defined in federal regulations, specifically Title 23, CFR part 450.104.

The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and California Department of Transportation (Caltrans) have developed amendment and administrative modification procedures for the TIP. These procedures are posted online at: mtc.ca.gov/sites/default/files/TIP_Revision_Procedures.pdf. Further explanation about TIP updates and how different types of revisions are processed are described below.

TIP Update

This is a complete update of the existing TIP, to reflect new or revised transportation investment strategies and priorities. Federal regulations require an update of the TIP at least once every four years, while state statute requires an update of the TIP every two years. Because all projects included in the TIP are consistent with Plan Bay Area, MTC’s extensive public outreach for development of Plan Bay Area is reflected in the TIP as well. The TIP supports implementation, in the short-term, of the financially constrained element of Plan Bay Area and is responsive to comments received during the development of Plan Bay Area. TIP updates will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757, Revised.

State law requires a TIP update more frequently than the federally-required four-year update cycle, for which MTC may perform a limited and less robust update and outreach effort by simply updating project information using prior TIP reports, analysis and methodologies. In such circumstances, significant modification of analytical approaches and additional features to the TIP will be made on the federal four-year update cycle, and more in-line with the four-year update cycle of Plan Bay Area.

TIP Amendment

This is a revision that involves a major change to the TIP, such as the addition or deletion of a project; a major change in project cost; a significant change in project schedule; or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or an air quality conformity determination. Amendments requiring a transportation air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757, Revised.

TIP Administrative Modification

An administrative modification includes minor changes to a project's costs or to the cost of a project phase; minor changes to funding sources of previously included projects; and minor changes to the initiation date of a project or project phase. An administrative modification does not require public review and comment, re-demonstration of fiscal constraint or conformity determination.

TIP Technical Correction

Technical corrections may be made by MTC staff as necessary. Such corrections are not subject to an administrative modification or an amendment, and may include revisions such as: changes to information and projects that are included only for illustrative purposes; changes to information outside of the TIP period; changes to information not required to be included in the TIP per federal regulations; use of toll credits; identification of Advance Construction (AC) or conversion of AC for funds already in the TIP; changes to the informational expanded project description, if such change does not change the TIP-required project description; changes to funding in prior years (if outside the TIP period); changes to a project phase following federal authorization to proceed for that phase of work; or changes to correct simple errors or omissions including data entry errors. By definition, these technical corrections do not significantly impact the cost, scope or schedule within the TIP period. Accordingly, they are not subject to a public review and comment process, re-demonstration of fiscal constraint, or a conformity determination.

Public Participation Process for Updating and Revising the Transportation Improvement Program

Update	Amendment	Administrative Modification	Technical Correction
<ol style="list-style-type: none">1. Notify the public, interested parties and the Bay Area Partnership technical committees and/or working groups of opportunities to participate using e-mail notifications/ announcements and/or e-newsletters.2. Conduct intergovernmental review and consultation, as appropriate.3. Release Draft TIP for public review and comment as required by the air quality conformity consultation process¹:<ol style="list-style-type: none">A. Post on MTC’s websiteB. Make available for viewing by appointment at the MTC-ABAG library.4. Respond to significant material comments pertinent to the TIP; include MTC’s response in an appendix in the final TIP.5. Provide additional review and comment opportunity of five days if the final TIP differs significantly from the Draft TIP and raises new material issues.6. Review by MTC’s Programming & Allocations Committee at a public meeting; refer to Commission for final adoption.7. Adoption by the Commission at a public meeting.8. Approval by Caltrans.9. Approval by FHWA and FTA.	<ol style="list-style-type: none">1. Notify the public, interested parties and the Bay Area Partnership technical committees and/or working groups of opportunities to participate using e-mail notifications/ announcements and/or e-newsletters.2. Post on MTC’s website for public review and make available for viewing by appointment at the MTC-ABAG library.<ul style="list-style-type: none">→ Amendments deleting, adding and/or changing a project subject to a new air quality conformity analysis:<ol style="list-style-type: none">A. Public review and comment period, as required by the air quality conformity consultation process.B. Review by an MTC standing committee at a public meeting.C. Approval by the Commission at a public meeting.→ Amendments deleting or adding a project not subject to an air quality conformity analysis (such as a roadway rehabilitation):<ol style="list-style-type: none">A. Review and approval by an MTC standing committee or the Commission at a public meeting.→ Amendments changing an existing project that is not subject to an air quality conformity analysis; or changing an existing grouped project listing (such as the highway bridge program); or bringing a previously listed project or phase back into the TIP for financial purposes; or changing TIP funding revenues:<ol style="list-style-type: none">A. Approval by the MTC Executive Director or designee, following a 5-day notice on MTC’s website; orB. Review and approval by an MTC standing committee or the full Commission at a public meeting.3. Approval by Caltrans4. Approval by FHWA and FTA	<ol style="list-style-type: none">1. No public review2. Approval by MTC Executive Director or designee by delegated authority (authority is delegated by the Federal Highway Administration/Federal Transit Administration), or Caltrans.	<ol style="list-style-type: none">1. No public review2. Technical corrections by staff3. No approval required
After approval...	After approval...	After approval...	After approval...
<ol style="list-style-type: none">1. Post on MTC website.2. Make available for viewing by appointment at the MTC-ABAG library.3. Notify the public, interested parties and the Bay Area Partnership technical committees and/or working groups about the Commission’s action.	<ol style="list-style-type: none">1. Post on MTC website.2. Make available for viewing by appointment at the MTC-ABAG library.3. Notify the public, interested parties and the Bay Area Partnership technical committees and/or working groups about the Executive Director’s or the Commission’s action.	<ol style="list-style-type: none">1. Post on MTC website.2. Make available for viewing by appointment at the MTC-ABAG library.	N/A

¹ MTC staff may make minor, technical edits to the Draft TIP during the review and comment period. In these instances, staff will post the technical edits on MTC’s website and notify interested parties via e-mail notification.

Other Federal Requirements

Federal Transit Administration Program of Projects (POP) Public Participation Requirements

Federal transit law and joint FHWA-FTA planning regulations governing the metropolitan planning process require a locality to include the public and to solicit comment when the locality develops its metropolitan long-range transportation plan and its metropolitan TIP. FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA-FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Program of Projects (POP) that recipients of Section 5307, Section 5337 and Section 5339 funds must meet.

This Public Participation Plan is being used by the recipients listed below to satisfy their public participation process for the POP. This Public Participation Plan (PPP) follows the procedures for public involvement associated with TIP development and therefore satisfies public participation requirements for the POP. All public notices of public involvement activities and times established for public review and comment on the TIP will state that they satisfy the POP requirements for applicable funds.

Recipients using MTC's PPP to satisfy their public participation process for the POP include:

1. AC Transit (Alameda-Contra Costa Transit District)
2. ACE (Altamont Corridor Express)
3. BART (Bay Area Rapid Transit District)
4. Caltrain (Peninsula Corridor Joint Powers Board)
5. County Connection (Central Contra Costa Transit Authority)
6. FAST (Fairfield/Suisun Transit System)
7. Golden Gate Transit (Golden Gate Bridge, Highway and Transportation District)
8. LAVTA (Livermore-Amador Valley Transit Authority/ Wheels)
9. Marin Transit (Marin County Transit District)
10. Petaluma Transit
11. SamTrans (San Mateo County Transit District)
12. San Francisco Bay Ferry (WETA/Water Emergency Transportation Authority)
13. SFMTA (San Francisco Municipal Transportation Agency)
14. Santa Rosa CityBus
15. SolTrans (Solano County Transit)
16. Sonoma County Transit

17. SMART (Sonoma Marin Area Rail Transit)
18. Tri Delta Transit (Eastern Contra Costa Transit Authority)
19. Union City Transit
20. Vacaville City Coach
21. VINE (Napa County Transportation and Planning Agency)
22. VTA (Santa Clara Valley Transportation Authority)
23. WestCAT (Western Contra Costa Transit Authority)

Annual Listing of Obligated Projects

By federal requirement, MTC at the end of each calendar year publishes an annual listing of obligated projects, which is a record of federally-funded transportation projects that have been delivered the previous year. The listing also is intended to increase public awareness of government spending on transportation projects. Copies of this annual listing may be obtained from MTC's website: mtc.ca.gov/funding/federal-funding/project-delivery or by contacting MTC's Public Information Office at (415) 778-6757 or info@bayareametro.gov.

Interagency and Tribal Government Consultation Procedures for the Regional Transportation Plan and the Transportation Improvement Program

A. Public Agency Consultation

The Infrastructure Investment and Jobs Act is the federal surface transportation legislation that specifies a public participation process, directing metropolitan transportation agencies like MTC to consult with officials responsible for other types of planning activities that are affected by transportation in the area, be that conservation and historic preservation or local planned growth and land use management.

Like the public, the most effective time to involve governmental agencies in the planning and programming process is as early as possible. As such, the development of the RTP (Plan Bay Area), with its long-range timeframe, is the earliest key decision point for the interagency consultation process. It is at this stage where funding priorities and major projects' planning-level design concepts and scopes are introduced, prioritized and considered for implementation. Furthermore, MTC's funding programs and any projects

flowing from them are derived directly from the policies and transportation investments contained in Plan Bay Area. Because Plan Bay Area governs the selection and programming of projects in the TIP, MTC considers the agency consultation process as a continuum starting with the regional transportation plan. Plan Bay Area is the key decision point for policy decisions regarding project and program priorities that address mobility, congestion, air quality and other planning factors. The TIP is a short-term programming document detailing the funding for only those investments identified and adopted in the RTP.

MTC will use the following approaches to coordinate and consult with affected agencies in the development of the RTP and the TIP. Throughout the process, consultation will be based on the agency's needs and interests. At a minimum, all agencies will be provided an opportunity to comment on the RTP and TIP updates.

Regional Transportation Plan (Plan Bay Area)

In addition to the public agency consultation described in the previous section, MTC's compliance with CEQA further serves as a framework to consult, as appropriate, in the development of Plan Bay Area with federal, state and local resource agencies responsible for land use management, natural resources, environmental protections, conservation and historic preservation. This consultation will include other agencies and officials responsible for other planning activities in the MTC region that are affected by transportation to the maximum extent practicable.

As required by CEQA, the Notice of Preparation (NOP) stating that MTC and ABAG, as the lead agencies, will prepare a program-level Environmental Impact Report (EIR) for Plan Bay Area is the first step in the environmental process. The NOP gives federal, state and local agencies, as well as the public, an opportunity to identify areas of concern to be addressed in the EIR and to submit them in writing to MTC and ABAG. Further, MTC and ABAG also will hold a public scoping meeting (see Appendix C for complete details on the Plan Bay Area EIR process) to explain the environmental process and solicit early input on areas of concern. During the development of the Draft EIR, MTC will consult with the relevant agencies on resource maps and inventories for use in the EIR analysis.

MTC and ABAG will consider the issues raised during the NOP period and scoping meeting during its preparation of the EIR. Subsequently, as soon as the Draft EIR is completed, MTC and ABAG will file a Notice of Completion (NOC) with the State Clearinghouse and release the Draft EIR for a 45-day public review period. MTC will seek written comments from agencies and the public on the environmental effects and mitigation measures identified in the Draft EIR. During the comment period, MTC and ABAG may consult

directly with any agency or person with respect to any environmental impact or mitigation measure. MTC and ABAG will respond to written comments received prior to the close of the comment period and make technical corrections to the Draft EIR where necessary. The Commission will be requested to certify the Final EIR, and MTC and ABAG will file a Notice of Determination (NOD) within five days of Commission certification.

