

## Meeting Agenda

### Joint MTC ABAG Legislation Committee

*David Canepa, Chair    Jesse Arreguin, Vice Chair*

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Friday, March 8, 2024

9:45 AM

Board Room - 1st Floor

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The Joint MTC ABAG Legislation Committee is scheduled to meet at 9:45 a.m. or immediately following the 9:40 a.m. MTC Planning Committee meeting, whichever occurs later.

This meeting shall consist of a simultaneous teleconference call at the following location(s):  
2255 Contra Costa Blvd., Suite 202, Pleasant Hill, CA 94506

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.

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/87558790389>

iPhone One-Tap: US: +16694449171,,87558790389#

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: 875 5879 0389

International numbers available: <https://bayareametro.zoom.us/j/87558790389>

Detailed instructions on participating via Zoom are available at:

<https://bayareametro.zoom.us/j/87558790389>

<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](mailto: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.

**Roster**

David Canepa (Chair), Jesse Arreguin, (Vice Chair), Eddie Ahn, Ken Carlson,  
Carol Dutra-Vernaci, Pat Eklund, Dorene M. Giacomini\*, Matt Mahan,  
Stephanie Moulton-Peters, Sue Noack, David Rabbitt, Belia Ramos,  
James P. Spering, Aaron Tiedemann, Vacant, and Vacant  
\*Non-Voting Member

**1. Call to Order / Roll Call / Confirm Quorum**

*Quorum: A quorum of this body shall be a majority of its regular voting members (8).*

**2. Consent Calendar**

- 2a. [24-0186](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the February 9, 2024 Meeting

**Action:** Committee Approval

**Attachments:** [2a 24-0184 2024-02-09 Joint MTC ABAG Legislation Committee Meeting](#)

- 2b. [24-0288](#) 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 24-0288 Handout March Legislative History.pdf](#)

**3. State Legislation**

- 3a. [24-0189](#) Fiscal Year 2024-25 State Budget Update

Update on budget deficit projections and MTC and ABAG advocacy strategy related to restoring proposed housing cuts, including cuts to the Regional Early Action Program 2.0.

**Action:** Information

**Presenter:** Julie Snyder

**Attachments:** [3ai 24-0189 Summary Sheet State Budget.pdf](#)  
[3aii 24-0189 Attachment A Letter to leadership on state budget FINAL.pdf](#)  
[3aiii 24-0189 Attachment B Housing Advocates Budget Statement reduced](#)  
[3aiv 24-0189 Attachment C SCAG REAP Letter reduced.pdf](#)  
[3av 24-0189 Attachment D SACOG REAP Letter reduced.pdf](#)

- 3b.**     [24-0285](#)            Regional Transportation Measure Authorizing Legislation
- Update on Senate Bill (SB) 925 (Wiener), the MTC-sponsored regional transportation revenue measure authorizing bill.
- Action:**                    Information
- Presenter:**             Georgia Gann Dohrmann
- Attachments:**         [3b 24-0285 Summary Sheet Senate Bill 925.pdf](#)
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- 3c.**     [24-0286](#)            Senate Bill 960 (Wiener): Transit Priority and Complete Streets
- Requires Caltrans incorporate infrastructure needs for all road users - including bicyclists, pedestrians, and transit riders - into the state asset management plan, adopt a transit priority policy and make other changes to streamline transit priority project implementation.
- Action:**                    Support in Concept / MTC Commission Approval
- Presenter:**             Georgia Gann Dohrmann
- Attachments:**         [3c 24-0286 Summary Sheet Senate Bill 960 Wiener Transit Priority and C](#)
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- 3d.**     [24-0188](#)            MTC/ABAG Sacramento Advocacy Trip
- Update on preparations for MTC and ABAG's annual Sacramento advocacy trip, planned for March 10 - 12, 2024.
- Action:**                    Information
- Presenter:**             Georgia Gann Dohrmann
- Attachments:**         [3di 24-0188 Summary Sheet March Advocacy Days.pdf](#)  
[3dii 24-0188 2024 State Legislative Reception Invite Reduced.pdf](#)

#### 4. Federal Legislation

- 4a.**     [24-0187](#)            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 24-0187 HANDOUT MTC Washington DC Legislative Update February](#)

## **5. Public Comment / Other Business**

*Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial \*9. When called upon, unmute yourself or dial \*6.*

## **6. Adjournment / Next Meeting**

**The next meeting of the Joint MTC ABAG Legislation Committee will be held on Friday, April 12, 2024 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.**

**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](http://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.

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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.

## Meeting Minutes - Draft

### Joint MTC ABAG Legislation Committee

*David Canepa, Chair    Jesse Arreguin, Vice Chair*

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Friday, February 9, 2024

9:45 AM

Board Room - 1st Floor

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#### Roster

David Canepa (Chair), Jesse Arreguin, (Vice Chair), Eddie Ahn, Ken Carlson,  
Carol Dutra-Vernaci, Pat Eklund, Dorene M. Giacopini\*, Matt Mahan,  
Stephanie Moulton-Peters, Sue Noack, David Rabbitt, Belia Ramos,  
James P. Spering, Aaron Tiedemann, Vacant, and Vacant

*\*Non-Voting Member*

#### 1. Call to Order / Roll Call / Confirm Quorum

**Present:** 8 - Chair Canepa, Vice Chair Arreguin, Committee Member Ahn, Committee Member Dutra-Vernaci, Committee Member Eklund, Committee Member Moulton-Peters, Committee Member Ramos and Committee Member Spering

**Absent:** 5 - Committee Member Carlson, Committee Member Mahan, Committee Member Noack, Committee Member Rabbitt and Committee Member Tiedemann

Committee Vice Chair Arreguin invoked AB 2449.

Non-Voting Member Present: Dorene M. Giacopini

Ex Officio Voting Member Present: Commission Chair Pedroza

Ad Hoc Non-Voting Member Present: Commissioner Papan

The following individual(s) participated from remote locations: Committee Vice Chair Arreguin and Member Eklund.

## 2. Consent Calendar

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

**Aye:** 7 - Chair Canepa, Vice Chair Arreguin, Committee Member Ahn, Committee Member Eklund, Committee Member Moulton-Peters, Committee Member Ramos and Committee Member Spering

**Absent:** 6 - Committee Member Carlson, Committee Member Dutra-Vernaci, Committee Member Mahan, Committee Member Noack, Committee Member Rabbitt and Committee Member Tiedemann

- 2a. [24-0020](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the January 12, 2024 Meeting

**Action:** Committee Approval

**Attachments:** [2a 24-0020 2024-01-12 Joint MTC ABAG Legislation Committee Meeting Minutes Draft.pdf](#)

- 2b. [24-0245](#) 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 24-0245 Handout February Legislative History.pdf](#)

Committee Member Dutra-Vernaci arrived after the approval of the Consent Calendar.

## 3. State and Federal Legislation

- 3a. [24-0175](#) 2024 State Legislative Session Update

Overview of the legislative landscape in Sacramento as it relates to the MTC/ABAG 2024 Advocacy Program.

**Action:** Information

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [3ai 24-0175 Summary Sheet 2024 State Legislative Session Update.pdf](#)  
[3aii 24-0175 Attachment A 2024 State Legislative Session Update.pdf](#)

**3b.**     [24-0021](#)     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:** [3b\\_24-0021\\_HANDOUT\\_MTC\\_Washington\\_DC\\_Legislative\\_Update\\_January\\_2024.pdf](#)

**4. Information**

**4a.**     [23-1345](#)     Youth Programs Update

Overview of MTC/ABAG Youth Programs and Plans for 2024.

**Action:** Information

**Presenter:** John Kannegieser and Ky-Nam Miller

**Attachments:** [4ai\\_23-1345\\_Summary\\_Sheet\\_Youth\\_Programs.pdf](#)  
[4aii\\_23-1345\\_PowerPoint\\_Attachment\\_A\\_Youth\\_Programs.pdf](#)

**5. Public Comment / Other Business**

**6. Adjournment / Next Meeting**

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METROPOLITAN  
TRANSPORTATION  
COMMISSION

# LEGISLATIVE HISTORY

## MTC and ABAG Priority Bills

Wednesday, March 6, 2024



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<a href="#">AB 6</a> <a href="#">Friedman</a>	Amended 3/16/2023	Senate 2 year	<b>Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions.</b> Current law requires that each regional transportation plan 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 require the state board, after January 1, 2024, and not later than September 30, 2026, to establish additional targets for 2035 and 2045, respectively, as specified.		
<a href="#">AB 7</a> <a href="#">Friedman</a>	Amended 9/1/2023	Senate 2 year	<b>Transportation: planning: project selection processes.</b> The Transportation 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. On and after January 1, 2025, and to the extent applicable, feasible, and cost effective, this bill would require the agency, the Department of Transportation, and the California Transportation Commission to incorporate specified goals into program funding guidelines and processes.		
<a href="#">AB 73</a> <a href="#">Boerner</a>	Amended 3/9/2023	Senate 2 year	<b>Vehicles: required stops: bicycles.</b> Current law requires the driver of any vehicle, including a person riding a bicycle, when approaching a stop sign at the entrance of an intersection, to stop before entering the intersection. A violation of this requirement is an infraction. This bill would require a person who is 18 years of age or older riding a bicycle upon a two-lane highway when approaching a stop sign at the entrance of an intersection with another roadway with two or fewer lanes, where stop signs are erected upon all approaches, to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and to pedestrians, as specified, and continue to yield the right-of-way to those vehicles and pedestrians until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. The bill would state that these provisions do not affect the liability of a driver of a motor vehicle as a result of the driver's negligent or wrongful act or omission in the operation of a motor vehicle.		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<a href="#">AB 86</a> <a href="#">Jones-Sawyer</a>	Amended 4/20/2023	Senate 2 year	<b>Homelessness: Statewide Homelessness Coordinator.</b> Would require the Governor to appoint a Statewide Homelessness Coordinator, within the Governor's Office, to serve as the lead person for ending homelessness in California. The bill would require the coordinator to perform prescribed duties, including, among others, identifying a local leader in each relevant city, county, city and county, or other jurisdiction to serve as a liaison between the coordinator and that jurisdiction, overseeing homelessness programs, services, data, and policies between federal, state, and local agencies, coordinating the timing of release of funds and applications for funding for housing and housing-based services impacting Californians experiencing homelessness, and, in collaboration with local leaders, providing annual recommendations to the Legislature and the Governor, as specified. The bill would authorize the coordinator to adjust state goals to the extent allowed by state law.		
<a href="#">AB 653</a> <a href="#">Reyes</a>	Amended 5/1/2023	Senate 2 year	<b>Federal Housing Voucher Acceleration Program.</b> The Housing Authorities Law creates a housing authority in each county and each city that is authorized to transact business and exercise specified powers upon adoption of a resolution by the governing body of the county or city declaring that there is a need for the authority to function. Among other things, current law authorizes a housing authority to prepare, carry out, acquire, lease, and operate housing projects and housing developments for persons of low income, as provided. This bill would establish the Federal Housing Voucher Acceleration Program, and would require the Department of Housing and Community Development to establish, administer, and fund a grant application process and award grants to public housing authorities in geographically diverse communities, as determined by the department, on or before July 1, 2024. The bill would authorize applicants to use grant funds to provide specified services to the eligible population. The bill would require the department to allocate grant funds to applicants based upon the number of public housing and Section 8 vouchers maintained by the housing authority and by a housing authority's success rate, defined as the percentage of new voucher families that successfully lease a qualifying unit.		
<a href="#">AB 799</a> <a href="#">Rivas, Luz</a>	Amended 9/1/2023	Senate 2 year	<b>Homelessness: financing plan.</b> Would require the California Interagency Council on Homelessness, in collaboration with continuums of care, counties, and big cities, as defined, and other stakeholders, to establish and regularly update a financing plan to solve homelessness by the year 2035. The bill would require the council to establish and update statewide performance metrics to reduce racial and ethnic disparities in homelessness and to increase successful exits from homelessness to permanent housing by updating the Statewide Action Plan for Preventing and Ending Homelessness in California, no later than January 1, 2025, and would require the council to publish these goals on its internet website, as specified.		

<a href="#">AB 817</a> <a href="#">Pacheco</a>	Amended 1/17/2024	Senate Rules	<p><b>Open meetings: teleconferencing: subsidiary body.</b> The Ralph M. Brown Act requires, with specified exceptions, 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. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. Current law authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency (emergency provisions) and, until January 1, 2026, in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency's jurisdiction and other requirements are met (nonemergency provisions). This bill, until January 1, 2026, would authorize a subsidiary body, as defined, to use similar alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter.</p>	Support	Support
<a href="#">AB 990</a> <a href="#">Grayson</a>	Amended 1/25/2024	Senate Rules	<p><b>Water quality: waste discharge requirements: infill housing projects.</b> Under current law, the State Water Resources Control Board and the 9 California regional water quality control boards regulate water quality and prescribe waste discharge requirements in accordance with the federal National Pollutant Discharge Elimination System (NPDES) permit program established by the federal Clean Water Act and the act. This bill would require the regional water board, defined to mean the regional water board with geographic boundaries for the San Francisco Bay region, to, by July 1, 2025, initiate modifications to its waste discharge requirements, as specified. The bill would require these modifications to be completed within 6 months of initiation. Before finalizing the modifications, the bill would require the regional water board to make specified findings, including, among other things, that concerns regarding the potential impacts of the draft NPDES permit requirements on the development of housing on infill sites have been adequately addressed. The bill would make these provisions inoperative on July 1, 2028, and would repeal them on January 1, 2029.</p>		

<a href="#">AB 1053</a> <a href="#">Gabriel</a>	Amended 3/30/2023	Senate 2 year	<b>Housing programs: multifamily housing programs: expenditure of loan proceeds.</b> 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.	Support	Support
<a href="#">AB 1335</a> <a href="#">Zbur</a>	Amended 6/22/2023	Senate 2 year	<b>Local government: transportation planning and land use: sustainable communities strategy.</b> Current law requires specified designated transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, as described. Current law requires the plan to include specified information, including a sustainable communities strategy prepared by each metropolitan planning organization, and requires each transportation planning agency to adopt and submit, every 4 years, an updated plan to the California Transportation Commission and the Department of Transportation. Current law requires the sustainable communities strategy to include specified information, including an identification of areas within the region sufficient to house all the population of the region over the course of the planning period of the regional transportation plan, as specified, and an identification of areas within the region sufficient to house an 8-year projection of the regional housing need for the region, as specified. This bill would additionally require each metropolitan planning organization to include in the sustainable communities strategy the total number of new housing units necessary to house all the population of the region over the course of the planning period of the regional transportation plan, as specified, and the total number of new housing units necessary to house the above-described 8-year projection, as specified.	Oppose	Oppose
<a href="#">AB 1505</a> <a href="#">Rodriguez</a>	Amended 7/3/2023	Senate Inactive File	<b>Seismic retrofitting: soft story multifamily housing.</b> 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 CRMP to develop		

			and administer the program, as specified. Existing law makes these provisions inoperative on July 1, 2042, and repeals them as of January 1, 2043. Current federal law, the Robert T. Stafford Disaster Relief and Emergency Assistance Act, establishes various grant opportunities, including the Hazard Mitigation Grant Program and Building Resilient Infrastructure and Communities grant program, to support hazard mitigation projects. This bill would remove the requirement for the Legislature to 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. The bill would authorize the Office of Emergency Services to dedicate federal Hazard Mitigation Grant Program and Building Resilient Infrastructure and Communities application funding to specified projects to augment and support the Seismic Retrofitting Program for Soft Story Multifamily Housing.		
<a href="#"><u>AB 1567</u></a> <a href="#"><u>Garcia</u></a>	Amended 5/26/2023	Senate Natural Resources and Water	<b>Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, Clean Energy, and Workforce Development Bond Act of 2024.</b> Would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, Clean Energy, and Workforce Development Bond Act of 2024, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$15,995,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, clean energy, and workforce development programs.		
<a href="#"><u>AB 1657</u></a> <a href="#"><u>Wicks</u></a>	Amended 3/4/2024	Senate Appropriations	<b>The Affordable Housing Bond Act of 2024.</b> Current law 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 \$10,000,000,000 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, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program. This bill would provide for submission of the bond act to the voters at the March 5, 2024, statewide general election in accordance with specified law.	Support	Support
<a href="#"><u>AB 1777</u></a> <a href="#"><u>Ting</u></a>	Introduced 1/3/2024	Assembly Print	<b>Autonomous vehicles.</b> Would express the intent of the Legislature to enact legislation regarding autonomous vehicles, as specified.		
<a href="#"><u>AB 1778</u></a> <a href="#"><u>Connolly</u></a>	Introduced 1/3/2024	Assembly Transportation	<b>Vehicles: electric bicycles.</b> Under current law, a “class 2 electric bicycle” is a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a “class 3 electric bicycle” is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Current law prohibits a person under 16 years of		

			age from operating a class 3 electric bicycle. Existing law requires a person operating, or riding upon, a class 3 electric bicycle to wear a helmet, as specified. This bill would additionally prohibit a person under 16 years of age from operating a class 2 electric bicycle. The bill would require a person operating, or riding upon, a class 2 electric bicycle to wear a helmet, as specified. The bill would clarify that an electric bicycle can only be placed in a certain class if it ceases to provide assistance when the bicycle reaches a max speed regardless of the mode.		
<a href="#"><u>AB 1812</u></a> <a href="#"><u>Gabriel</u></a>	Introduced 1/10/2024	Assembly Budget	<b>Budget Act of 2024.</b> Would make appropriations for the support of state government for the 2024–25 fiscal year.		
<a href="#"><u>AB 1837</u></a> <a href="#"><u>Papan</u></a>	Introduced 1/16/2024	Assembly Print	<b>San Francisco Bay area: public transportation.</b> Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would state the intent of the Legislature to enact subsequent legislation to encourage coordination and collaboration among transit agencies in the San Francisco Bay area.		
<a href="#"><u>AB 1868</u></a> <a href="#"><u>Friedman</u></a>	Introduced 1/18/2024	Assembly Revenue and Taxation	<b>Property taxation: assessments: affordable housing.</b> Current law requires the county assessor to consider, when valuing real property for property taxation purposes, the effect of any enforceable restrictions to which the use of the land may be subjected. Under current law, these restrictions include, among other enumerated items, a recorded contract with a nonprofit corporation that meets prescribed requirements, including requirements that the nonprofit corporation has received a welfare exemption for properties intended to be sold to low-income families who participate in a special no-interest loan program, and that the contract includes a restriction on the use of the land for at least 30 years to owner-occupied housing available at affordable housing cost. This bill would, for purposes of valuing property by the county assessor, establish a rebuttable presumption that, at the time of purchase, the value of real property subject to a recorded contract that meets the above-described requirements is no greater than the sum of the value of the first mortgage and any applicable down payment.		
<a href="#"><u>AB 1882</u></a> <a href="#"><u>Villapudua</u></a>	Amended 2/14/2024	Assembly M. & V.A.	<b>Vehicles: fee exceptions.</b> Current law defines “disabled veteran” for purposes of the Vehicle Code as, among other things, a person who, as a result of injury or disease suffered while on active service with the Armed Forces of the United States, has a disability that has been rated at 100% by the Department of Veterans Affairs. Existing law also defines a “disabled veteran” as a veteran who is unable to move without the aid of an assistant device. This bill would instead define a disabled veteran as a veteran who cannot walk without the use of an assistant device.		



<a href="#"><u>AB 1886</u></a> <a href="#"><u>Alvarez</u></a>	Introduced 1/22/2024	Assembly Housing and Community Development	<p><b>Housing Element Law: substantial compliance: Housing Accountability Act.</b> 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, commonly referred to as the Housing Element Law, prescribes requirements for a city’s or county’s preparation of, and compliance with, its housing element, and requires the Department of Housing and Community Development to review and determine whether the housing element substantially complies with the Housing Element Law, as specified. If the department finds that a draft housing element or amendment does not substantially comply with the Housing Element Law, current law requires the legislative body of the city or county to either (A) change the draft element or amendment to substantially comply with the Housing Element Law or (B) adopt the draft housing element or amendment without changes and make specified findings as to why the draft element or amendment substantially complies with the Housing Element Law despite the findings of the department. Current law requires a planning agency to promptly submit an adopted housing element or amendment to the department and requires the department to review the adopted housing element or amendment and report its findings to the planning agency within 60 days. This bill would require a planning agency that makes the above-described findings as to why a draft housing element or amendment substantially complies with the Housing Element Law despite the findings of the department to submit those findings to the department. The bill would require the department to review those finding in its review of an adopted housing element or amendment. The bill would create a rebuttable presumption of validity for the department’s findings as to whether the adopted element or amendment substantially complies with the Housing Element Law.</p>		
<a href="#"><u>AB 1893</u></a> <a href="#"><u>Wicks</u></a>	Introduced 1/23/2024	Assembly Housing and Community Development	<p><b>Housing Accountability Act: housing disapprovals: required local findings.</b> The Housing Accountability Act, among other things, prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, a housing development project for very low, low-, or moderate-income households unless the local agency makes written findings as to one of certain sets of conditions, as specified. One set of conditions is that (A) the jurisdiction has adopted a housing element that is in substantial compliance with the Housing Element Law, and (B) the housing development project is inconsistent with both the jurisdiction’s zoning ordinance and general plan land use designation as specified in any element of the general plan as it existed on the date the application was deemed complete. This bill would authorize a local agency to disapprove or conditionally approve a housing development project for very low, low-, or moderate-income households if it makes a finding that (A) the local agency has failed to adopt a revised housing element that is in substantial compliance with the Housing Element Law, (B) the housing development project is proposed for a site zoned for residential use or residential mixed-use development, and (C) the housing development project exceeds specified density requirements, has a density that is less than the minimum allowed by state or local law, or does not meet objective standards quantifiable, written development standards, as specified.</p>		