Note that while the RTP is not subject to the federal National Environmental Policy Act (NEPA), MTC and ABAG will consult with federal agencies as appropriate during the preparation of the CEQA environmental document. Additionally, the involvement of federal agencies in Plan Bay Area can link the transportation planning process with the federal NEPA process. As the projects in Plan Bay Area and TIP continue down the pipeline toward construction or implementation, most must comply with NEPA to address individual project impacts.

Transportation Improvement Program (TIP)

As discussed above, crucial decisions about whether or not to support or fund a transportation program or project in the region start at the RTP level. The TIP translates recommendations from Plan Bay Area into a short-term program of improvements focused on projects that have a federal interest. Therefore, the earlier and more effective timeframe for public comment on the merits of a particular transportation project is during the development of the long-range plan. The TIP defines project budgets, schedules and phasing for those programs and projects that are already part of the RTP. The TIP does not provide any additional information regarding environmental impacts, beyond that found in the program-level environmental analysis prepared for the RTP.

As such, starting at the Plan Bay Area development stage, MTC staff will concurrently consult with all agencies regarding the TIP. Subsequent to the RTP, additional consultations at the TIP stage will be based on an agency's needs and interests. At a minimum, all agencies will be provided with an opportunity to review and comment on the TIP. Project sponsors — including the California Department of Transportation (Caltrans), local jurisdictions, transit operators and county transportation agencies (CTAs) — review and consult with MTC on each of their respective projects in the TIP. These agencies (and any other interested agency) are involved every step of the way in the establishment of MTC programs, selection of projects and their inclusion in the TIP.

B. Other Protocols for Working with Public Agencies

The Bay Area Partnership Review and Coordination

MTC established the Bay Area Partnership to collaboratively assist the Commission in fashioning consensus among its federal, state, regional and local transportation agency partners regarding the policies, plans and programs to be adopted and implemented by the Commission. More recently, that focus has shifted to advising the Commission on specific transportation investment policies and matters related to Plan Bay Area. Membership includes a chief staff officer from all public agencies representing the following transportation interests:

- Transit operations
- Transportation facilities
- Congestion management agencies
- Public works agencies
- Airports and seaports
- Regional, state and federal transportation, environmental, and land use agencies

The Partnership Board and its Partnership Technical Advisory Committee (PTAC) and working group(s) consider the ongoing and more technical aspects of transportation funding issues. The Partnership Board and PTAC meetings are open to the public. The Partnership Board's meetings are webcast live and later archived on MTC's website. Offsite Board meetings and all PTAC meetings are recorded, and recordings may be requested by contacting the MTC Public Information Office at (415) 778-6757 or info@bayareametro.gov. The status of TIP revisions are provided to the Partnership through email notifications. For TIP updates, PTAC and working group(s) will be kept informed and consulted throughout the process by e-mail notifications or presentations as appropriate.

Air Quality Conformity and Interagency Consultation

A dialogue between agencies over transportation air quality conformity considerations must take place in certain instances prior to MTC's adoption of its RTP or TIP. These consultations are conducted through the Air Quality Conformity Task Force, which includes representatives of the U.S. Environmental Protection Agency, the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the California Air Resources Board (CARB), Caltrans, the Bay Area Air Quality Management District and other state and local transportation agencies. These agencies review updates and, in

certain instances, amendments to Plan Bay Area and the TIP to ensure they conform to federal transportation air quality conformity regulations.

In accordance with Transportation Air Quality Conformity and Interagency Consultation Protocol procedures (MTC Resolution No. 3757, Revised), MTC must implement the interagency consultation process for the nine-county San Francisco Bay Area before making a transportation conformity determination on Plan Bay Area or the TIP. In developing an update to Plan Bay Area/TIP, MTC will bring important issues to the Partnership Board or its technical committees/working groups for discussion and feedback. All materials that are relevant to interagency consultation, such as the Plan Bay Area/TIP schedule, important Plan Bay Area/TIP-related issues and the draft Plan Bay Area/TIP, will also be transmitted to the Conformity Task Force for discussion and feedback. Similar consultation will occur for Plan Bay Area/TIP amendments requiring an air quality conformity analysis.

Intergovernmental Review via State Clearinghouse

The intent of intergovernmental review, per Executive Order 12372, is to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. Applicants in the Bay Area with programs/projects for intergovernmental review are required to submit documentation to the State Clearinghouse via the Office of Planning and Research in Sacramento, which is the Single Point of Contact for the intergovernmental review of federal grant proposals and other activities. In this capacity, it is also the function of the clearinghouse to coordinate state and local review of federal financial assistance applications, federally required state plans, direct federal development activities and federal environmental documents. The purpose of the clearinghouse is to facilitate state and local participation in federal activities occurring within California. The Executive Order does not replace public participation, comment or review requirements of other federal laws, such as the National Environmental Policy Act (NEPA), but rather gives states an additional mechanism to ensure federal agency responsiveness to state and local concerns.

The clearinghouse also receives and distributes environmental documents prepared pursuant to CEQA and coordinates the state-level environmental review process. The RTP is subject to CEQA and therefore is reviewed through the clearinghouse.

C. Tribal Government Consultation

MTC also consults with the region's Native American Tribal governments. There are six federally recognized Native American tribes in the San Francisco Bay Area:

- Cloverdale Rancheria of Pomo Indians
- Dry Creek Rancheria Band of Pomo Indians
- The Federated Indians of Graton Rancheria
- Kashia Band of Pomo Indians of the Stewarts Point Rancheria
- Lower Lake Rancheria Koi Nation
- Lytton Rancheria Band of Pomo Indians

The groundwork for consultation with our region’s Tribal governments will occur early in the process of developing Plan Bay Area/the TIP. Engagement activities with the Tribes will be conducted according to Tribal preference. As required, MTC and ABAG also will invite and encourage Tribal leaders and their representatives to request government-to-government consultation at any time during the development of Plan Bay Area/the TIP. Tribal Summits will continue in order to offer Tribes the ability to collaborate with MTC and ABAG and several of their partners as appropriate. MTC and ABAG will also conduct individual meetings at each Tribe’s request in a forum that is convenient for them.

As required by Assembly Bill 52, MTC and ABAG will provide written notification to all Tribes in the region, including federally recognized Tribes and all California Native American Tribes on the Native American Heritage Commission List with Tribal Cultural Resources in the Bay Area, about the opportunity for engagement in the Plan Bay Area update process. Additionally, MTC and ABAG will be available for consultation at the Tribe’s request.

Appendix C.

Public Participation Plan for Plan Bay Area 2050+

DRAFT

February 2023

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I. Introduction

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) work together to adopt a long-range regional plan every four years that serves as the Bay Area’s Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). This joint effort is required under state law, and it helps the Bay Area plan and prioritize strategies (i.e., public policies and investments) necessary to advance the region’s vision of a more affordable, connected, diverse, healthy and vibrant Bay Area for all.

The current plan, known as Plan Bay Area 2050, was adopted by ABAG and MTC in October 2021. Plan Bay Area 2050 focuses on four key elements — housing, the economy, transportation and the environment — and identifies a path to make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges. This was the third RTP for the nine-county San Francisco Bay Area that also includes the Bay Area’s SCS as required by [California Senate Bill 375 \(Steinberg, Statutes of 2008\)](#).

Senate Bill 375 gives MTC and ABAG joint responsibility for preparing Plan Bay Area. The legislation also states that the two agencies “set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board.”

This Appendix C to MTC’s Draft 2023 Public Participation Plan outlines the anticipated approach and schedule for the next update for the Bay Area’s regional plan, known as Plan Bay Area 2050+. Scheduled to begin in 2023 and be considered for adoption in 2025, Plan Bay Area 2050+ will focus on making select, high-impact refinements to the Blueprint — the suite of strategies that advance the long-range plan’s vision — and identifying the next set of implementation actions through the end of this decade.

Federal and state law requires MTC and ABAG to work together with federal and state agencies, local governments, county transportation agencies (CTAs), public transit agencies, business and community groups, nonprofits and residents to provide all who are interested with opportunities to be involved in crafting Plan Bay Area. We invite the participation of all Bay Area residents to make the plan’s vision a reality.

II. Developing Plan Bay Area 2050+

Given that Plan Bay Area 2050 was a major update to the regional vision connecting transportation, housing, economic development and environmental resilience, MTC/ABAG staff focused on implementation soon after the plan’s adoption. Highlights of implementation efforts include adoption of the [Transit-Oriented Communities \(TOC\) Policy](#), the advancement of key [Bay Area Housing Financing Authority \(BAHFA\) pilot programs](#), preparation for new cycles of planning grants for [Priority Development Areas \(PDAs\)](#) and [pilot Priority Production Areas \(PPAs\)](#), and accelerated efforts on parking and electrification to advance climate strategies in the current plan, among others. With further initiatives in the queue for 2023 and constrained resources to implement the plan’s strategies, it will be essential to balance efforts in the long-range planning space with the important work of implementing the strategies already adopted by MTC and ABAG in 2021.

A. Process and Schedule

Plan Bay Area 2050+ will build upon the solid foundation of Plan Bay Area 2050 to address ongoing challenges, including those introduced by the COVID-19 pandemic. Plan Bay Area 2050 was the most comprehensive effort to-date, reflecting four years of deep and sustained public and stakeholder engagement, as well as robust analytical exploration of “what if...” scenarios to make the plan’s policies more resilient and equitable than prior cycles. Composed of 35 strategies identifying priorities for transportation, housing, economic development and environmental resilience, the adopted plan also included a near-term Implementation Plan spotlighting more than 80 actions for MTC and ABAG to advance through 2025.

Plan Bay Area 2050+ will be a focused update with the goal of making high-impact refinements to select plan strategies and identifying new implementation actions to move the Bay Area’s vision forward. This approach will enable implementation efforts of Plan Bay Area 2050 to continue apace, rather than shifting considerable staff and financial resources toward long-range planning to accommodate more significant updates.

As noted, this update will identify a new suite of implementation actions, recognizing that many of the implementation activities identified in Plan Bay Area 2050 will be substantially completed by 2025. This will allow a significant update to the plan — on par with the magnitude of Plan Bay Area 2050 — to be advanced starting in the next update cycle (in early 2026) with robust exploratory scenario planning and deep-dive policy analyses.

Given that the subsequent planning cycle will likely face more aggressive climate goals, feature an extended time horizon, and sync up with a brand-new Regional Housing Needs Allocation (RHNA) cycle, it will be better primed to enact more significant policy changes to the next 30-year regional vision.

Development of Plan Bay Area 2050+ will occur between mid-2023 and late 2025, a 2.5-year long process. Public participation is critical to ensure an open process, in which all interested residents have the opportunity to offer input and share their vision for what the Bay Area will look like decades from now. The process will require flexibility and is subject to change in response to input received. To help direct Bay Area residents and organizations interested in participating in key actions and decisions, any changes to the update process, as well as any other relevant details will be posted on the Plan Bay Area website and communicated via e-mail to interested parties and through social media. The Plan Bay Area website includes a clear option to sign up for e-mail updates:

planbayarea.org/get-involved/mailling-list.

B. Summary of Key Milestones

This section describes key milestones along the path to developing Plan Bay Area 2050+. Key milestones also are displayed visually in the Plan Bay Area 2050+ development timeline (see Attachment 1).