<a href="#"><u>AB 1904</u></a> <a href="#"><u>Ward</u></a>	Introduced 1/23/2024	Assembly Transportation	<b>Transit buses: yield right-of-way sign.</b> Current law authorizes a transit bus in the Santa Cruz Metropolitan Transit District and the Santa Clara Valley Transportation Authority to be equipped with a yield right-of-way sign on the left rear of the bus if the applicable entity approves a resolution requesting that this section be made applicable to it. Current law requires the sign to be designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers. This bill would expand the authorization to equip transit buses, as described above, to apply to any transit agency if the transit agency approves a resolution that this authorization be made applicable to it.		
<a href="#"><u>AB 1932</u></a> <a href="#"><u>Ward</u></a>	Introduced 1/25/2024	Assembly Housing and Community Development	<b>California Statewide Housing Plan.</b> Current law establishes the California Statewide Housing Plan, developed in cooperation with the private housing industry, regional and local housing and planning agencies, and other agencies of the state, to serve as a state housing plan. Current law requires the plan to incorporate specified segments, including a review of housing assistance policies, goals, and objectives affecting the homeless. This bill would recast that provision to require the plan to incorporate, in consultation with the Interagency Council on Homelessness and utilizing data from the Homeless Data Integration system, a review of housing assistance, policies, goals, and objectives affecting people experiencing homelessness.		
<a href="#"><u>AB 1958</u></a> <a href="#"><u>Berman</u></a>	Introduced 1/29/2024	Assembly Local Government	<b>Santa Clara Valley Transportation Authority: board of directors.</b> Current law vests the government of the Santa Clara Valley Transportation Authority (VTA) in a 12-member board of directors, appointed by the County of Santa Clara and the cities within the county, as specified. Current law requires, to the extent possible, the county and cities to appoint individuals to the board of directors who have expertise, experience, or knowledge relative to transportation issues. This bill would require, to the extent possible, the county and cities to appoint individuals to the board of directors who have expertise, experience, or knowledge relative to transportation or project management issues.		
<a href="#"><u>AB 2023</u></a> <a href="#"><u>Quirk-Silva</u></a>	Introduced 1/31/2024	Assembly Housing and Community Development	<b>Housing element substantial compliance: rebuttable presumptions.</b> The Housing Element Law prescribes requirements for a city's or county's preparation of, and compliance with, its housing element, and requires the Department of Housing and Community Development to review and determine whether the housing element substantially complies with the Housing Element Law, as specified. Current law also requires the department to review any action or failure to act by a city, county, or city and county that it determines is inconsistent with an adopted housing element and requires the department to provide a reasonable time no longer than 30 days for the city, county, or city and county to respond. Current law creates a rebuttable presumption in any action filed on or after January 1, 1991, taken to challenge the validity of a housing element of the validity of the element or amendment if the department has found that the element or amendment substantially complies with the requirements of the Housing Element Law. This bill would create a rebuttable presumption of invalidity in any legal action challenging an action or failure to act by a city, county, or city and county if the department finds that the city, county, or city and county's action or failure to act		



			does not substantially comply with its adopted housing element or specified obligations under the Housing Element Law.		
<a href="#"><u>AB 2061</u></a> <a href="#"><u>Wilson</u></a>	Introduced 2/1/2024	Assembly Revenue and Taxation	<b>Sales and Use Tax: exemptions: zero-emission public transportation ferries.</b> 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. This bill, beginning January 1, 2025, and until January 1, 2030, 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, sold to a public agency, as specified.		
<a href="#"><u>AB 2086</u></a> <a href="#"><u>Schiavo</u></a>	Introduced 2/5/2024	Assembly Transportation	<b>Department of Transportation funding: report and public dashboard.</b> Would require the California Transportation Commission, on or before January 1, 2026, to adopt guidelines for the Department of Transportation to use to determine whether the use of the funding made available to the department is advancing the Core Four priorities of safety, equity, climate action, and economic prosperity established by the Transportation Agency. In developing the guidelines, the bill would require the commission to conduct a public engagement process, hold a public comment period, and allow the interagency equity advisory committee established by these 3 agencies an opportunity to review, provide recommendations on, and evaluate potential changes to, the proposed guidelines.		
<a href="#"><u>AB 2158</u></a> <a href="#"><u>Flora</u></a>	Introduced 2/6/2024	Assembly Transportation	<b>Vehicles: disabled veterans.</b> Current law authorizes the Department of Motor Vehicles to issue a distinguishing placard to a qualified disabled veteran or person with a disability, upon application, to be displayed upon a parked vehicle for the purposes of identifying eligibility for certain parking privileges. For purposes of the department issuing special license plates and distinguishing placards, this bill would authorize the department to issue a special license plate or distinguishing placard to a veteran who has a post-traumatic stress disorder diagnosis that is connected to their military service, as specified.		
<a href="#"><u>AB 2187</u></a> <a href="#"><u>Bryan</u></a>	Introduced 2/7/2024	Assembly Print	<b>Office of Tenants' Rights and Protections.</b> Current law regulates terms and conditions for the hiring of real property and provides certain protections for tenants, including by prescribing statewide limits on the application of local rent control with regard to certain properties and by prohibiting an owner of residential real property from terminating a tenancy without just cause, as provided. Current law makes it unlawful for the owner of any housing accommodation to discriminate against or harass any person based on certain personal characteristics. This bill would state the intent of the Legislature to enact subsequent legislation to establish the Office of Tenants' Rights and Protections.		
<a href="#"><u>AB 2230</u></a> <a href="#"><u>Bennett</u></a>	Introduced 2/8/2024	Assembly Judiciary	<b>Residential Housing Unfair Practices Act of 2023.</b> The Cartwright Act makes every trust unlawful, against public policy, and void, subject to specified exemptions. A "trust" is defined for these purposes as a combination of capital, skill, or acts by 2 or more persons for certain designated purposes. A violation of the act is punishable as a crime. This bill would expand the definition of "trust" under the act to specifically include the capital, skill, or acts of all affiliated persons, as defined. For purposes of the act, the bill would define an "affiliated person" to include, among others, a natural person related within the 3rd degree of		

			consanguinity or affinity to any other person, together with other specified persons with certain ownership interests. The bill would expand the purposes for a trust under the act to include creating or carrying out restrictions in residential housing, preventing or limiting competition in development or redevelopment, construction, leasing, rental, or purchase of residential housing, among other specified acts.		
<a href="#"><u>AB 2240</u></a> <a href="#"><u>Arambula</u></a>	Introduced 2/8/2024	Assembly Housing and Community Development	<b>Farm labor centers: migratory agricultural workers.</b> The Farm Labor Center Law authorizes a housing authority to acquire, own, operate, construct, reconstruct, repair, replace, maintain, and dispose of a farm labor center, as defined, due to the need to assemble, domicile, and house persons and families engaged in agricultural work. Current law also authorizes a housing authority to arrange and contract for the furnishing of services, privileges, works, or facilities for or in connection with its farm labor center, as specified. Current law prohibits a housing authority that operates a farm labor center from limiting an agricultural worker's housing unit occupancy period to less than 270 days if the Director of Agriculture certifies that there are seasonal crops that would keep those workers in the immediate area for that period of time. This bill instead would prohibit the housing authority from limiting the occupancy period, unless approved by the Department of Housing and Community Development.		
<a href="#"><u>AB 2290</u></a> <a href="#"><u>Friedman</u></a>	Introduced 2/12/2024	Assembly Transportation	<b>Transportation: Class III bikeways: bicycle facilities: Bikeway Quick-Build Project Pilot Program.</b> Current law requires the California Transportation Commission to develop guidelines and project selection criteria for the Active Transportation Program, as provided. Current law establishes 4 classifications of bikeways and defines a "Class III bikeway" as a bikeway that provides a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. This bill would prohibit the allocation of Active Transportation Program funds for a project that creates a Class III bikeway unless the project is on a residential street with a posted speed limit of 20 miles per hour or less.		
<a href="#"><u>AB 2361</u></a> <a href="#"><u>Davies</u></a>	Introduced 2/12/2024	Assembly Housing and Community Development	<b>Planning and zoning: regional housing needs: exchange of allocation: Counties of Orange and San Diego.</b> 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 specified mandatory elements, a housing element. That law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region. That law further requires the appropriate council of governments, or, for cities and counties without a council of governments, the department, to adopt a final regional housing plan that allocates a share of the regional housing need to each city, county, or city and county in accordance with certain requirements. This bill would establish a pilot program for the Counties of Orange and San Diego, and the cities therein. The bill would authorize a city or county within the pilot program, by agreement, to transfer all or a portion of its allocation of regional housing need to another city or county within the pilot program.		

<a href="#"><u>AB 2396</u></a> <a href="#"><u>Reyes</u></a>	Introduced 2/12/2024	Assembly Housing and Community Development	<b>State Partnership for Affordable Housing Registries in California Grant Program.</b> Current law creates the Department of Housing and Community Development and sets forth its powers and duties relating to the administration of housing programs. This bill would, upon appropriation by the Legislature, require the department to solicit participation in the State Partnership for Affordable Housing Registries in California Grant Program among eligible entities, as defined, through a notice of funding availability. The bill would require the department to disburse funds awarded to eligible entities, and require program administrators, as defined, to launch Phase 1 of the platforms, as specified. The bill would require the department to disburse funds to applicants in geographically diverse communities to the extent feasible. This bill would authorize a program administrator to contract, as specified, with a vendor and would require a vendor selected to create and maintain the platform to meet the requirements of the bill's provisions. The bill would require the platform to have certain capabilities, including that Phase 1 functions include the capability to view affordable housing listings and information, as specified, and that Phase 2 functions include the capability to apply to affordable housing units, as specified. The bill make any personally identifiable information collected by the platform or shared between eligible entities and the department in administering this chapter confidential and exempt it from public disclosure, as specified.		
<a href="#"><u>AB 2485</u></a> <a href="#"><u>Carrillo, Juan</u></a>	Introduced 2/13/2024	Assembly Print	<b>Planning and zoning: regional housing need.</b> Thee 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 and specified land outside its boundaries that includes, among other mandatory elements, a housing element. For the 4th and subsequent revisions of the housing element, as specified, existing law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as prescribed. This bill would make nonsubstantive changes to those provisions.		
<a href="#"><u>AB 2506</u></a> <a href="#"><u>Lowenthal</u></a>	Introduced 2/13/2024	Assembly Revenue and Taxation	<b>Property taxation: local exemption: possessory interests: publicly owned housing.</b> Would authorize a county board of supervisors to exempt from property taxation any possessory interest held by a tenant of publicly owned housing, as defined, with a value so low that the total taxes and applicable subventions on the property would amount to less than the cost of assessing and collecting them, except as provided. The bill would provide that there is a rebuttable presumption that the property taxes and applicable subventions on a possessory interest held by a tenant in publicly owned housing are less than the costs of assessing and collecting those taxes and applicable subventions. The bill would set forth procedures for granting or denying those exemptions and for implementing the exemption. The bill would provide that the board shall be deemed to have agreed with the rebuttable presumption and the exemption shall be deemed granted if the board does not take any action, if the board agrees, by a majority vote, to grant the exemption at a public hearing, or if the board fails to reach a majority vote for or against the exemption at the public hearing. By imposing additional duties on county boards of supervisors and local tax officials, the bill would impose a state-mandated local program.		

<a href="#"><u>AB 2535</u></a> <a href="#"><u>Bonta</u></a>	Introduced 2/13/2024	Assembly Transportation	<b>Trade Corridor Enhancement Program.</b> Current law requires the California Transportation Commission, under a program commonly known as the Trade Corridor Enhancement Program, to allocate, upon appropriation by the Legislature, revenues from a specified portion of the state excise tax on diesel fuel and certain federal funds for infrastructure projects located on or along specified transportation corridors. Under existing law, eligible projects under the program include, among others, highway improvements to more efficiently accommodate the movement of freight and environmental and community mitigation or efforts to reduce environmental impacts of freight movement. This bill would prohibit the commission from allocating funding under the program to a project that adds a general purpose lane to a highway or expands highway capacity in a community that meets certain criteria relating to pollution impacts.		
<a href="#"><u>AB 2584</u></a> <a href="#"><u>Lee</u></a>	Introduced 2/14/2024	Assembly Judiciary	<b>Single-family residential real property: corporate entity: ownership.</b> Current law generally regulates the obligations of owners with respect to real property. This bill would prohibit a business entity that has an interest in more than 1,000 single-family residential properties from purchasing, acquiring, or otherwise obtaining an interest in another single-family residential property and subsequently leasing the property. The bill would authorize the Attorney General to bring a civil action for a violation of these provisions, and would require a court in a civil action in which the Attorney General prevails to order specified relief, including that the business entity pay a civil penalty of \$100,000 for each violation and that the business entity sell the property to an independent third party within one year of the date that the court enters judgment.		
<a href="#"><u>AB 2645</u></a> <a href="#"><u>Lackey</u></a>	Introduced 2/14/2024	Assembly Print	<b>Electronic toll collection systems: information sharing: law enforcement.</b> Current law authorizes a law enforcement agency to request the Department of the California Highway Patrol (CHP) to activate the Emergency Alert System within the appropriate area if that agency determines that a child 17 years of age or younger, or an individual with a proven mental or physical disability, has been abducted and is in imminent danger of serious bodily injury or death, and there is information available that, if disseminated to the general public, could assist in the safe recovery of that person. Current law also authorizes the CHP, upon the request of a law enforcement agency, to activate various other alerts for missing individuals meeting certain criteria and alerts following an attack upon a law enforcement officer or a hit-and-run fatality. This bill, if the CHP activates one of the above-mentioned alerts and that alert contains a license plate number of a vehicle involved in the incident, would require a transportation agency that employs an electronic toll collection system to notify the CHP and the law enforcement agency that requested the alert upon identifying that vehicle with that license plate number using a camera-based vehicle identification system or other electronic medium employed in connection with the electronic toll collection system. The bill would require the notification to include the time and location that the vehicle was identified. By requiring a local transportation agency to report this information, this bill would impose a state-mandated local program.		

<a href="#"><u>AB 2649</u></a> <a href="#"><u>Wicks</u></a>	Introduced 2/14/2024	Assembly Print	<b>State government: housing projects.</b> Would state the intent of the Legislature to enact legislation that would designate an unspecified state entity with permitting authority for housing projects of statewide significance, and would make related findings and declarations.		
<a href="#"><u>AB 2669</u></a> <a href="#"><u>Ting</u></a>	Introduced 2/14/2024	Assembly Transportation	<b>Toll bridges: tolls.</b> Current law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and private entities that have entered into a franchise agreement with the state. This bill would prohibit a toll from being imposed on the passage of a pedestrian, bicycle, or personal micromobility device over these various toll bridges.		
<a href="#"><u>AB 2678</u></a> <a href="#"><u>Wallis</u></a>	Introduced 2/14/2024	Assembly Transportation	<b>Vehicles: high-occupancy vehicle lanes.</b> Current state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs). Current federal law authorizes, until September 30, 2025, a state to allow specified alternate fuel and plug-in electric or hybrid vehicles to use lanes designated for HOVs. Current state law authorizes the Department of Motor Vehicles to issue decals or other identifiers to qualified vehicles, as specified. Current state law allows a vehicle displaying a valid decal or identifier issued pursuant to these provisions to be operated in a lane designated for the exclusive use of HOVs regardless of the occupancy of the vehicle. These current state laws, by operation of their provisions, become inoperative on the date the federal authorization expires. This bill would cancel the repeal of these provisions on September 30, 2025, and continue the operation of these provisions until the expiration of the federal authorization, currently September 30, 2025.		
<a href="#"><u>AB 2719</u></a> <a href="#"><u>Wilson</u></a>	Introduced 2/14/2024	Assembly Transportation	<b>Vehicles: commercial vehicle inspections.</b> Would authorize a public transit agency, as defined, to request the California Highway Patrol (CHP) to conduct an annual inspection and certification of its fleet. The bill would authorize the Commissioner of the CHP to issue stickers or other devices as evidence of certification. The bill would exempt any public transit agency vehicle that has been certified through that inspection from the requirement to stop at a roadside inspection.		
<a href="#"><u>AB 2728</u></a> <a href="#"><u>Gabriel</u></a>	Introduced 2/14/2024	Assembly Print	<b>Housing element: substantial compliance: presumption.</b> 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 requires that general plan to include, among other mandatory elements, a housing element. Current law requires the Department of Housing and Community Development to review housing elements and amendments for substantial compliance with that law. Current law requires each city and county to consider the guidelines adopted by the department in the preparation of the housing element. Under existing law, in an action challenging the validity of a housing element, there is a rebuttable presumption of the validity of the element or amendment if the department has found that the element or amendment substantially complies, as provided. This bill would make nonsubstantive changes to that provision.		

<a href="#"><u>AB 2744</u></a> <a href="#"><u>McCarty</u></a>	Introduced 2/15/2024	Assembly Transportation	<b>Vehicles: pedestrian, bicycle, and vehicle safety.</b> Current law authorizes a legislative body of a city, whenever this legislative body determines that it is necessary for the more efficient maintenance, construction, or repair of streets and roads within the city, to contract with the board of supervisors of any county for the rental of the county's equipment, as specified. This bill would, beginning on January 1, 2025, prohibit the addition of a right-turn or travel lane within 20 feet of a marked or unmarked crosswalk where there is not already a dedicated and marked right-turn or travel lane, and would prohibit vehicles from using this 20-foot area for right turns unless the area is already marked as a dedicated right-turn lane before January 1, 2025.		
<a href="#"><u>AB 2776</u></a> <a href="#"><u>Rodriguez</u></a>	Introduced 2/15/2024	Assembly Print	<b>State Government: major federal disasters: funding priority.</b> Current law, the California Global Warming Solutions Act of 2006, designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Current law continuously appropriates 20% of the annual proceeds of the fund to the council for the Affordable Housing and Sustainable Communities Program, as provided. Under its authority, the council established the Sustainable Agricultural Lands Conservation Program as a component of the Affordable Housing and Sustainable Communities Program to provide incentives for conservation of agricultural lands. This bill would require the Office of Emergency Services (OES), the Office of Planning and Research (OPR), and the council to prioritize infrastructure and housing recovery projects in communities that suffered a loss in population and businesses due to a major federal disaster and have unmet recovery needs as a result of a major federal disaster. The bill would require the OPR and the council to prioritize funding to communities recovering from major federal disasters under specified programs, including, the Affordable Housing and Sustainable Communities Program and the Sustainable Agricultural Lands Conservation Program.		
<a href="#"><u>AB 2809</u></a> <a href="#"><u>Haney</u></a>	Introduced 2/15/2024	Assembly Print	<b>Vehicles: automated speed enforcement.</b> Would require the Secretary of Transportation to develop guidelines for the implementation of a state highway work zone speed safety program using automated speed enforcement systems, as specified. The bill would authorize the Department of Transportation to establish a state highway work zone speed safety program in accordance with those guidelines. The bill would require the department, if a program is established, to prepare and submit a report to the Legislature, as specified.		
<a href="#"><u>AB 2813</u></a> <a href="#"><u>Aguilar-Curry</u></a>	Introduced 2/15/2024	Assembly Print	<b>Government Investment Act.</b> The Legislature adopted ACA 1 at the 2023–24 Regular Session of the Legislature, which, if approved by the voters, would amend and add provisions of the California Constitution to (1) create an additional exception to the 1% limit on the ad valorem tax rate on real property by authorizing a local jurisdiction 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, if the proposition proposing that tax is approved by 55% of the voters in that local jurisdiction; and (2) authorize a local jurisdiction to impose, extend, or increase a sales and use tax to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, if the proposition proposing that tax is approved by 55% of the voters in that local jurisdiction. Pursuant to the existing law described above, ACA 1 is scheduled to appear on the ballot at the November 5, 2024, statewide general election. This bill would authorize a local government that imposes a tax under ACA 1 to commit revenues to affordable housing programs, including downpayment assistance, first-time home buyer programs, and owner-occupied affordable housing rehabilitation programs. The bill would require a local government to ensure that any project that is funded with ACA 1 bonded indebtedness or ACA 1 special taxes to have an estimated useful life of at least 15 years or 5 years if the funds are for specified public safety buildings, facilities, and equipment.		
<a href="#"><u>AB 2986</u></a> <a href="#"><u>Carrillo, Wendy</u></a>	Introduced 2/16/2024	Assembly Print	<b>Los Angeles County Regional Housing Finance Act.</b> The Los Angeles County Regional Housing Finance Act establishes the Los Angeles County Affordable Housing Solutions Agency. Current law authorizes the agency to determine its organizational structure. Current law specifies that any subsidiary unit established by the agency shall be referred to as an organizational unit and it, or its chief executive officer, may be delegated powers or duties deemed appropriate, as specified. This bill would make nonsubstantive changes to the provisions described above authorizing the agency to delegate an organizational unit, or its chief executive officer, appropriate powers and duties.		
<a href="#"><u>AB 3055</u></a> <a href="#"><u>Carrillo, Juan</u></a>	Introduced 2/16/2024	Assembly Print	<b>Vehicles: high-occupancy vehicle lanes: veterans.</b> Would authorize the Department of Transportation and local authorities to permit exclusive or preferential use of high-occupancy vehicles (HOVs) lanes to be used by a vehicle driven by a disabled veteran of the United States Armed Forces, as defined, regardless of the number of passengers in the vehicle or the type of vehicle, provided that the vehicle is registered to or owned, and is driven, by the veteran and the vehicle displays a decal approved by the Department of Motor Vehicles. The bill would require the Department of Motor Vehicles to issue the decal to an applicant, upon proof of eligibility that the applicant is a disabled veteran.		
<a href="#"><u>AB 3138</u></a> <a href="#"><u>Wilson</u></a>	Introduced 2/16/2024	Assembly Print	<b>Vehicle identification and registration: alternative devices.</b> Current law authorizes the Department of Motor Vehicles to establish a program allowing an entity to issue devices as alternatives to the conventional license plates, stickers, tabs, and registration cards, subject to specific requirements that include limitations on how vehicle location technology is used with an alternative device and how an alternative device may display certain specialized license plates. Current law requires an alternative device to be subject to the approval of the Department of the California Highway Patrol. This bill would instead require the department to consult with the Department of the California Highway Patrol when approving an alternative device. The bill would modify the limitations on the use of vehicle location technology and the replication of specialized license plates. The bill would authorize the department to approve an alternative device that displays banner messages, as specified.		