Plan Bay Area 2050+ Step 1: Update or Reaffirm Planning

Assumptions

The COVID-19 pandemic changed overnight how everyone in the Bay Area lives, works and travels. Plan Bay Area 2050 was shaped by and responds to COVID-19's challenges — making it a solid foundation for Plan Bay Area 2050+ to build upon. As part of this focused update, certain targeted revisions may be pursued to better align future planning with the “new normal” and the challenges introduced by the pandemic, such as the transit fiscal cliff's impacts on transportation revenue forecasts. This focused approach will consider whether to pursue targeted updates to, or to reaffirm, the Regional Growth Forecast, while maintaining its forecast methodology, as well as to the External Forces, the Growth Geographies and the Needs and Revenue Forecasts.

Regional Growth Forecast, Growth Geographies, and External Forces

The Plan Bay Area 2050+ Regional Growth Forecast identifies how much the Bay Area might grow over the planning period, including population, jobs, households and

associated housing units. The forecast also includes important components of that growth, including employment by sector, population by age and ethnic characteristics, and households by income level. These figures are then integrated with modeling tools to explore how the plan's strategies affect growth in households and employment at the local level, and how they impact regional travel patterns, demand on the transportation system and resulting emissions.

MTC and ABAG will also pursue targeted updates to the plan's Growth Geographies — geographic areas used to guide where future growth in housing and jobs would be focused under the plan's strategies over the next 30 years. These geographies are identified for growth either by local jurisdictions or because of their proximity to transit or access to opportunity. MTC and ABAG also will reassess both the on-the-ground and anticipated external (or exogenous) forces that will shape the impacts of the strategies included in the plan. External forces are defined as long-term trends or discrete events that affect the Bay Area, but over which residents and elected officials have little-to-no influence, such as a pandemic, the cost of fuel or anticipated sea level rise impacts.

- **Opportunities for Input:**
 - Technical stakeholder engagement, which may include webinars, virtual and/or in-person workshops, asynchronous opportunities to participate or office hours, etc.; discussion at MTC's Policy Advisory Council.
 - Opportunity for public input via public meetings of the Policy Advisory Council, the Joint MTC Planning Committee with the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee; adoption by ABAG Executive Board and the Commission.
- **Significance:** This technical work sets the stage for future analysis by identifying anticipated employment, population and housing growth; the geographic areas prioritized for future homes and jobs; and the external forces that will shape the performance of plan strategies under reasonably anticipated future conditions.
- **Timeframe:** Summer-Fall 2023

Needs and Revenue Forecasts

Plan Bay Area 2050 envisioned an investment in the Bay Area's future of approximately \$1.4 trillion across the interconnected areas of transportation, housing, the economy and the environment. A central element of implementing this vision is understanding the

potential cost of carrying out each of the plan’s strategies, as well as identifying the resources available to meet those needs.

To support this work within Plan Bay Area 2050+, MTC and ABAG will conduct a set of needs assessments to quantify financial needs in the realms of transportation, housing and the environment. Staff will work with applicable public agencies, both on the local and regional levels, to develop these needs assessments.

MTC will also work with partner agencies and use financial models to forecast how much revenue will be available for transportation purposes over the duration of the plan, consistent with relevant state and federal planning requirements. In addition, MTC and ABAG will provide estimates of revenues that will be available for investment in select housing and environment areas. The financial forecasts, coupled with needs assessments in the areas of transportation, housing and the environment, will help identify funding gaps and update the plan’s strategies and associated investments.

- **Opportunities for Input:**
 - Technical stakeholder engagement, which may include webinars, virtual and/or in-person workshops, asynchronous opportunities to participate or office hours, etc.; discussion at MTC’s Policy Advisory Council.
 - Opportunity for public input via public meetings of the Policy Advisory Council and the Joint MTC Planning Committee with the ABAG Administrative Committee.
- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee.
- **Significance:** This technical evaluation will provide information on the funding needed to achieve key goals related to transportation infrastructure, affordable housing and climate adaptation. The technical work sets the stage for future investment strategies and identifies revenue expected to flow into the region over the life of the plan.
- **Timeframe:** Summer 2023 (Draft)–Summer 2024 (Final)

Plan Bay Area 2050+ Step 2: Update Select Blueprint Strategies

Develop Draft Blueprint

Given Plan Bay Area 2050’s solid foundation of 35 strategies, the Draft Blueprint phase for Plan Bay Area 2050+ will focus on making high-impact refinements to select strategies while retaining the remaining ones. Assumptions for select Blueprint strategies will be refined to reflect ongoing implementation efforts from Plan Bay Area 2050, while also

leveraging findings from previous scenario planning efforts that may be relevant to the post-COVID environment. Equity and performance analyses will also be conducted during both the Draft and Final Blueprint phases of Plan Bay Area 2050+ to evaluate how the plan's strategies are supporting progress towards making the Bay Area more affordable, connected, diverse, healthy and vibrant for all.

- **Opportunities for Input:**
 - *Round 1 of Public Engagement (Summer–Fall 2023):* Strategies under consideration for inclusion in the Draft Blueprint will be presented for public review and input at Plan Bay Area 2050+ public events. Events will include a combination of virtual, asynchronous and/or in-person techniques (see Chapter 4 of MTC's Public Participation Plan and Section V below) to ensure meaningful public engagement and will be supplemented with robust digital promotion.
 - Additional public input opportunities via public meetings of the Policy Advisory Council, the Joint MTC Planning Committee with the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
 - Multiple virtual, asynchronous and/or in-person technical stakeholder engagement events (which could include webinars, workshops, office hours, etc.); discussion at MTC's Policy Advisory Council.
- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee; adoption by the ABAG Executive Board and the Commission.
- **Significance:** The Draft Blueprint will demonstrate how integrated transportation, housing, economic and environmental strategies can advance a more resilient and equitable future for the San Francisco Bay Area.
- **Timeframe:** Summer 2023–Winter 2024

Integrating Transit 2050+

There is significant interest in prioritizing revisions to six transit-related strategies during Plan Bay Area 2050+ given the continued financial challenges in this space and the need to re-evaluate legacy (i.e., pre-COVID) transportation projects to ensure they align with current and future regional needs. At the same time, both the [Transit Transformation Action Plan](#), which aims to improve the Bay Area's public transportation network to create a more user-friendly and connected system, and the [Plan Bay Area 2050 Implementation Plan](#) identified development of a new transit modal plan known as the Connected Network Plan (CNP), which would take a service-oriented approach to creating an aspirational transit vision for the Bay Area.

As such, a harmonized approach where connected network planning directly informs the core of Plan Bay Area 2050+ is imperative, assigning the task of re-imagining the six transit-related strategies in the Plan Bay Area 2050+ Transportation Element using a service-based, hub-oriented, and fiscally responsible approach while working closely with the region’s transit operators to co-create this next-generation vision. Accordingly, we have renamed the Connected Network Plan “Transit 2050+” to indicate its linkage to Plan Bay Area 2050+. It will be developed in a parallel process — with its own engagement program — that will feed into the development of the Plan Bay Area 2050+ Blueprint. It is important to note that public engagement for Transit 2050+ will generally be timed to align with Blueprint engagement.

Develop and Adopt Final Blueprint

Based on the results of the technical analysis, MTC and ABAG will define a preferred alternative to advance to final environmental analysis. The preferred alternative will include the strategies and Growth Geographies that will best meet the plan’s vision given identified fiscal and policy constraints.

- **Opportunities for Input:**
 - *Round 2 of Public Engagement (Spring–Summer 2024):* A combination of various engagement techniques will be used to present the Final Blueprint for public review and input. The engagement strategy for Round 2 will be informed by MTC’s Public Participation Plan and will employ a robust combination of techniques (see Section V below) to ensure meaningful public engagement. Engagement will be supplemented with robust digital promotion.
 - Additional public input opportunities via public meetings of the Policy Advisory Council, the MTC Planning Committee, the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
 - Multiple virtual, asynchronous and/or in-person technical stakeholder engagement events (which could include webinars, workshops, office hours, etc.); discussion at MTC’s Policy Advisory Council.
- **Decision-Making Roles:** Direction from MTC’s Planning Committee and ABAG’s Administrative Committee; adoption by the ABAG Executive Board and the Commission.
- **Significance:** The Final Blueprint will refine and finalize how integrated transportation, housing, economic and environmental strategies can advance a more resilient and equitable future for the San Francisco Bay Area.
- **Timeframe:** Spring–Fall 2024. Adoption expected in fall 2024.

Plan Bay Area 2050+ Step 3: Identify New Implementation Priorities and Associated Actions

The revised Implementation Plan for Plan Bay Area 2050+ will focus on short-term, tangible actions that MTC and ABAG can take to advance the plan's strategies, in partnership with other public agencies, non-profit organizations and the private sector. The Implementation Plan process will engage Bay Area residents, local governments, civic organizations, business interest, non-profits and other stakeholders to identify and prioritize new actions to advance implementation of Plan Bay Area 2050+.

- **Opportunities for Input:**
 - *Round 3 of Public Engagement (Winter 2024-25):* Implementation priorities will be identified with robust public input at Plan Bay Area 2050+ public events. The engagement strategy for Round 3 will be informed by MTC's Public Participation Plan and will employ a combination of techniques (see Section V below) to ensure meaningful public engagement. Engagement will be supplemented with robust digital promotion.
 - Additional public input opportunities via public meetings of the Policy Advisory Council, the Joint MTC Planning Committee with the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
 - Multiple virtual, asynchronous and/or in-person technical stakeholder engagement events (which could include webinars, workshops, office hours, etc.); discussion at MTC's Policy Advisory Council.
- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee; approval from the ABAG Executive Board and the Commission.
- **Significance:** The Implementation Plan identifies the near-term steps necessary to accelerate the plan's long-term vision, focusing on concrete actions that MTC and ABAG can advance in partnership with public, non-profit and private organizations for each of the plan's adopted strategies.
- **Timeframe:** Fall 2024–Fall 2025

Plan Bay Area 2050+ Step 4: Draft and Final Plan

Draft and Final Environmental Impact Report (EIR)

A programmatic environmental impact report on the plan, including the preferred scenario and a limited set of alternatives, will identify the environmental impacts of the proposed

long-range plan as a whole, as required by the California Environmental Quality Act (CEQA). A Draft EIR will be released for public comment and submitted to the appropriate resource agencies for review and comment.

- **Opportunities for Input:**

- A Notice of Preparation will be issued, followed by a public virtual scoping meeting to explain the environmental process and solicit early input on areas of concern. A recording of the scoping meeting will be posted to the Plan Bay Area website to provide interested parties with an asynchronous opportunity to participate. The Draft EIR will be the subject of three public hearings. To maximize participation, public hearings providing the opportunity for virtual public participation will be prioritized. There will be discussion with technical stakeholders, as well as with MTC's Policy Advisory Council. A statutorily-required 45-day public comment period will be established for written and oral public comments on the Draft EIR; responses to comments will be included in the Final EIR.
- Additional opportunity for public input via public meetings of the Joint MTC Planning Committee with the ABAG Administrative Committee, the ABAG Executive Board and the Commission.

- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee; approval from the ABAG Executive Board and the Commission.
- **Significance:** The EIR identifies the environmental impacts of the proposed plan at a programmatic level, in accordance with CEQA requirements.
- **Timeframe:** Draft EIR release expected late spring 2025 with adoption of Final EIR slated for fall 2025.