<a href="#"><u>ACA 10</u></a> <a href="#"><u>Haney</u></a>	Introduced 3/6/2023	Assembly Appropriations	<b>Fundamental human right to housing.</b> The California Constitution enumerates various personal rights, including the right to enjoy and defend life and liberty, acquiring, possessing, and protecting property, and pursuing and obtaining safety, happiness, and privacy. This measure would declare that the state recognizes the fundamental human right to adequate housing for everyone in California. The measure would make it the shared obligation of state and local jurisdictions to respect, protect, and fulfill this right, by all appropriate means, as specified.		
<a href="#"><u>ACA 18</u></a> <a href="#"><u>Wallis</u></a>	Introduced 2/16/2024	Assembly Print	<b>Road usage charges: vote and voter approval requirements.</b> The California Constitution requires any change in state statute that increases the tax liability of any taxpayer to be imposed by an act passed by 2/3 of the membership of each house of the Legislature, and prohibits specified taxes on real property from being so imposed. For these purposes, the California Constitution defines a “tax” as any state levy, charge, or exaction, except as described in certain exceptions. The California Constitution describes one of those exceptions as a charge imposed for entrance to or use of state property, or the purchase, rental, or lease of state property, except charges governed by a specified provision of the California Constitution. This measure, on or after its effective date, would provide that the exception described above does not include a road usage charge, as described, thereby requiring the imposition of this type of charge to be subject to the 2/3 vote requirement.		
<a href="#"><u>SB 225</u></a> <a href="#"><u>Caballero</u></a>	Amended 6/22/2023	Assembly 2 year	<b>Community Anti-Displacement and Preservation Program: statewide contract.</b> This bill would establish the Community Anti-Displacement and Preservation Program (CAPP) to make loans to aq/rehab unrestricted housing units and attach long-term affordability restrictions. HCD would issue an RFQ to select a private sector entity or consortium to manage the program for 5 years. Additionally, HCD could award funding to local entities to make loans for the same purposes.	Support	Support
<a href="#"><u>SB 440</u></a> <a href="#"><u>Skinner</u></a>	Amended 6/30/2023	Assembly 2 year	<b>Regional Housing Finance Authorities.</b> 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, and provide technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production. The Los Angeles County Regional Housing Finance Act similarly establishes the Los Angeles County Affordable Housing Solutions Agency to increase the supply of affordable housing in Los Angeles County, as specified. This bill, the Regional Housing Finance Act, would authorize 2 or more local governments, as defined, to establish a regional housing finance authority to raise, administer, and allocate funding for affordable housing in the jurisdiction of the authority, as defined, and provide technical assistance at a regional level for affordable housing development, including new construction and the preservation of existing housing to serve a range of incomes and housing types. The bill would require an authority to be governed by a board composed of at least 3 directors who are elected officials representing the local governments that are members of the authority.		



<a href="#"><u>SB 517</u></a> <a href="#"><u>Gonzalez</u></a>	Amended 3/22/2023	Assembly 2 year	<b>Economic development: movement of freight.</b> Current law authorizes GO-Biz to undertake various activities relating to economic development, including the provision of prescribed information. Current law requires the Transportation Agency to prepare a state freight plan that provides a comprehensive plan to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. This bill would authorize GO-Biz to serve as the coordinating entity to steer the growth, competitiveness, and sustainability for freight and the supply chain across the state and to promote and assess the continued economic vitality, economic competitiveness, and sustainability of the freight sector. The bill would also authorize GO-Biz to provide freight and supply chain economic competitiveness information.		
<a href="#"><u>SB 532</u></a> <a href="#"><u>Wiener</u></a>	Amended 6/29/2023	Assembly Appropriations	<b>San Francisco Bay area toll bridges: tolls: transit operating expenses.</b> Would, until December 31, 2028, require the Bay Area Toll Authority (BATA) to increase the toll rate for vehicles for crossing the state-owned toll bridges in the San Francisco Bay area by \$1.50, as adjusted for inflation. The bill would require the revenues collected from this toll to be deposited in the Bay Area Toll Account, would continuously appropriate moneys from this toll increase and other specified tolls, and would require moneys from this toll to be transferred to the Metropolitan Transportation Commission (MTC) for allocation to transit operators that provide service within the San Francisco Bay area and that are experiencing a financial shortfall, as specified. The bill would direct MTC to require each transit operator eligible to receive an allocation from the account to, on an annual basis, submit a 5-year projection of its operating needs, as specified.		
<a href="#"><u>SB 768</u></a> <a href="#"><u>Caballero</u></a>	Amended 1/11/2024	Assembly Desk	<b>California Environmental Quality Act: State Air Resources Board: vehicle miles traveled: study.</b> 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 requires the Office of Planning and Research to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Current law creates the State Air Resources Board as the state agency charged with coordinating efforts to attain and maintain ambient air quality standards, to conduct research into the causes of and solution to air pollution, and to systematically attack the serious problem caused by motor vehicles, which is the major source of air pollution in many areas of the state. Existing law authorizes the state board to do those acts as may be necessary for the proper execution of the powers and duties granted to, and imposed upon, the state board. This bill would require the state board, by January 1, 2026, to conduct and submit to the Legislature a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to CEQA, as specified.		

<a href="#"><u>SB 827</u></a> <a href="#"><u>Glazer</u></a>	Amended 1/11/2024	Assembly Desk	<b>San Francisco Bay Area Rapid Transit District: Office of the BART Inspector General.</b> Current law establishes the independent Office of the San Francisco Bay Area Rapid Transit District (BART) Inspector General within BART and specifies the duties and responsibilities of the BART Inspector General including, among others, conducting, supervising, and coordinating audits and investigations relating to the district's programs and operations. This bill 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.		
<a href="#"><u>SB 834</u></a> <a href="#"><u>Portantino</u></a>	Amended 2/22/2024	Assembly Rules	<b>Vehicles: preferential parking: residential, commercial, or other development project.</b> Current law authorizes the legislative body of a city or a county to adopt ordinances establishing requirements for parking, and permits variances to be granted from the parking requirements of a zoning ordinance for nonresidential development if the variance will be an incentive to the development and the variance will facilitate access to the development by patrons of public transit facilities. Current law prohibits a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project, as defined, that is located within 1/2 mile of public transit, as defined. Current law, notwithstanding the above-described prohibition, authorizes a city, county, or city and county to impose or enforce minimum automobile parking requirements on a housing development project if specified conditions are met. Current law authorizes a local authority to authorize preferential parking for designated groups to park on specified streets if the local authority determines that use of the permits will not adversely affect parking conditions for residents and merchants in the area. This bill would prohibit a local authority from issuing any permit conferring preferential parking privileges to any residents or vendors of any developments within 1/2 mile of public transit and exempt from parking minimums. The bill would require the local authority to revise the boundaries of any such preferential parking district to exclude those developments from its boundaries. The bill would make related findings and declarations, and state that it is the intent of the Legislature to discourage car use by incentivizing development near public transit.		
<a href="#"><u>SB 867</u></a> <a href="#"><u>Allen</u></a>	Amended 6/22/2023	Assembly Natural Resources	<b>Drought, Flood, and Water Resilience, Wildfire and Forest Resilience, Coastal Resilience, Extreme Heat Mitigation, Biodiversity and Nature-Based Climate Solutions, Climate Smart Agriculture, Park Creation and Outdoor Access, and Clean Energy Bond Act of 2024.</b> Would enact the Drought, Flood, and Water Resilience, Wildfire and Forest Resilience, Coastal Resilience, Extreme Heat Mitigation, Biodiversity and Nature-Based Climate Solutions, Climate Smart Agriculture, Park Creation and Outdoor Access, and Clean Energy Bond Act of 2024, which, if approved by the voters, would authorize the issuance of bonds in		

			the amount of \$15,500,000,000 pursuant to the State General Obligation Bond Law to finance projects for drought, flood, and water resilience, wildfire and forest resilience, coastal resilience, extreme heat mitigation, biodiversity and nature-based climate solutions, climate smart agriculture, park creation and outdoor access, and clean energy programs.		
<a href="#"><u>SB 904</u></a> <a href="#"><u>Dodd</u></a>	Introduced 1/4/2024	Senate Transportation	<b>Sonoma-Marin Area Rail Transit District.</b> Current law creates, within the Counties of Sonoma and Marin, the Sonoma-Marin Area Rail Transit District with specified duties and powers relative to the provision of a passenger and freight rail system within the territory of the district. Under current law, the district is governed by a 12-member board of directors appointed by various local governmental entities. Current law authorizes the board to submit to the voters of the district a measure proposing a retail transactions and use tax ordinance. This bill would also authorize those special taxes to be imposed by a qualified voter initiative. The bill would require the board of supervisors of the Counties of Sonoma and Marin to call a special election on a tax measure proposed by the district's board of directors or a qualified voter initiative in their respective counties, as specified.		
<a href="#"><u>SB 915</u></a> <a href="#"><u>Cortese</u></a>	Introduced 1/9/2024	Senate Local Government	<b>Local government: autonomous vehicles.</b> Would prohibit an autonomous vehicle service, which has received approval to conduct commercial passenger service or engage in commercial activity using driverless vehicles by the Department of Motor Vehicles, the Public Utilities Commission, or another state agency, from commencing operation within a local jurisdiction until authorized by a local ordinance enacted pursuant to the bill's provisions. The bill would authorize each city, county, or city and county in which an autonomous vehicle has received authorization to operate, to protect the public health, safety, and welfare by adopting an ordinance or resolution in regard to autonomous vehicle services within that jurisdiction. The bill would require each city, county, or city and county that adopts an ordinance or resolution to include certain provisions within that ordinance or resolution. These would include a policy for entry into the business of providing autonomous vehicle services including a permitting program, the establishment of reasonable vehicle caps and hours of service restrictions, and the establishment of an interoperability or override system accessible by first responders in case of an emergency.		
<a href="#"><u>SB 917</u></a> <a href="#"><u>Skinner</u></a>	Introduced 1/10/2024	Senate Budget and Fiscal Review	<b>Budget Act of 2024.</b> Would make appropriations for the support of state government for the 2024–25 fiscal year.		

<a href="#">SB 925</a> <a href="#">Wiener</a>	Introduced 1/11/2024	Senate Rules	<b>San Francisco Bay area: local revenue measure: transportation improvements.</b> Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would state the intent of the Legislature to enact subsequent legislation to authorize the Metropolitan Transportation Commission to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the San Francisco Bay area's public transportation system, as well as other transportation improvements.	Sponsor	
<a href="#">SB 926</a> <a href="#">Wahab</a>	Introduced 1/12/2024	Senate Transportation	<b>San Francisco Bay area: public transportation.</b> Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. Current law establishes the Transportation Agency, consisting of various state agencies 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. This bill would require the Transportation Agency to develop a plan to consolidate all transit agencies, as defined, that are located within the geographic jurisdiction of the Metropolitan Transportation Commission.		
<a href="#">SB 936</a> <a href="#">Seyarto</a>	Amended 2/20/2024	Senate Environmental Quality	<b>California Environmental Quality Act: exemption: road and safety improvement projects.</b> 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. This bill would exempt from CEQA activities or projects undertaken by the Department of Transportation for road and safety improvements at any of the 15 locations in the state highway system with the highest rates of vehicle collisions at any given time, as determined in accordance with data collected by the department.		
<a href="#">SB 946</a> <a href="#">McGuire</a>	Introduced 1/18/2024	Senate Rules	<b>Wildfires: community hardening.</b> Current law requires the Community Wildfire Mitigation Assistance Program to, among other things, provide technical assistance to local jurisdictions with community wildfire preparedness and prevention services and identify funding opportunities and best practices, including, but not necessarily limited to, defensible space, structure hardening, fuel reduction around communities, wildland building code standards, and land use planning. This bill would state the intent of the Legislature to enact subsequent legislation related to community hardening to address risks resulting from wildfires.		

<a href="#"><u>SB 951</u></a> <a href="#"><u>Wiener</u></a>	Introduced 1/18/2024	Senate Natural Resources and Water	<b>California Coastal Act of 1976: coastal zone: City and County of San Francisco.</b> Current law requires a city or county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. Current law requires the housing element to identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, among other things. Current law requires the housing element to contain an assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs. Current law requires rezoning, including adoption of minimum density and development standards, as specified, when an inventory of sites does not identify adequate sites to accommodate the need for groups of specified household income levels. This bill would additionally apply specified rezoning standards for any necessary local coastal program updates for jurisdictions located within the coastal zone.		
<a href="#"><u>SB 960</u></a> <a href="#"><u>Wiener</u></a>	Introduced 1/23/2024	Senate Transportation	<b>Transportation: planning: transit priority projects: multimodal.</b> Would require all transportation projects funded or overseen by the Department of Transportation to provide comfortable, convenient, and connected complete streets facilities unless an exemption is documented and approved, as specified.		
<a href="#"><u>SB 961</u></a> <a href="#"><u>Wiener</u></a>	Introduced 1/23/2024	Senate Transportation	<b>Vehicles: safety equipment.</b> The Department of the California Highway Patrol regulates the safe operation of specified vehicles, including motortrucks of 3 or more axles that are more than 10,000 pounds, truck tractors, trailers, semitrailers, and buses. Current federal law regulates required safety equipment on vehicles, including rear impact guards on certain large trucks to prevent rear underrides in collisions with passenger vehicles. This bill would require certain trucks and trailers to also be equipped with side guards, as specified.		
<a href="#"><u>SB 968</u></a> <a href="#"><u>Seyarto</u></a>	Introduced 1/24/2024	Senate Housing	<b>Planning and zoning: regional housing needs allocation.</b> Current law requires each council of governments or delegate subregion, as applicable, to develop a proposed methodology for distributing the existing and projected regional housing need to cities, counties, and cities and counties within the region or within the subregion, as provided. Current law requires the consideration of several specified factors in developing the methodology. Current law prohibits certain criteria from being a justification for a determination or reduction in a jurisdiction's share of the regional housing need, including prior underproduction of housing in a city or county from the previous regional housing need allocation, as specified. This bill would permit the council of governments or delegate subregion, in developing the methodology, to consider prior overproduction of housing units in a city or county from the previous regional housing need allocation in a particular income category and to count it as credit toward the future regional housing need allocation of that same income category in the next cycle. The bill would provide that the amount eligible to count as credit toward the next cycle is determined by each jurisdiction's most recent annual progress report, as specified.		
<a href="#"><u>SB 1032</u></a> <a href="#"><u>Padilla</u></a>	Introduced 2/6/2024	Senate Housing	<b>Housing finance: portfolio restructuring: loan forgiveness.</b> Current law establishes various rental housing finance programs administered by the Department of Housing and Community Development. Current law authorizes the department to monitor and fund various multifamily housing loans. With respect to these programs and loans, current law authorizes the department to approve an extension of a department loan, the reinstatement of a qualifying unpaid matured		

			loan, the subordination of a department loan to new debt, or an investment of tax credit equity pursuant to specified rental housing finance programs and multifamily housing loans administered, monitored, or funded by the department, subject to specified requirements. This bill would additionally authorize the department to forgive the above-described loans, including the full amounts of the principal, interests, fees, and any other outstanding balances of specified department loans, if the borrower shows that the loan is impeding their ability to maintain and operate the project, as specified.		
<a href="#">SB 1054</a> <a href="#">Rubio</a>	Introduced 2/8/2024	Senate Energy, Utilities and Communications	<b>Climate Pollution Reduction in Homes Initiative: grants.</b> Would, upon appropriation by the Legislature, establish the Climate Pollution Reduction in Homes Initiative, which would require the State Energy Resources Conservation and Development Commission, in consultation with the Department of Community Services and Development, to award grants for local service providers, as defined, nonprofit organizations, and regional collections of local governments to provide financial assistance to low-income households for the purchase of zero-carbon-emitting appliances. The initiative would require the commission to develop guidelines for implementation, as specified, and authorize local service providers, nonprofit organizations, and regional collections of local governments to use those grant moneys for outreach and technical assistance, rebates, loans, installation, educational information, and other support services to assist low-income households.		
<a href="#">SB 1055</a> <a href="#">Min</a>	Introduced 2/8/2024	Senate Housing	<b>Accessory dwelling units: regional housing need.</b> Current law requires the planning agency of a city or county to provide an annual report to its legislative body, the Office of Planning and Research, and the Department of Housing and Community Development by April 1 of each year that includes, among other information, the city's or county's progress in meeting its share of regional housing needs, as described. Existing law, the Planning and Zoning Law, authorizes a local agency, by ordinance or ministerial approval, to provide for the creation of accessory dwelling units in areas zoned for residential use, as specified. Current law authorizes a local agency to impose standards on accessory dwelling units that include, but are not limited to, parking, height, setback, landscape, architectural review, and maximum size of a unit. Current law prohibits a local agency from establishing height limitations for accessory dwelling units, including height limitations that would prohibit attached accessory dwelling units from attaining a height of 25 feet, as specified. This bill would prohibit a qualifying local agency from imposing height limitations that would prohibit an attached accessory dwelling unit from attaining a height of 16 feet, as specified. The bill would define "qualifying local agency" as a local agency that the Department of Housing and Community Development has determined that the number of housing units that have been entitled by the local agency, as shown on its most recent annual progress report, is greater than the local agency's share of the regional housing need, for the low- and very low income categories, prorated for that annual reporting period.		



<a href="#"><u>SB 1077</u></a> <a href="#"><u>Blakespear</u></a>	Introduced 2/12/2024	Senate Natural Resources and Water	<b>Coastal resources: coastal development permits: accessory and junior accessory dwelling units: parking requirements.</b> The California Coastal Act of 1976 provides that a coastal development is not required for specified types of development in specified areas, as provided. Existing law, the Planning and Zoning Law, authorizes a local agency to provide for the creation of accessory dwelling units in areas zoned for residential use, as specified. Current law also authorizes a local agency to provide for the creation of junior accessory dwelling units in single-family residential zones, as specified. This bill would provide that a coastal development permit shall not be required for the addition of an accessory dwelling unit or a junior accessory dwelling unit that is proposed to be developed on a lot with an existing residential structure, as provided. The bill would provide, as an exception to the above, that a coastal development permit may be required for the development of an accessory dwelling unit or a junior accessory dwelling unit that is proposed to be located in specified locations.		
<a href="#"><u>SB 1079</u></a> <a href="#"><u>Menjivar</u></a>	Introduced 2/12/2024	Senate Housing	<b>Youth Center and Youth Housing Bond Act of 2024.</b> Would enact the Youth Center and Youth Housing Bond Act of 2024 (bond act), which, if adopted, would authorize the issuance of bonds in the amount of \$_____ pursuant to the State General Obligation Bond Law to finance the Youth Center and Youth Housing Program, established as part of the bond act. The bill, as a part of the program, would require the Department of Housing and Community Development to make awards to local agencies, nonprofit organization, and joint ventures for the purpose of acquiring, renovating, constructing, and purchasing equipment for youth centers or youth housing, as those terms are defined.		
<a href="#"><u>SB 1187</u></a> <a href="#"><u>McGuire</u></a>	Introduced 2/14/2024	Senate Housing	<b>Housing programs: Tribal Housing Reconstitution and Resiliency Act.</b> Would enact the Tribal Housing Reconstitution and Resiliency Act and would create the Tribal Housing Grant Program Trust Fund to be administered by the Department of Housing and Community Development. The bill would require the fund, upon appropriation from the Legislature, to be allocated in accordance with a specified formula, as provided. This bill contains other related provisions.		

**Metropolitan Transportation Commission and Association of Bay Area Governments  
Joint MTC ABAG Legislation Committee  
California Local & Regional Government Association Bill Position Resources**

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**League of California Cities (“the League”)**

- <https://www.calcities.org/advocacy/bill-search>

**California State Association of Counties (CSAC)**

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

**California Association of Councils of Government (CALCOG)**

- <https://calcog.org/bill-tracker/>



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

**2024 Legislative Calendar\***

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**January**

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

**February**

- 16: Last day for bills to be **introduced**
- 19: Presidents' Day

**March**

- 21: **Spring Recess** begins upon adjournment
- 29: Cesar Chavez Day observed.

**April**

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

**May**

- 3: Last day for **policy committees** to meet and report to the floor **nonfiscal** bills introduced in their house
- 10: Last day for **policy committees** to meet prior to May 28
- 17: Last day for **fiscal committees** to hear and report to the **Floor** bills introduced in their house. Last day for **fiscal committees** to meet prior to May 28.
- 20- 24: **Floor session only**. No committees may meet for any purpose except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees.
- 24: Last day for each house to pass bills introduced in that house
- 27: Memorial Day
- 28: Committee meetings may resume

**June**

- 15: Budget Bill must be passed by **midnight**
- 27: Last day for a legislative measure to qualify for the Nov. 5 General Election ballot

**July**

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

**August**

- 5: Legislature reconvenes from **Summer Recess**
- 16: Last day for **fiscal committees** to meet and report bills
- 19-31: **Floor session only**. No committees may meet for any purpose except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees.
- 23: Last day to **amend** bills on the floor
- 31: Last day for **each house to pass bills**. **Final Recess** begins upon adjournment

**September**

- 2: Labor Day
- 30: Last day for Governor to sign or veto bills passed by the Legislature before Sept. 1 and in the Governor's possession on or after Sept.

**October**

- 2: Bills enacted on or before this date take effect January 1, 2025

**November**

- 5: General Election
- 30: Adjournment *sine die* at midnight

**December**

- 2: 2025-26 Regular Session convenes for Organizational Session at 12 noon.

**2025**

- January 1: Statutes take effect

Source: compiled by the Office of the Assembly Chief Clerk (<https://clerk.assembly.ca.gov/>) and the Office of the Secretary of The Senate (<https://www.senate.ca.gov/legdeadlines> ).