Title VI and Environmental Justice Analysis

MTC and ABAG will conduct an equity analysis to satisfy federal requirements with respect to the metropolitan planning process. The analysis will measure both the benefits and burdens associated with the investments in Plan Bay Area 2050+ to determine if systemically-excluded, limited English proficient and low-income communities share equitably in the benefits of the investments without bearing a disproportionate share of the burdens.

- **Opportunities for Input:**

- Multiple virtual, asynchronous and/or in-person technical stakeholder engagement events (which could include webinars, workshops, office

hours, etc.); discussion at MTC’s Policy Advisory Council. Detailed technical input will be sought at the Policy Advisory Council’s Equity and Access Subcommittee on an as needed basis.

- Additional opportunity for public input via public meetings of the Policy Advisory Council, the Equity and Access Subcommittee and the Joint MTC Planning Committee with the ABAG Administrative Committee.
- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee
- **Significance:** Provides information on the effects of Plan Bay Area 2050+ on the region’s systemically-excluded, limited English proficient and low-income communities.
- **Timeframe:** Fall 2024–Fall 2025

Air Quality Conformity Analysis

The air quality conformity analysis considers if the transportation projects in the financially-constrained Plan Bay Area 2050+, taken together, do not cause new air quality violations, worsen existing air quality or delay timely attainment of the federal air quality standards pertaining to ozone, carbon monoxide and particulate matter (PM_{2.5}). The analysis is done to meet federal planning requirements for MPOs in accordance with the latest U.S. Environmental Protection Agency transportation conformity regulations and the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757, Revised).

- **Opportunities for Input:**
 - Technical analysis will be discussed with the Regional Air Quality Conformity Task Force.
 - Additional opportunity for public input via public meetings of the MTC Planning Committee and the Commission.
- **Decision-Making Roles:** Direction from MTC’s Planning Committee; approval from the Commission.
- **Significance:** The Air Quality Conformity Report will demonstrate whether the plan conforms with the latest U.S. Environmental Protection Agency transportation conformity regulations. Timeframe: Fall 2024–Fall 2025

Draft and Final Plan

Release of the Draft Plan will initiate another round of public meetings to gather comments on the draft in preparation for final plan adoption. MTC and ABAG will seek

input on the Draft Plan through a variety of methods. Various supplemental reports will also provide more detail on specific subject areas covered in the plan.

As with Plan Bay Area 2050, staff anticipates a concurrent release of the Draft EIR and Draft Plan Bay Area 2050 documents for a 45-day public comment period. The Draft EIR analysis, together with input from the public on the Draft Plan, will inform the policy discussions and public dialogue leading to the Final Plan adoption by both ABAG and MTC, anticipated to occur in fall 2025.

- **Opportunities for Input:**

- *Draft Plan Public Engagement (Spring 2025):* The Draft Plan Bay Area 2050+ will be the subject of public meetings, including at least three public hearings. The Draft Plan will be posted online for a 45-day public review and comment period. Engagement on the Draft Plan will be supplemented with robust digital promotion.
- Additional opportunity for public input on the Draft and Final Plan via public meetings of the Policy Advisory Council, the Joint MTC Planning Committee with the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
- Multiple virtual, asynchronous and/or in-person technical stakeholder engagement events (which could include webinars, workshops, office hours, etc.); discussion at MTC's Policy Advisory Council.

- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee; approval from the ABAG Executive Board and the Commission.
- **Significance:** The plan document provides the public with a consolidated overview of the strategies and investments included in the long-range plan, including an overview of the plan's anticipated outcomes and implementation commitments.
- **Timeframe:** Draft Plan release expected late spring 2025 with adoption slated for fall 2025.

III. Related Work

A. Tracking Performance

MTC, in conjunction with its partners, has established an innovative monitoring initiative that tracks trends related to transportation, land and people, the economy, the environment and social equity. Measurements in these areas are our region's [Vital Signs](#), helping us understand where we are succeeding and where we are falling short.

This data-driven Vital Signs website compiles dozens of indicators, including short-range performance targets that support national transportation goals, as mandated by federal planning requirements. Indicators are presented with interactive visualizations that allow users to explore historical trends, examine differences between cities and counties and even compare the Bay Area with other peer metropolitan areas. The Vital Signs website is available at vitalsigns.mtc.ca.gov.

B. Countywide Transportation Plans

Bay Area counties are authorized by state law to develop Countywide Transportation Plans (CTPs) on a voluntary basis. These countywide plans are an integral part of Plan Bay Area. As long-range planning and policy documents, they assess transportation needs and guide transportation priorities and funding decisions for that county over a 20- to 25-year horizon. These countywide plans inform the transportation projects and programs that are forwarded to MTC for consideration in the region's long-range plan. Adopted countywide transportation plans in the Bay Area can be found at the links shown below. MTC's guidelines for the development of countywide plans by the CTAs can be found here:

mtc.ca.gov/sites/default/files/documents/2023-02/Guidelines_for_Countywide_Transportations_Plans.pdf.

- **Alameda County:** Alameda County Transportation Commission
alamedactc.org/planning/countywidetransportationplan
- **Contra Costa County:** Contra Costa Transportation Authority
ccta.net/planning/countywide-transportation-plan
- **Marin County:** Transportation Authority of Marin
No current plan
- **Napa County:** Napa County Transportation and Planning Agency
nctpa.net/countywide-plan-vision-2040

- **San Francisco City & County:** San Francisco County Transportation Authority
sfcta.org/projects/san-francisco-transportation-plan
- **San Mateo County:** City/County Association of Governments of San Mateo County
ccag.ca.gov/programs/countywide-transportation-plan
- **Santa Clara County:** Santa Clara Valley Transportation Authority
(under development)
vta.org/projects/valley-transportation-plan-vtp-2050
- **Solano County:** Solano Transportation Authority
sta.ca.gov/documents_and_report/solano-comprehensive-transportation-plan-ctp
- **Sonoma County:** Sonoma County Transportation Authority
scta.ca.gov/planning/comprehensive-transportation-plan

IV. Public Engagement

In developing Plan Bay Area 2050+, MTC and ABAG strive to promote an open, transparent process that encourages the ongoing and active participation of local governments and a broad range of interest groups as well as the general public. Engagement efforts for Plan Bay Area 2050+ will be guided by [MTC's Draft 2023 Public Participation Plan for the San Francisco Bay Area](#). Additionally, Plan Bay Area 2050+ will build on the robust engagement efforts of Plan Bay Area 2050, which used a variety of platforms to successfully communicate and engage with record numbers of Bay Area residents, partner agencies and organizations, even in the midst of a global pandemic and shelter-in-place orders.

A. General Public

In addition to the public engagement activities planned for each key milestone (see Section II, B. Summary of Key Milestones above), the general public has several other avenues for ongoing participation in the development of Plan Bay Area 2050+.

e-News

Sign up to receive regular updates on Plan Bay Area 2050+: planbayarea.org/get-involved/mailling-list. This regular e-newsletter, and occasional e-mail announcements provide the most current information on the process of developing Plan Bay Area 2050+, including announcements about upcoming participation opportunities; key milestones, decision points and meetings; process updates; and much more. This is the best way for

the public, and all interested parties, to stay abreast of all Plan Bay Area 2050+ activities. Plan Bay Area also has a dedicated email address where members of the public can send all Plan Bay Area-related questions: info@planbayarea.org.

Policy Committees/Board Meetings

MTC and ABAG policy committee and board meetings¹ are public meetings that present another opportunity for the public to influence the plan’s development. Plan Bay Area 2050+ updates are typically presented before the following decision-making bodies:

- MTC’s [Planning Committee](#)
- [Joint MTC Planning Committee with the ABAG Administrative Committee](#)
- ABAG [Executive Board](#)
- [Metropolitan Transportation Commission](#)

Occasionally, Plan Bay Area updates may be presented at other policy committees, such as ABAG’s General Assembly. To stay involved in individual policy committees, contact the MTC Public Information Office at info@bayareametro.gov or (415) 778-6757 and ask to be added to the committee’s mailing list. Calendars of meetings and events are available online (see “Meetings and Events Online Calendars” below) and also are posted at the entrance to MTC’s and ABAG’s offices at 375 Beale Street, San Francisco.

Advisory Bodies

MTC’s [Policy Advisory Council](#) meets on a regular basis and will play a key role in the development of Plan Bay Area 2050+, providing feedback on proposed strategy revisions and implementation priorities. The plan’s development will be presented approximately quarterly to the Council for discussion and comment. Additional context on the Policy Advisory Council can be found in MTC’s Public Participation Plan. These meetings are open to the public.

Public Events

Updating Plan Bay Area always involves several rounds of public engagement during key milestones of the plan’s development. These engagement rounds will typically include a slew of virtual and/or in-person activities that are tailored to best inform the development

¹ All policy committees of the Commission and ABAG Board are described in MTC’s [Draft 2023 Public Participation Plan](#).

of the plan at any given point in the process. As appropriate, MTC and ABAG will seek partnerships with cities and counties, Caltrans and other public agencies to explain the relationship of the long-range regional plan to adopted local priorities for transportation and land use.

Plan Bay Area Website

The Plan Bay Area website is another way for the public to stay informed on the progress of the plan or to participate in online surveys or comment forums. The website is available at planbayarea.org.

Plan Bay Area Listening Line

Members of the public also can participate in the Plan Bay Area 2050+ process via phone. MTC and ABAG have a listening line available where participants can record their comments to be entered into the official record. Participants can leave messages in English, Cantonese, Mandarin and Spanish by calling (415) 778-2292.

Meetings and Events Online Calendars

- MTC website: mtc.ca.gov/meetings-events
- ABAG website: abag.ca.gov/meetings
- Plan Bay Area website: planbayarea.org/meetings-and-events

B. Local Governments and Partner Agencies

Working with local governments and partner agencies — from elected officials to city managers, planning and public works directors, transit operators and county transportation agencies — is critical to the development of Plan Bay Area 2050+. Local officials can provide valuable context and specifics about local priorities and explain how the regional plan supports these priorities. One avenue for discussion with local government staff is through robust virtual, asynchronous and/or in-person technical stakeholder engagement (which could include webinars, workshops, office hours, etc.). In addition, MTC and ABAG staff are available to meet with elected officials and local government staff in each county. Additionally, CTAs provide an existing forum that will also be used to discuss issues related to the plan.

C. Additional Statutorily-Required Outreach

Federal, State and Other Government Agencies

In addition to the local governments that will be involved with Plan Bay Area 2050+, MTC and ABAG will consult with officials responsible for other types of planning activities that are affected by long-range regional planning, such as state and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation; federal land management agencies; regional air quality planning authorities, etc. Consultation will be based on the agency's interests and needs. At a minimum, agencies will be informed about the process to develop the update and will be provided an opportunity to participate.

Native American Tribal Governments

Consultation with the region's Native American Tribal governments also will occur. There are six federally recognized Native American tribes in the San Francisco Bay Area:

- Cloverdale Rancheria of Pomo Indians
- Dry Creek Rancheria Band of Pomo Indians
- The Federated Indians of Graton Rancheria
- Kashia Band of Pomo Indians of the Stewarts Point Rancheria
- Lower Lake Rancheria Koi Nation
- Lytton Rancheria Band of Pomo Indians

The groundwork for consultation with our region's Tribal governments will occur early in the process of developing the plan. Engagement activities with the Tribes will be conducted according to Tribal preference. MTC and ABAG also will invite and encourage Tribal leaders and their representatives to request government-to-government consultation at any time during development the plan. Tribal Summits will continue in order to offer Tribes the ability to collaborate with MTC and ABAG and several of their partners as appropriate. MTC and ABAG will also conduct individual meetings at each Tribe's convenience.