\*Dates are subject to change.

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

**March 8, 2024**

**Agenda Item 3a**

**Fiscal Year 2024-25 State Budget Update**

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**Subject:**

Update on budget deficit projections and MTC and ABAG advocacy strategy related to restoring proposed housing cuts, including cuts to the Regional Early Action Program 2.0.

**Background:**

On February 20, 2024, the Legislative Analyst's Office (LAO) released an updated budget forecast projecting California will face a \$73 billion budget deficit in FY 2024-25. This projection is \$15 billion more than the LAO previously forecast – and significantly more than the \$38 billion gap Governor Newsom had estimated when presenting his initial January budget proposal of \$292 billion. The new estimate, which is informed by recent revenue collection data, increases pressure on legislators and Governor Newsom to find savings.

The LAO projection highlights the importance of MTC and ABAG's advocacy efforts to protect the \$600 million appropriated for the Regional Early Action Planning (REAP) 2.0 program in the FY 2021-22 budget. Governor Newsom's January budget proposed cutting it in half. The Bay Area's \$100 million spending plan for REAP 2.0 – which MTC is responsible for distributing – was recently approved by the Department of Housing and Community Development (HCD) and included funding for housing preservation, priority sites as well as transit transformation priorities like fare integration and mapping and wayfinding. The Administration has indicated each region would be reimbursed for only half of their approved spending plans.

MTC and ABAG are partnering with a strong coalition of regional agencies, housing advocates, equity organizations and others to make the case for maintaining REAP 2.0 as a cornerstone of regional initiatives to combat climate change, improve mobility and increase the supply of affordable homes. The coalition is also mobilizing against the Administration's proposed cuts to the Multifamily Housing Program, Infill Infrastructure Grant Program, and other core housing programs.

Staff will provide a verbal update on these activities at the committee meeting.

**Recommendation:**

Information

**Attachments:**

- Attachment A: MTC and ABAG's Budget Letter
- Attachment B: California Housing Advocates' Budget Statement
- Attachment C: Southern California Association of Governments' Budget Letter
- Attachment D: Sacramento Area Council of Governments' Budget Letter



Andrew B. Fremier



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION

February 28, 2024

The Honorable Mike McGuire  
Senate President pro Tempore  
State Capitol, Room 205  
Sacramento, CA 95814

The Honorable Robert Rivas  
Assembly Speaker  
1021 O St, Suite 8330  
Sacramento, CA 95814

The Honorable Scott Wiener  
Chair, Senate Committee on Budget  
and Fiscal Review  
1020 N St, Suite 502  
Sacramento, CA 95814

The Honorable Jesse Gabriel  
Chair, Assembly Budget Committee  
1021 O St, Suite 8230  
Sacramento, CA 95814

**RE: Protect Funding for Transit, REAP 2.0 and Other Critical Housing Programs**

Dear Senate President pro Tem McGuire, Speaker Rivas, Chair Wiener, and Chair Gabriel:

On behalf of the Metropolitan Transportation Commission and Association of Bay Area Governments – the regional transportation and housing planning, financing and coordinating agencies for the nine county San Francisco Bay Area – I write to express support for the Governor’s January budget proposal honoring last year’s transit funding package. We are grateful for the legislature’s leadership providing a multi-year funding framework in the fiscal year (FY) 2023-24 budget to give Bay Area transit agencies breathing room for the next couple of years so they can avoid making service cuts and focus instead on implementing policies to attract new riders and reinventing their long-term funding models.

However, we have significant concerns about the Newsom Administration’s suggested cuts to the Regional Early Action Planning program (REAP 2.0) and other core housing programs at a time when housing affordability and homelessness are the top concerns in our communities – and increasing the supply of affordable homes is a cornerstone of our greenhouse gas (GHG) reduction strategy. REAP 2.0 is the *only state program* that provides planning and development resources to regional agencies to implement our state mandated GHG targets. These resources are targeted to accelerate infill development, reduce vehicle miles traveled and affirmatively further fair housing.

We respectfully ask that you reject any claw back of prior year appropriations for REAP 2.0 and other housing programs. Along with REAP 2.0, we are particularly concerned about a suite of complementary programs that increase the state’s affordable housing supply, prevent displacement and homelessness and combat climate change:

- Multifamily Housing Program
- Infill Infrastructure Grant Program
- Foreclosure Intervention Housing Preservation Program

## **Cutting Regional Early Action Program 2.0 (REAP 2.0) Will Undercut the State's Climate and Housing Goals**

The Governor's January budget proposed to cut by 50 percent the FY 2021-22 appropriation for REAP 2.0 grants, from \$600 million to \$300 million. Bay Area communities would lose \$51.4 million, despite being well underway in implementing transformative projects that accelerate progress toward California's housing, transportation and climate change goals.

Cutting the program's funding in half would have a near-term negative impact on high-priority programs underway in the Bay Area, including putting at risk the following initiatives that were approved by the Department of Housing and Community Development (HCD) in January 2024:

- Housing Preservation and Priority Sites pilot programs: \$51.1 million to provide housing preservation and pre-development funding to communities that have few resources for either strategy. These programs also serve as "proofs of concept" for a coordinated regional housing strategy that can inspire investment in more ambitious future programs, while incrementally building capacity and expertise. We anticipate a direct increase of up to 1,600 permanently affordable homes that will benefit approximately 14,500 households over the life of the deed restrictions.
- Regional technical assistance and local grants: \$16.9 million to support cities and counties in affirmatively furthering fair housing and meeting the higher standards of the 6<sup>th</sup> cycle housing element.
- Transit improvement pilots: \$26.3 million focused on high-priority transit improvements essential to bring back riders and improve the customer experience.
- Equity Priority Communities: \$8.5 million for transportation projects and programs directly identified by underserved communities as priorities.

We understand it is a tight budget year but combating climate change and increasing access to affordable housing are foundational to the state's quality of life and should be among your top priorities this budget year. Cutting REAP 2.0 will diminish the ability to achieve the ambitious greenhouse gas reduction targets set by the state, not to mention harm efforts to improve housing affordability and mobility options.

## **Multifamily Housing Program, Infill Infrastructure Grant Program and Foreclosure Intervention Housing Preservation Program**

We also urge your rejection of the Governor's proposed cuts to these complementary housing programs which address different urgent needs throughout our region. These cuts threaten progress on increasing the Bay Area's housing supply at a time when our residents are grappling with widespread housing instability and an urgent need to solve homelessness.

The Honorable Mike McGuire, Robert Rivas, Scott Wiener and Jesse Gabriel

February 28, 2024

Page 3

Thank you for considering our perspective on the Governor's January budget proposals. We welcome the opportunity to engage with you and your staff to find solutions to maintaining funding for these programs. If we can be of assistance on this or any other issue, please contact Rebecca Long, Director of Legislation and Public Affairs, at [rlong@bayareametro.gov](mailto:rlong@bayareametro.gov) or 510-504-7914, or our Sacramento representative, Scott Wetch, at [scottwetch.cwa@gmail.com](mailto:scottwetch.cwa@gmail.com) or 916-446-3413.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew B. Fremier".

Andrew B. Fremier  
Executive Director

cc: Members of the Bay Area Caucus

JS: AF







**Affordable Housing and Homeless Solutions Leaders: Budget proposal impacts  
“deeply troubling”**

*A broad multi-sector coalition of affordable housing, homelessness, and housing justice advocates release united statement in response to the Governor’s proposed budget*

FOR IMMEDIATE RELEASE  
Sacramento, CA

**Contact:** Christopher Martin, Housing California, [cmartin@housingca.org](mailto:cmartin@housingca.org),  
847-650-8780

Jordan Miller, Enterprise Community Partners, [jcooke@groupgordon.com](mailto:jcooke@groupgordon.com),  
212-784-5703

Matt Schwartz, California Housing Partnership, [mschwartz@chpc.net](mailto:mschwartz@chpc.net) 415-203-7158

A united coalition of affordable housing, homelessness, and housing justice leaders report that the Governor’s budget, released yesterday, includes stark cuts to housing

programs that will negatively impact tens of thousands of California families and have rippling impacts on the state's economic, public health, and social outcomes. We are relieved the Governor's proposal retains funding for homeless programs, such as the Homeless Housing Assistance Program, but are concerned that the proposed budget halts progress at a time when Californians are grappling with alarming housing cost burdens, widespread housing instability, and an urgent need to solve homelessness.

"The proposed cuts to critical programs that provide affordable homes for low-income families and those experiencing homelessness are short-sighted because they will end up costing California more in the long run," said **Matt Schwartz**, CEO, California Housing Partnership. "Yesterday's proposal underscores how important it is that the Legislature pass Assemblymember Buffy Wick's proposed new state housing bond (AB 1657) and send it to the voters for final approval in November and get to work on creating a permanent source of ongoing funding for affordable housing and homelessness solutions."

### **Proposed Budget Impacts on Affordable Housing in California**

Current proposed cuts drastically reduce – and in some cases remove altogether – funding for the enhanced state Low-Income Housing Tax Credit, the Multifamily Housing Program, the Infill Infrastructure Grant Program, the Veterans Housing and Homelessness Prevention Program, the Foreclosure Intervention Housing Preservation Program, the Regional Early Action Planning Grants 2.0 (REAP 2.0), and the CalHome Program for the coming year. In addition, the current budget proposal reverts \$900 million in funds appropriated to these programs in 2023.

These cuts will reduce annual construction of new affordable homes by one third (eliminating potential for 6,400 affordable homes), resulting in tens of thousands of individuals without homes, lost jobs and economic opportunity, and the loss of \$1.6 billion in federal housing resources.

"The impacts of these cuts are deeply troubling. We can't just look at numbers and figures. This is about who's impacted. Among extremely low-income renter households, 79% pay more than half of their income in rent. Housing affordability, stability, and accessibility is especially acute for older adults, people with disabilities, and renters of color," said **Francisco Dueñas**, Executive Director, Housing Now!. "It's because of California's needs and California's priorities that the state had set their goal of more than 1 million affordable homes over the next decade – we can't back down on that now."

We are grateful the Governor did not propose any cuts to funding for the Homeless Housing Assistance and Prevention program (HHAP), passed in 2023. “We look forward to working with the Governor’s Office and legislators to ensure we avoid a cliff in state funding to local governments around homelessness by continuing to fund the HHAP program in the 2024-25 budget,” said **Sharon Rapport**, Director of California State Policy, CSH. “And we acknowledge the solution to homelessness is housing, so cuts to housing programs heavily impact the number of people experiencing homelessness.”

## Looking Ahead

A coalition of California’s leading affordable housing, homelessness, and housing justice organizations are working to finalize a set of recommendations that propose effective solutions to balance the budget while addressing California’s biggest need-housing. The full analysis and recommendations will be provided in the coming days and will include a statewide affordable housing bond (AB 1657) and an ongoing source of funding for affordable housing and homelessness services.