MTC and ABAG will provide written notification to all Tribes in the region, including federally recognized Tribes and all California Native American Tribes on the Native American Heritage Commission List with Tribal Cultural Resources in the Bay Area, about the opportunity for engagement in the Plan Bay Area 2050+ update process. Additionally, MTC and ABAG will be available for consultation at the Tribe's request.

Presentations to Local Governments

As required by SB 375, at least two informational meetings in each county will be held for members of the county board of supervisors and city councils to review and discuss the Draft Plan, and to consider their input and recommendations. Notice of the meeting shall be sent to each city clerk and to the clerk of the board of supervisors. One informational meeting will be conducted if attendance at the one meeting includes county board of supervisors and city council members representing a majority of the cities representing a majority of the population in the incorporated areas of that county.

V. Public Engagement Strategies

Development of Plan Bay Area 2050+ will be a multi-year effort. Public participation strategies for each round of engagement will be presented in advance to the Joint MTC Planning Committee with the ABAG Administrative Committee and posted on the Plan Bay Area website (planbayarea.org). Throughout each round of engagement, MTC and ABAG staff will be guided by MTC's Draft 2023 Public Participation Plan for the San Francisco Bay Area and will use a variety of participation tools and techniques to meaningfully engage a wide range of partners and residents.

A. The New Engagement Normal

In the first two Plan Bay Area processes, MTC and ABAG engaged in more traditional planning and outreach techniques. Plan Bay Area 2050 pushed the boundaries of engagement innovation and involved record numbers of residents and partners. Just as MTC and ABAG were experimenting further with virtual public engagement, the COVID-19 pandemic forced all manner of business to be conducted remotely, including public engagement. As people gained experience with new online platforms, expectations shifted and the demand for increased opportunities for virtual participation and “meeting people where they already are” became the norm.

In order to engage as many Bay Area residents as possible, MTC and ABAG will prioritize tools and techniques that allow the public to continue participating from the comfort of their homes and to reach people “where they are,” with a special focus on youth and Equity Priority Communities. Although MTC and ABAG are statutorily required to hold workshops, innovative strategies will be used whenever possible.

B. Integrating MTC and ABAG's Equity Platform

The success of the plan is dependent on all voices in the region being represented and involved. Guided by MTC and ABAG's Equity Platform, Plan Bay Area 2050+'s engagement will invest resources to ensure systemically-excluded communities can meaningfully influence decision-making. MTC and ABAG's Equity Platform is based on a commitment to meaningfully reverse disparities in access and dismantle systemic exclusion. As such, MTC and ABAG will take special effort to engage systemically-excluded and low-income residents who cannot easily participate in regional government planning efforts.

In order to seek out and consider the needs of those systemically excluded from the planning process, including people of color, communities with low incomes, persons with disabilities and communities with limited English proficiency, MTC and ABAG will work closely with community-based organizations (CBOs), particularly in Equity Priority Communities. As done in past plans, MTC will complete a request for proposals (RFP) process to contract with local CBOs that serve Equity Priority Communities.

C. Engagement Activities

In addition to each round of engagement as outlined in Section II, B, public engagement efforts also will include:

Advance Notice

- Develop details for the planning process and opportunities for public engagement in advance of each phase of Plan Bay Area 2050+ engagement and post these details on the Plan Bay Area website.
- Maintain an updated calendar of events on the Plan Bay Area website.
- Provide timely notice about upcoming meetings via e-newsletters and social media channels.
- Post agendas and meeting materials on the web as required by law.
- Use a contacts list database to keep participants notified throughout the multi-year process.
- Circulate a Draft Plan or Alternative Planning Strategy, if one is prepared, for public review at least 45 days before the adoption of the Final Plan Bay Area 2050+.
- Issue press releases to encourage news coverage.

Virtual, Asynchronous and In-Person Events

- Provide opportunities for participation in each county on important issues surrounding Plan Bay Area 2050+. Pursuant to state statute, MTC and ABAG will hold a minimum of three workshops in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties, and one or more workshops in the less populous Marin, Napa, Solano and Sonoma counties.
- Promote a civil atmosphere at public meetings to ensure the opportunity for all participants to speak free of disruptions or personal attacks.
- Host public meetings, open houses or workshops at a variety of times (evenings, weekends, as well as weekdays). Host in-person events in convenient and accessible locations.
- Maximize use of webinars, virtual workshops and/or telephone town halls to encourage greater participation.
- Hold at least three public hearings on the Draft Plan or Alternative Planning Strategy, if one is prepared. Prioritize virtual public hearings to encourage broader and more participation. Hold at least one public hearing at a policy committee meeting, as appropriate.

Digital Engagement

- Maintain a comprehensive project website — planbayarea.org — so members of the public have a single place to go for current updates. The website enables the public, and all interested parties, to easily request to receive notices and information as required by state law.
- Use social media to reach, educate and engage residents.
- Maintain an archive of past workshop meeting materials on the Plan Bay Area website.
- Offer interactive activities to seek public feedback, such as web polls, surveys, games, etc.
- Provide timely, easy-to-understand information on a website that is mobile-ready and accessible, per the Americans with Disabilities Act.

Media Outlets

- Issue press releases to media outlets, including ethnic, foreign-language and community media, to keep reporters apprised of progress and generate coverage on radio, television, newspapers and the Internet.
- Translate news releases about public meetings following guidance from [MTC's Plan for Special Language Services to Limited English Proficient \(LEP\) Populations](#).

Outreach to Systemically-Excluded Groups

- Seek out and consider the needs of those systemically-excluded from the planning process, including people of color, low-income, limited English proficient communities and persons with disabilities.
- Provide assistance to people with disabilities and language assistance to people with limited English proficiency. Such requests may be made in advance by contacting the MTC Public Information Office at (415) 778-6757 or info@bayareametro.gov. Staff requests at least three working days' notice to provide reasonable accommodation.
- Ask partners to help spread the word about public comment opportunities.
- Leverage existing meetings/events in order to attract greater attendance and participation.
- Consider the needs of the Bay Area's growing senior population.

Other Strategies

- Use paid digital promotion to raise awareness, educate the public and promote upcoming events.
- Engage in “pop-up” style intercept outreach at community events and popular local gathering places (e.g., farmers' markets, malls, festivals, etc.)
- Involve youth in helping to shape the draft Plan Bay Area 2050+ through partnerships with academic or nonprofit organizations.
- Use video to communicate complex concepts to the public; video could use humor or animation in order to make the subject matter more understandable or relatable.
- Conduct a statistically valid public opinion poll (also available in languages other than English).
- Use visualization techniques to communicate technical planning issues and strategies to the public, such as maps, videos, graphics, animation or computer simulations to depict strategies under consideration.
- Provide a summary of comments heard at public meetings via the Plan Bay Area website.
- Inform the public and decision-makers how the public's input influenced the process.

VI. Public Participation Goals

People who make the time to participate in public processes should feel their participation is valued. MTC and ABAG commit to the following goals and performance benchmarks to measure the effectiveness of the public participation program:

- 1. Promote transparency and inform participants:** MTC and ABAG should make every effort to make the complex planning process transparent by informing participants early and often of opportunities for participation and developing content and materials in plain easy-to-understand language.
- 2. Encourage broad participation:** Rooted in the Equity Platform, MTC and ABAG should make every effort to increase participation opportunities for those communities most affected by past exclusionary policies. The process should include the greatest number of people possible from throughout the region and reflect the diverse Bay Area population, regardless of individuals' language, personal mobility or ability to attend or access a meeting.
- 3. Influence decision-making:** Rooted in the Equity Platform, MTC and ABAG should make every effort to shift decision-making power to the people who are affected by policies by empowering participants with the information to influence the process most effectively. The input and feedback received from the public and partners should be analyzed and provided to decision-makers in a timely manner to inform their decisions. MTC and ABAG will inform the public and decision-makers on how the public's input influenced the process.
- 4. Build knowledge:** MTC and ABAG should make every effort to inform a wide range of people about transportation and land-use issues in the Bay Area. Each step of the process should include an educational element to set context and promote increased understanding of the plan and relevant topics.

Targeted Performance Measures

MTC and ABAG will track various performance measures in an effort to inform and improve future outreach. Data will be used to conduct an evaluation of Plan Bay Area public engagement at the conclusion of the planning process. The following performance metrics will be tracked:

Promote Transparency and Inform Participants

- **Objective:** Inform participants early and often

- **Performance Metrics:**
 - Plan Bay Area mailing list sign-ups
 - E-mail analytics such as open rates, click-through rate, etc.
 - E-mail distribution list size
 - Website analytics such as site visits, pageviews, etc.
 - Digital engagement analytics such as impressions, post engagement, link-clicks
 - Total number of e-mail announcements, web stories, news releases, etc.
- **Objective:** Develop user-friendly content written in plain language
- **Performance Metrics:**
 - Ratings collected via participant surveys
 - Public comments received

Encourage Broad Participation

- **Objective:** Increase participation from those most affected by past exclusionary policies
- **Performance Metrics:**
 - Event location
 - Participant demographics collected via surveys
 - Public comments received
 - Listening line participants
 - Digital engagement analytics such as impressions, post engagement, link-clicks
 - CBO engagement reach (to be determine based on CBO-recommended metrics)
- **Objective:** Include the greatest number of people possible from throughout the region
- **Performance Metrics:**
 - Event location
 - Listening line participants
 - Mailing list participant location
 - Digital engagement analytics such as impressions, post engagement and/or link-clicks
- **Objective:** Participants reflect the diverse Bay Area population
- **Performance Metrics:**
 - Participant demographics collected via surveys

- Number of public comments received from CBOs that serve Equity Priority Communities
- CBO engagement participation numbers
- Comment letter demographics

Engage for Impact

- **Objective:** Shift decision-making power to the people who are affected by policies
- **Performance Metrics:**
 - Participant demographics collected via surveys
 - Total public comments received
 - Ratings collected via participant surveys
- **Objective:** Analyze and provide public feedback to decision-makers in a timely manner
- **Performance Metrics:**
 - Ability to provide information before key actions
- **Objective:** Inform the public and decision-makers how the public's input influenced the process
- **Performance Metrics:**
 - Ratings collected via participant surveys
 - Presentations to the Joint MTC Planning Committee with the ABAG Administrative Committee, the Commission and ABAG Executive Board

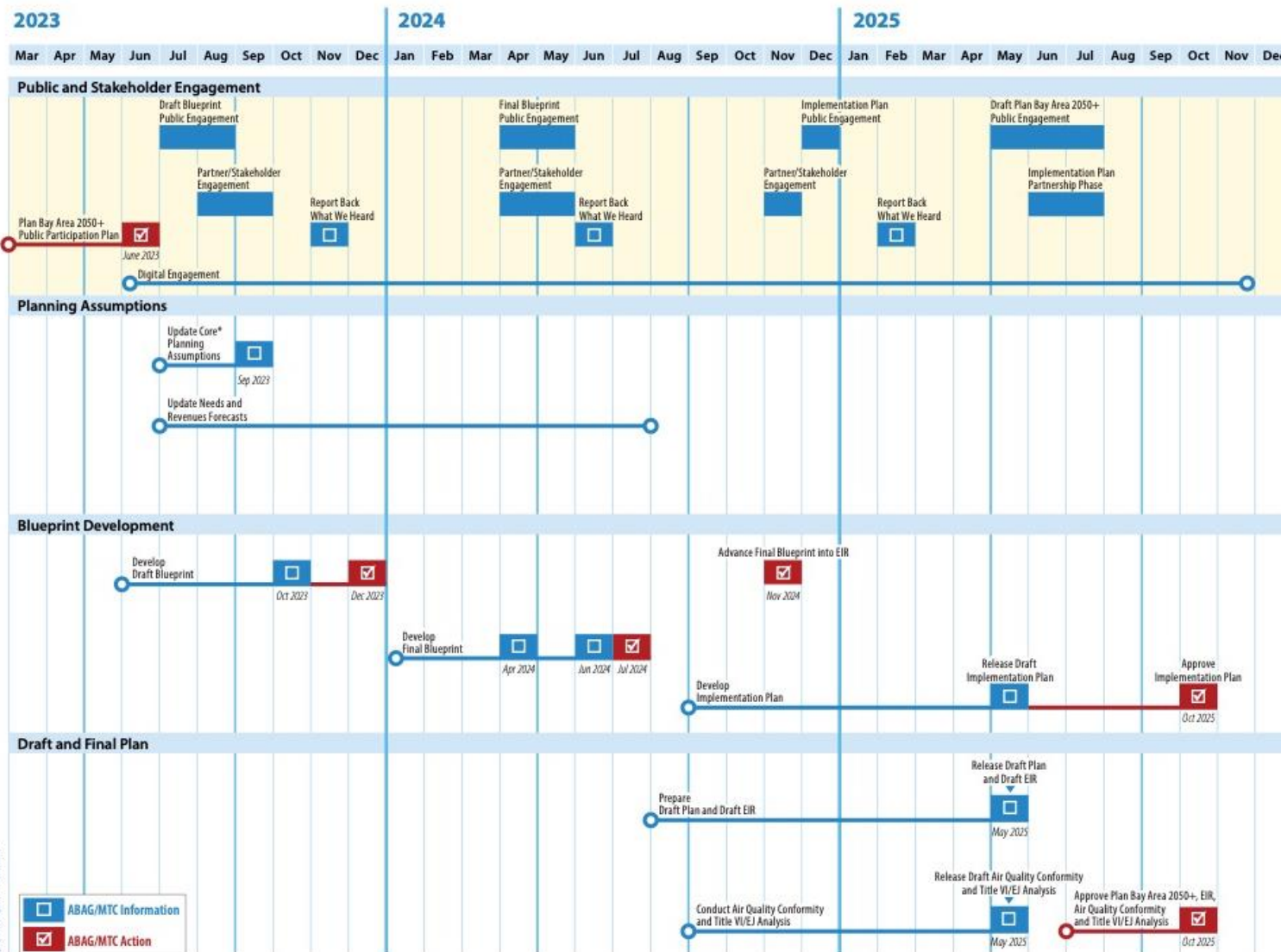
Build Knowledge

- **Objective:** Inform a wide range of people about regional planning issues in the Bay Area, including transportation, housing, economic and environmental topic areas
- **Performance Metrics:**
 - Ratings from before and after participant surveys
 - Number of participants in educational efforts
- **Objective:** Each step of the process should include an educational element
- **Performance Metrics:**
 - Ratings collected via participant surveys
 - Number of participants in educational efforts

Attachment 1.

Plan Bay Area 2050+ Timeline

Plan Bay Area 2050+: Key Milestones (DRAFT)



*Includes Regional Growth Forecast, Growth Geographies and External Forces.

(Dates are tentative and subject to change.)



METROPOLITAN
TRANSPORTATION
COMMISSION

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San Francisco, CA 94105
TEL 415.778.6700
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Memorandum

Attachment B. Summary of Engagement Feedback to Inform Development of MTC's Draft 2023 Public Participation Plan for the San Francisco Bay Area

MTC staff collected ideas and suggestions about public engagement, including best practices for public participation in the planning arena, in the following ways:

- Presentation before MTC's Policy Advisory Council (November 9, 2022)
- Public Participation Survey (November 9, 2022–December 9, 2022)
- Group interviews with MTC's Policy Advisory Council Members (December 2022)
- Review of MPO partners' public participation plans (November–December 2022)
- Research public engagement best-practices (November 2022–January 2023)

Summary of Feedback

Comments from MTC's Policy Advisory Council

November 9 meeting and group interviews:

- What methods of engagement have you found most successful — both from Plan Bay Area/MTC or other efforts?
 - Share information with the Council so they can share with their networks.
 - Paid participation in focus groups.
 - Social media surveys
 - Workshops with multiple tables allows for one-on-one conversation.
 - Games
 - Bringing the meeting to the people; pop-up workshops; small group discussions instead of big public community meetings
 - Presentation style public meetings are not as useful.
 - Zoom, but not for activities that are too complex.
 - Reach groups not often accessed: seniors, students, homeless and multilingual individuals.
 - Set up 90-minute phone calls or Zoom meetings with community health workers or volunteers in their own languages.
- Have you encountered innovative engagement methods from other agencies or organizations? If so, what are they? Why were they successful?
 - There should be a community building component to outreach.

- Contribute to it being less extractive and transactional.
 - Engagement at community gardens.
 - Bus and bus stop signage
 - Break it down into little chunks; mini versions of a series of meetings.
 - Use gaming to get people involved (see Marin County Game of Floods) — that is especially appealing to young people.
 - Education campaigns
 - Hold different classes or fairs that aren't directly related to your engagement work, like Zumba classes, which will help build community relationships and it's a good way to learn more about each other.
- How do you prefer to receive information about MTC's work? How do you think your communities prefer to receive information? Any recommendations that could help us grow our contacts database?
 - Receiving information from a trusted connection is most effective.
 - Social media sharing is most effective when the information shared comes from a trusted staff or leader of an organization.
 - Compensation is important, as well as honoring people's time especially when it's around their time off; provide gift cards.
 - Offer a variety of choices for providing input.
 - Avoid "checking the box" activities.
 - Add MTC events to local calendars of events.
- Are there creative partnerships that MTC staff should consider developing?
 - Office of Equity in Sonoma County
 - Identify people in leadership roles in organizations that are well networked/connected.
 - Find organizing engines that work with community organizers.
 - County *promotores* programs
 - Supervisor aides
 - School districts; reach out to community colleges.
- Anything else we should consider to help improve our engagement efforts?
 - Language-specific opportunities and language-specific outreach is important; people who speak other languages deserve to participate in these processes — they are as vital to the process as others, and they deserve a space.
 - Succinct information posted on how to stay involved, who are the contacts, and here are the meetings.
 - Toolkits with social media content and translated into different languages that partners can use to share information; reach out to organizations/partners to help push out information for us.
 - Connect and coordinate with local communications staff, PIOs.

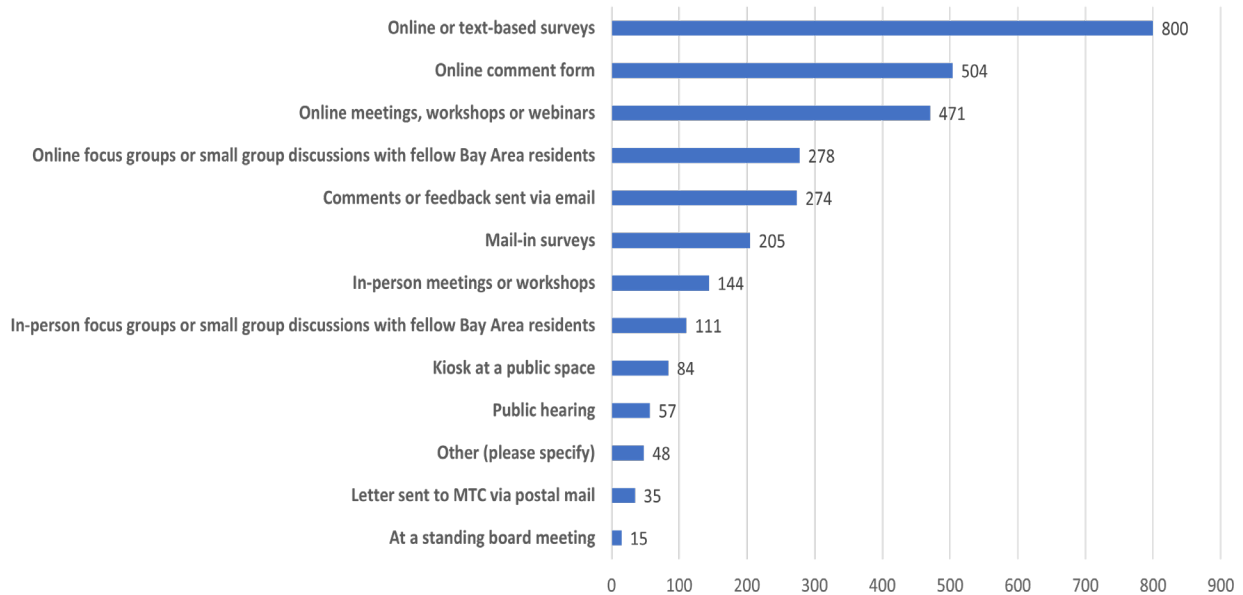
- Offer training to help the public use new technologies.
- Provide recordings for those who cannot attend online or in-person meetings.
- Create introductory materials for Policy Advisory Council members, committee members and community leaders so they can easily introduce MTC's projects to their networks.
- Creating ways to show information, like "journey mapping," which comes from users' experiences and helps explain things in a more concrete way.
- Use newspaper articles and partner with local unions to send emails to their members, most of them would meet some of our low-income requirements.

Public Engagement Survey Results

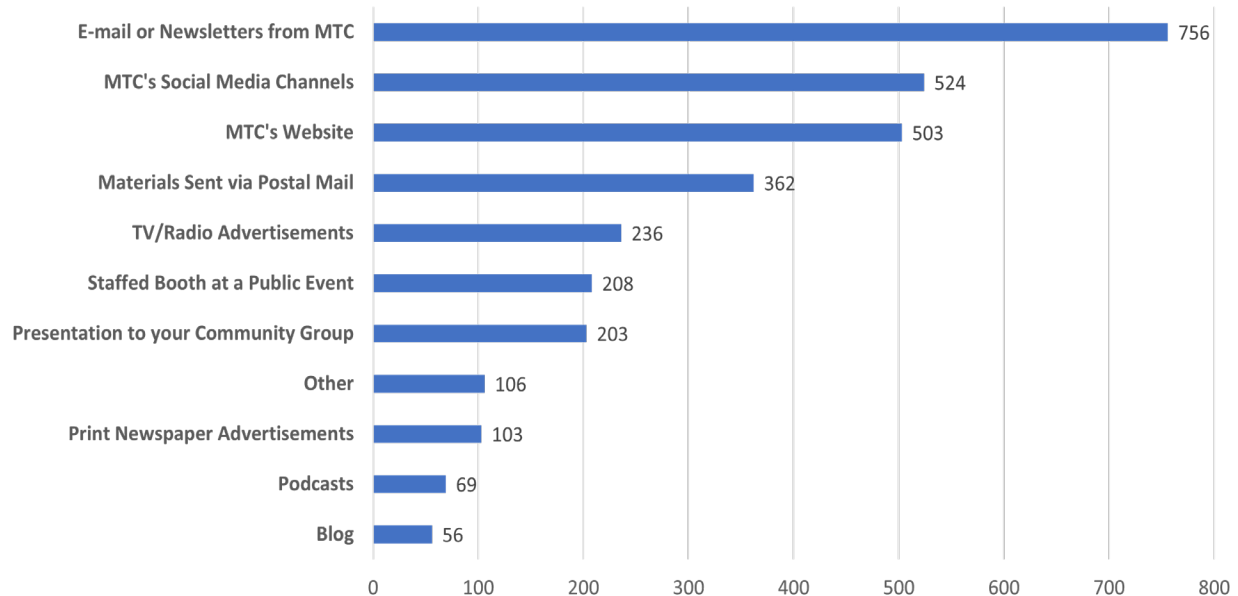
Staff conducted an online survey that was open from November 9 to December 9, 2022. The survey was available in Chinese, English and Spanish. Information about the survey was sent to local jurisdiction, transit agency, CTA, Caltrans and other partner agency staff; community-based organization partners; Tribal partners; news outlets; as well as the general public. Staff also [issued a press release on November 9](#) about the opportunity to provide input and conducted paid digital promotion on Facebook in three languages (Chinese, English and Spanish), and organic social media promotion on Twitter. Information on the survey was [also posted on The Bay Link blog on November 9](#). A total of 1,042 individual survey responses were received. A summary of the survey results starts in the following page.

By far, the pandemic’s impact has cemented the expectation for virtual engagement opportunities — both to provide input and to stay informed:

What methods would you most likely use to express your views to MTC? Please select your top THREE choices from the options below.



What is the best way for MTC staff to communicate with you about MTC's decisions, activities and programs? Please select your top THREE choices from the options below.



When asked what would make it easiest for people to participate in and provide input on key policy decisions MTC makes, respondent ranked “provide online/telephone options for participating rather than in-person events” as their top option — with over half of survey participants ranking this as their top option. Presenting information at events people are already attending was ranked second with less than 30% of participants ranking this as their top option. Compensating participants was a distant third with less than 8% of participants ranking it as their top option.

The open-ended responses also prioritized virtual engagement. The majority of comments received focused on providing options for virtual engagement, as well as maintaining the virtual engagement opportunities that emerged during the pandemic, such as the ability to participate remotely in board meetings and other engagement events. The second most-received comments focused on providing engagements opportunities that “meet people where they already are,” including pop-up workshops, tabling at community events, and having information available at transit hubs/stops. A large number of comments focused on the need to improve communications by using plain language and reducing technical jargon, illustrated by this comment:

*“Slides in most government presentations are way too overloaded with wordiness, multiple charts on a single slide, etc. Turns people off, divides attention, makes it *more difficult* to take*

in the info. Better to keep only the key points on slides and move the details into handouts and accessible Word docs and/or PDFs.”

Surprisingly, many comments received highlighted the need to better inform the public rather than to engage them. Specifically, comments focused on the need for more “education” — about who MTC is and the individual projects we work on. Several comments also highlighted the need to build trust by reporting back on the impact of their input, as well as setting clear expectation about when their input does or does not influence policy development and decision-making.

MTC's Draft 2023 Public Participation Plan for the San Francisco Bay Area



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joint MTC ABAG Legislation Committee

March 10, 2023

Background

- In accordance with 23 CFR 450.316, **MTC is required to engage in a planning process that creates opportunities for public involvement, participation and consultation throughout the development of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP).**
- SB 375 (Steinberg, 2008) also requires MTC to develop a separate engagement plan for the development of the RTP and Sustainable Communities Strategy — the region's long-range plan, known as Plan Bay Area 2050.

Update Approach

- ***New!*** Provide the public with an overview of how they can get involved in other agency projects and activities with opportunities for input and engagement beyond PBA and the TIP.
- ***New!*** Incorporate Equity Platform into the plan.
- Update **Guiding Principles** and **Engagement Strategies** to help guide all agency public engagement activities.
- Incorporate current best practices for engagement methods.

What We Heard

- The pandemic's impact cemented the expectation for virtual engagement opportunities.
- If we meet in-person, we must “meet people where they already are.”
- Providing online/telephone options for participating — rather than in-person events — was ranked as the easiest option for people to participate in and provide input on MTC's work.
- Use of plain language rose as a top request for improving engagement.
- Participants highlighted the need for more “education.”

What's Different?

Guiding Principles

- Effective engagement has a clear purpose.
- Effective engagement requires two-way education and relationship building.
- Effective engagement is not one-size-fits-all.
- Clear communication is essential in effective engagement.
- Effective engagement demands accountability.
- Engagement requires openness and transparency (adopted as an environmental justice principle by the Commission in 2006).

Next Steps

- February 23 — Release MTC's Draft 2023 PPP for 45-day comment period
- March 10 — Presentation and discussion at Joint Legislation Committee
- April 10 — Close of comment period
- June 9 — Presentation of Revised Draft at Joint Legislation Committee
- June 28 — Final Commission Action on 2023 PPP

Staff Contact

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

March 10, 2023

Agenda Item 5b

2023 Youth Programs Update

Subject:

Overview of MTC/ABAG Youth Programs.

Background:

This item provides an update on five youth programs supported by MTC/ABAG: 1) Norman Mineta High School Summer Academy; 2) Pathways to Government College Mentorship program; 3) Spare the Air Youth Program; 4) BayREN Workforce Education and Training Program, and 5) Local Youth Innovation Challenge.

2023 marks the third summer that MTC and ABAG have sponsored youth summer programs after they were suspended in the summer of 2020 due to budgetary and public health constraints. The Norman Mineta High School Summer Academy provides a multi-week, mostly remote learning curriculum for Bay Area high school students. The Pathways to Government College Mentorship is a targeted effort to develop a pipeline of college-age students from underrepresented backgrounds at the agencies. As the public health emergency order expires, staff are preparing to again update the programs to retain the benefits of remote access while also providing the youth with an in-person experience at the Bay Area Metro Center.

The number of high school students who completed the program doubled from 29 to 58 participants from the summer of 2021 to 2022. As shown below, the college program was limited to a handful of students in 2021 and 2022. Recruitment efforts were focused on encouraging students to apply from Equity Priority Communities (low-income and communities of color). All students were paid at living wage levels and consistently provided positive feedback on their experiences.

Program	2021 Participants	2022 Participants
High School Summer Academy	29	58
Pathways to Government College Mentorship	5	6

Both programs can grow by enriching the curriculum and expanding recruitment networks to ensure broader participation from all Bay Area communities – an effort that Commissioners can

help to advance by spreading the word to your constituents. Recruitment is now live, with [applications](#) due April 14, 2023. Staff will email related materials and request the Joint MTC ABAG Legislation Committee members share the recruitment flyers with your networks to encourage broad participation. The flyer is included as Attachment B to this item and the application can also be found at <http://mtc.one/BayAreaSummerAcademy2023> .

Established in 2011, the Spare the Air Youth Program is a partnership between MTC and the Bay Area Air Quality Management District to co-develop transportation-related greenhouse gas emissions reduction strategies for K-12 schools, students, and their families through various programs and activities. The program supports local Safe Routes to Schools programs, bike safety and mechanics education programs, a technical advisory committee, and the very popular Youth for the Environment and Sustainability (YES) Conference, which has been paused due to the pandemic. The program has a dedicated website (sparetheairyouth.org) with active travel resources and information tailored to students, parents, teachers, and mobility program implementers.

Since 2019, BayREN has partnered with Rising Sun Center for Opportunity to offer the Green House Calls program, a summer program for youth that provides technical training and hands-on experience installing energy efficiency measures in regional residential households. The program prioritizes outreach to low-income youth and those disconnected from school and employment. In 2024, BayREN will offer the Climate Careers pathway, where graduates of Green House Calls will be placed in paid internships. Participants will gain real-life, first-hand career experience in positions such as contractors, researchers, educators, event coordinators, outreach associates, troubleshooters, and marketers.

As part of the BayREN Business Plan filed with the California Public Utilities Commission in March 2022, a new Workforce, Education, and Training program is proposed that includes the Green House Calls and Career Pathways offerings and adds another component: job placement. The newly proposed Workforce Education and Training program aims to create opportunities for youth from low-income households and equity-priority communities, providing youth with real-world work experiences in targeted sectors. The program addresses explicitly Bay Area youth unemployment, particularly among youth of color, while building a future energy efficiency and

clean economy workforce. The Public Utilities Commission will review and consider adopting the Business Plan later this year, with implementation set to begin in 2024.

Most recently, in February 2023, MTC and its partners, including AC Transit, BART, Caltrain, Golden Gate Bridge, Highway and Transportation District, SamTrans, SFMTA, and VTA, recruited youth participants for the Bay Area's Local Youth Innovation Challenge 2023. This nascent program is sponsored by the national non-profit Introducing Youth to American Infrastructure+ ([Iyai+](#))(link is external) and aims to increase young people's awareness of potential careers within the transportation field and identify ways to modernize the workforce/workplace for the 21st century. The challenge is mainly focused on engaging with youth who have historically been underrepresented such as young women and people of color, in these programs and career fields. The project aims to elevate youth voices and ideas on addressing urgent transportation sector workforce challenges of attracting, hiring, and retaining employees.

Issues:


None identified

Recommendation:

Information

Attachments:

- Attachment A: PowerPoint
- Attachment B: Bay Area Summer Academy flyer



Andrew B. Fremier

Youth Programs Update



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Joint MTC ABAG Legislation Committee

March 10, 2023

Overview

- **Norm Mineta Bay Area Summer Academy**
- **Pathway to Government College Mentorship**
- **Spare the Air Youth**
- **BayREN Youth Workforce Education & Training**
- **Local Youth Innovation Challenge**

Bay Area High School Summer Academy

Geographic & Gender Representation

Highlights:

- Doubled number of applicants, with participants from all 9 Counties
- Recruited from schools serving Equity Priority Communities

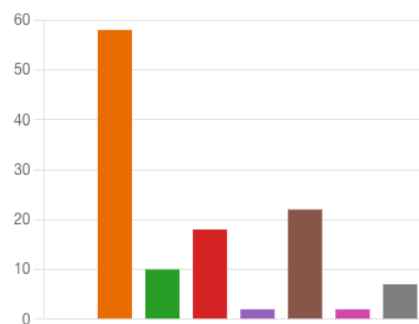
County Breakdown:

- Alameda: 34 (31%)
- Contra Costa: 13 (12%)
- Marin: 4 (4%)
- Napa: 1 (>1%)
- San Francisco: 12 (11%)
- San Mateo : 13 (12%)
- Santa Clara: 25 (23%)
- Solano: 7 (6%)
- Sonoma: 3 (3%)

14. (Optional): We strive to reach all Bay Area communities. How do you identify ethnically/racially? (Multiple boxes OK. Answers to this question are not taken into consideration for selections.)

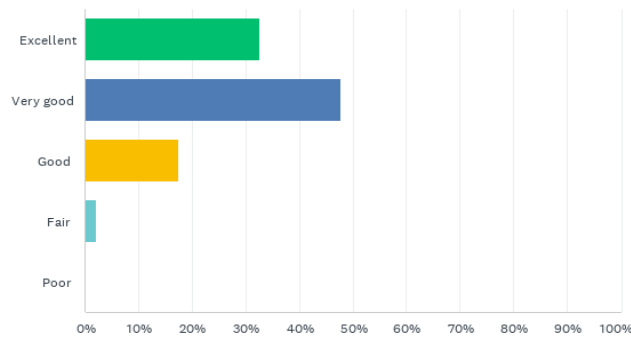
[More Details](#)

American Indian or Alaska Native	0
Asian	58
Black or African American	10
Latinx or Hispanic	18
Native Hawaiian or Pacific Island...	2
White	22
Prefer not to share	2
Other	7



Students had a positive experience

Q2 Overall, how would you rate the Summer Academy?



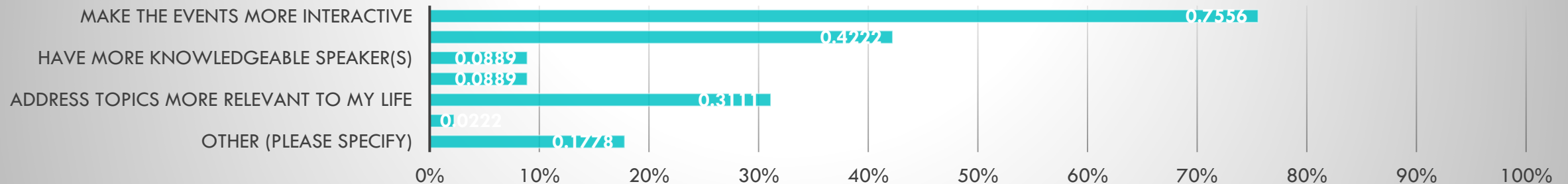
Student willingness to promote to peers

Q1 How likely is it that you would recommend the Bay Area Summer Academy to a friend?



Constructive Feedback

Students want more interactive experience

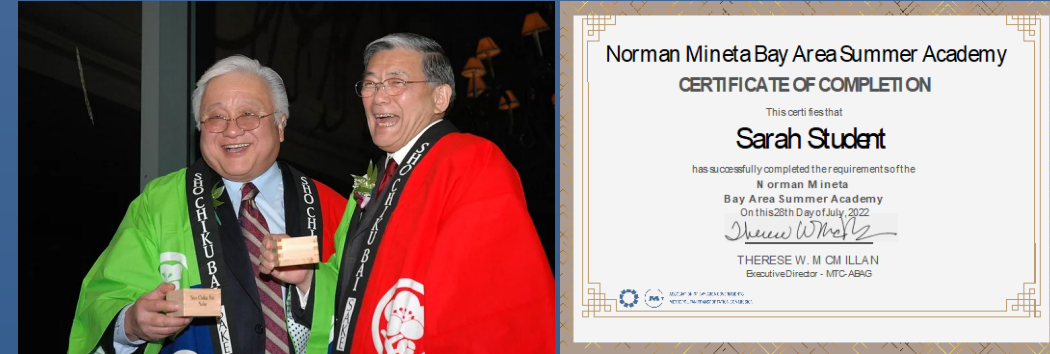


Curriculum (sample)

- Introductions to Bay Area's four regional agencies
- Plan Bay Area
- Climate Tech/Environmental Justice
- Gentrification and fair housing
- Capstone Project



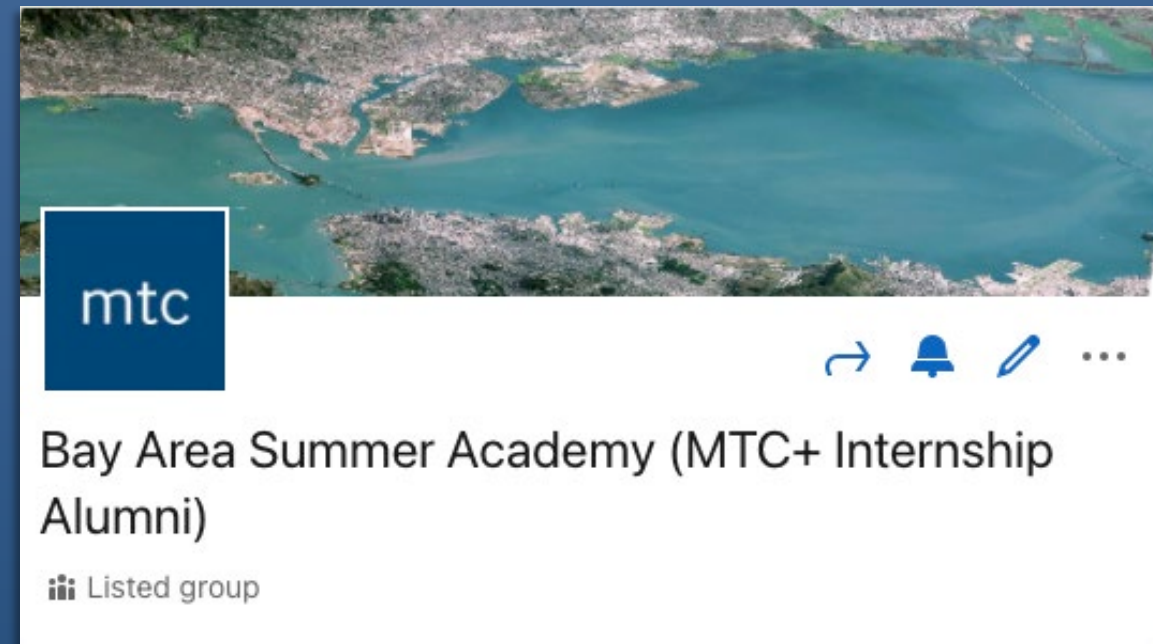
Course Completion



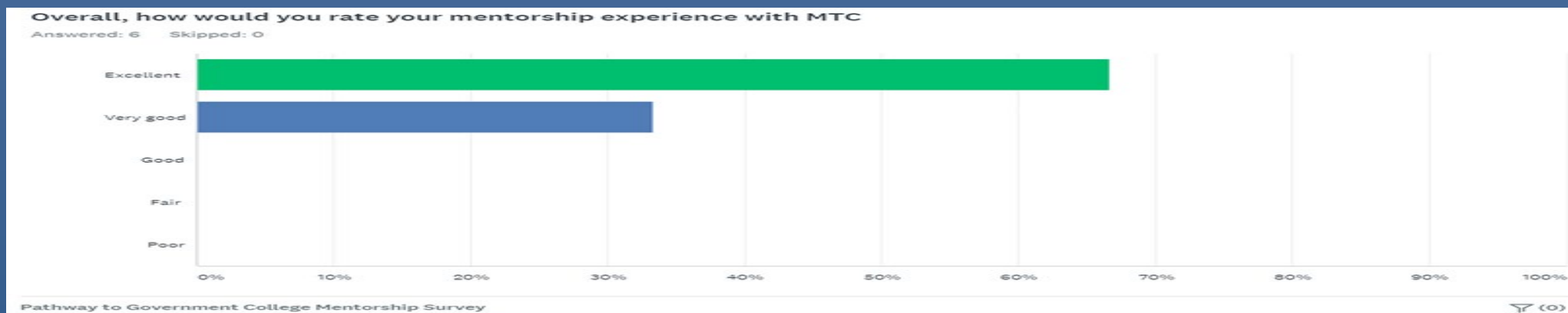
- **Keynotes by Congressman Mike Honda and MTC Leaders**
- **58 successfully completed Academy**
- **Compensated at living wage (\$25 per hour)**

2022 Pathway to Government College Mentorship

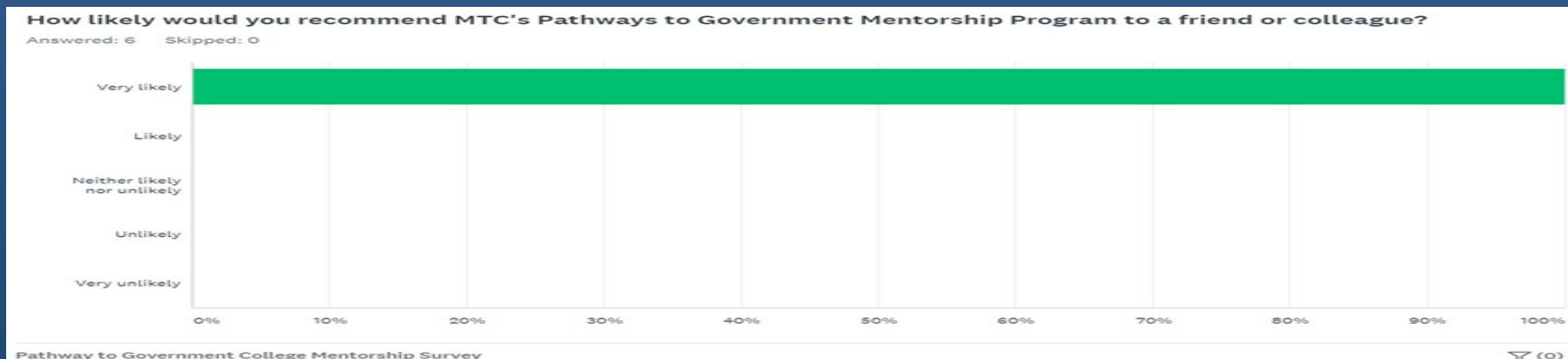
- **Focus on mentorship versus traditional internship**
- **Student Demographics & Placements**
- **Career coaching/resume writing workshop**
- **MTC Internship Alumni Group to keep connected and to track career progress**



College Mentees Had Positive Experience



Strongly Recommended by All



Spare the Air Youth

- Established as part of MTC's Climate Initiatives program in 2011
- Funded by MTC in partnership with the Air District
- Direct programming includes:
 - YES Conference
 - Bay Area BikeMobile
 - Family Biking Workshops
 - High school mini-grants
- Technical Advisory Committee & Regional Working Groups



BayREN Workforce Education and Training Program

- Partnership established in 2019
- Workforce program focused on Equity Priority Communities to introduce youth (ages 15-24) to Climate Careers
- Partnership with Rising Sun Center for Opportunity and Inclusive Economics



Local Youth Innovation Challenge

- Partnership with 7 public agencies
- Students collaborate on key public policy challenges
- \$250-750 prize per student for top entries
- Potential trip to Orlando in October for American Public Transportation Association Annual Meeting/EXPO



Options & Next Steps for FY 2023-2024

High School

- Hybrid version of Bay Area Summer Academy (in person for capstone)
- Consider return to a paid internship in partnership with local agencies.

College

- Enhance the Summer College Mentorship Program based on feedback from Summer 2022 mentees and mentors.
- Research and discuss potential for a year-round college intern program
- College students to participate in the upcoming 2023 summer academy program.

Overall

- Build partnership with the Air District and SF Bay Conservation and Development Commission
- Remain flexible in the types of programs we create for summer 2023 given the different COVID recovery processes by county and budget considerations.

Questions?

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BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION



PRESENT



BAY AREA SUMMER ACADEMY

APPLY TO SUMMER ACADEMY ON URBAN PLANNING,
EQUITY, HOUSING & MORE (INCLUDES STIPEND)
For Bay Area High Schoolers to learn about how our
regional governments work and careers in public service

July 6-27, 2023
Online Weekly Sessions
+ in-person finale @SF Headquarters

Requirements:

- Live in the Bay Area
- 16+ & completed 9th grade
- Attend all weekly seminars
- Parent/guardian consent



2023 Bay Area Summer Academy
Application Form



Limited Slots - Apply Today!

<http://mtc.one/BayAreaSummerAcademy2023>