“While the Governor acknowledged yesterday that the January budget is just the beginning of months-long negotiations between his Administration and the Legislature, affordable housing advocates will certainly be active in urging state leaders to maintain support for critical affordable housing programs and identify stable sources of long-term funding,” said **Ray Pearl**, Executive Director, California Housing Consortium.

The trauma faced by the growing number of persons forced into homelessness and the severe housing instability and cost burden that low-income families face is rapidly eroding the California dream, disproportionately for people of color. The number of Californians suffering homelessness increased by 10,000 in the last year to total over 181,000. More than 123,000 Californians are outside with no access to shelter. More broadly, the California Housing Partnership’s [Housing Need Dashboard](#) finds that 1.3 million low-income households who rent in California do not have access to an affordable home. As outlined in the [Roadmap Home 2030](#), true solutions will require a much greater level of sustained commitment by state leaders moving forward, not budget cuts.

“No matter what metric we use to evaluate our communities’ strengths -- be it health, economic well-being, educational success, racial equity, or something else -- safe, stable, affordable housing is the crucial foundation for Californians to thrive. When we prioritize housing affordability for everyone, communities are strengthened and we secure a future of health and shared prosperity,” said **Chione Flegal**, Executive Director, Housing California. “We are calling on our state leaders to put a new housing bond before the voters, get to work on establishing a permanent state funding source

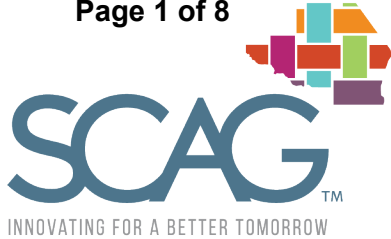
for affordable housing and homelessness solutions, and adopt a state budget that responds to the urgent housing needs of struggling Californians.”

\*\*\*

**About:** The coalition of affordable housing, homelessness solutions, and housing justice leaders of California represented by this statement include:

Alliance of Californians for Community Empowerment (ACCE)  
Bay Area Community Services  
California Coalition for Rural Housing  
California Democratic Renters Council  
California Housing Consortium  
California Housing Partnership  
California Rural Legal Assistance Foundation  
California State Council on Developmental Disabilities  
Center for Community Action and Environmental Justice  
Central Valley Empowerment Alliance  
Compass Family Services  
Corporation for Supportive Housing  
Council of Community Housing Organizations  
Destination: Home  
East Bay Housing Organizations  
Enterprise Community Partners  
Evolve California  
Family Assistance Program  
FSY Architects, Inc  
Funders Together to End Homelessness  
Habitat for Humanity California  
Holos Communities  
Housing Action Coalition  
Housing California  
Housing is a Human Right OC  
Housing Now!  
Housing Rights Initiative  
Housing Trust Fund Ventura County & Housing Land Trust Ventura County  
Human Impact Partners  
Inland Equity Community Land Trust  
Inner City Law Center  
Jewish Family Service of Los Angeles

LA County DMH  
LeadingAge California  
Lift to Rise  
Little Tokyo Service Center  
Lived Experience Advisers  
Los vecinos de huron  
Mercy Housing California  
Merritt Community Capital Corporation  
MidPen Housing Corporation  
Milestone Housing Group, LLC  
Monterey County Renters United  
Mutual Housing California  
Novin Development Corp  
Parable of the Sower Intentional Community Cooperative  
People Assisting The Homeless  
People's Budget Orange County  
Personal Assistance Services Council  
PICO California  
PowerCA Action  
Public Advocates  
Residents United Network Los Angeles  
Resilience OC  
Resources for Community Development  
Sacramento Regional Coalition to End Homelessness  
San Diego Housing Commission  
San Diego Housing Federation  
San Francisco Housing Development Corporation  
Southern California Association of NonProfit Housing  
SPUR  
Tapestry Unitarian Universalist Congregation  
Tenderloin Housing Clinic  
The Children's Partnership  
The Kennedy Commission  
The Unity Council  
United Way of Greater Los Angeles  
Vision y Compromiso  
Welcoming Neighbors Home  
Western Center on Law & Poverty



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#### REGIONAL COUNCIL OFFICERS

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Art Brown, Buena Park

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Energy & Environment  
Deborah Robertson, Rialto

Transportation  
Tim Sandoval, Pomona

January 19, 2024

The Honorable Toni G. Atkins  
Senate President Pro Tempore  
State Capitol, Room 205  
Sacramento, CA 95814

The Honorable Robert Rivas  
Speaker California State Assembly  
P.O. Box 942849  
Sacramento, CA 94249-0029

The Honorable Nancy Skinner  
Chair, Senate Committee on  
Budget and Fiscal Review  
State Capitol, Room 5094  
Sacramento, CA 95814

The Honorable Jesse Gabriel  
Chair, Assembly Committee on  
Budget  
P.O. Box 942849  
Sacramento, CA 94249-0046

### **RE: Protect Dedicated Regional Early Action Planning Grants (REAP2.0), Active Transportation Program (ATP), and Infill Infrastructure Grants (IIG) Program Funding**

Dear President Pro Tempore Atkins, Speaker Rivas, and Budget Chairs Skinner and Gabriel:

On behalf of the Southern California Association of Governments (SCAG), I urge the Legislature to protect investments made to the Regional Early Action Planning Grants (REAP 2.0), Active Transportation Program (ATP), and the Infill Infrastructure Grants (IIG) programs as you deliberate on the FY 2024-25 State Budget.

SCAG encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura), 191 cities, six county transportation commissions, 16 tribal governments, and five air quality districts in an area covering more than 38,000 square miles. Established as an association of local governments and agencies that voluntarily convenes as a forum to address regional issues, we have long recognized the need for regional engagement on policies such as housing and transportation to reduce conflicts and competition for resources between public agencies within our region. We work together to meet challenges that extend beyond local jurisdictional boundaries.

As you set your priorities for the FY 2024-25 state budget and begin negotiations following the release of the Governor's January budget proposal, SCAG urges you to maintain your strong support for



investments in transportation infrastructure and housing programs as enacted in previous budgets. While we recognize the incredible budget challenge the Legislature now faces, transportation and housing programs must be protected if we are to meet our ambitious housing and climate goals. Given SCAG, and other metropolitan planning organization's (MPO) demonstrated ability to efficiently leverage state and federal funding through our position as regional collaborators and conveners, MPOs are a crucial part of the solutions to meeting our state's climate, housing, and transportation needs.

The following investments are critical to the work SCAG has conducted to deliver a safer, faster, cleaner, and more equitable transportation future while increasing housing supply.

### **1. Regional Early Action Planning Grants (REAP 2.0) – Protect Existing Funding Levels**

REAP 2.0 is a \$600 million program intended to accelerate progress toward California's housing and climate goals through strengthened partnerships between regional, local, county, and tribal governments. REAP 2.0 is the only program specifically and exclusively designed to implement the region's Sustainable Communities Strategies (SCS) required by SB 375 (2008). For this reason, regions were empowered to develop programs that accelerate infill housing, support efforts for Affirmatively Furthering Fair Housing (AFFH) and reduce vehicle miles traveled (VMT).

In his January budget, the Governor proposes a \$300 million reversion of REAP 2.0. This proposal would be devastating to SCAG and our member cities, counties, partner transportation agencies, and tribal governments. In July 2023, SCAG's full REAP 2.0 application was approved by HCD, formally committing \$246 million to SCAG. Since that time, SCAG has sub-allocated \$192 million primarily through competitive programs to more than 100 transformative, local projects in the SCAG region that implement the Regional Housing Needs Allocation (RHNA) plan and the greenhouse gas (GHG) reducing strategies contained within Connect SoCal, the Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) for the Southern California region. Thousands of hours and upwards of \$15 million have already been expended by SCAG and its partners to deeply engage with communities, develop competitive proposals, and initiate projects to meet aggressive implementation timelines.

Innovative projects awarded through the REAP 2.0 program support as many as 10,000 new housing units on surplus LA Metro transit lands, more than 1,150 affordable housing units in the Coachella Valley, a low-to-zero-interest loan program to expedite accessory dwelling units in Orange County, infrastructure improvements to support nearly 5,000 newly-zoned housing units in Rialto, and a long-term loan program to promote hundreds of infill homes in Ventura County, among others. A list of projects funded has been included for your reference.

These projects play a critical role in increasing housing supply in the near term while also piloting innovative solutions that can be scaled across the region. With more than a



million housing sites identified through tireless work on housing elements, REAP 2.0 was designed to remove the systemic barriers for developers to build units where needed and planned. Reducing or delaying funding will compromise the program's integrity and have severe, negative impacts on cities and counties across Southern California and the entire state. We ask that you reject the Governor's proposal to halve REAP 2.0 and protect this crucial program.

## **2. Active Transportation Program (ATP) - Protect Funding Levels Established in FY 2024**

The ATP was created in 2013 to encourage walking and biking because increased use of active modes of transportation is a key strategy in meeting the state's environmental, economic, and equity goals. Specifically, funding from the ATP may be used to develop bike and pedestrian infrastructure, increase safety and mobility for non-motorized users, build safe routes to schools, or develop active transportation plans. Through the first six funding cycles, the SCAG region has received funding for 722 projects totaling \$1.4 billion.

ATP is also a crucial funding source to implement the infrastructure needed to achieve California's roadway safety goals. The State of California is working toward a goal of "Toward Zero Deaths." The state's goal is to reduce the number and rate of fatalities by three percent per year and to reduce the number and rate of severe injuries by 1.5 percent per year, reaching the ultimate vision of eliminating roadway fatalities and serious injuries by 2050. Vehicle speed is one of the most significant factors influencing the severity of a collision between a person driving and a person walking or bicycling. Given that nearly all infrastructure projects funded through ATP are safety countermeasures and strategies effective at reducing vehicular speeds and increasing the visibility of vulnerable roadway users, this program is vital to meeting the state's Toward Zero Death goal.

While the ATP has successfully funded projects across the state, the program is incredibly oversubscribed and cannot meet the state's needs. In the most recent funding cycle, Cycle 6, the SCAG region received 147 applications, totaling \$853 million in ATP requests, for just \$93 million in available funds for the Southern California regional portion of the ATP. Despite its need and demand, the Governor's January budget proposes to reduce the ATP by \$200 million. We urge the Legislature to protect the commitments made to ATP, including the protection of all ATP funds in Cycle 7, which is expected to open in March of this year.

## **3. Infill Infrastructure Grants (IIG) Program - Protect Funding Levels Established in FY 2024**

The IIG is an important public-private partnership that provides funding for essential infrastructure that supports infill housing development in climate-friendly, transit-accessible locations. Since its creation, the program has been an important funding source to revitalize the infrastructure within already highly urbanized areas to handle more

intensive development, including higher-density affordable and mixed-income housing. Developers and local governments partner apply for grant funding for the development or rehabilitation of parks or open space, water, sewer, or other utility service improvements, transit linkages, transit shelters, traffic mitigation features, sidewalks, and streetscape improvements or other infrastructure needs that facilitate infill housing.

In his January budget, the Governor proposes a \$200 million reversion to the General Fund from this program.

The IIG provides cities and counties with funding for the infrastructure needed to achieve their RHNA goals. This grant program prioritizes infill housing projects while focusing growth near transit, which is crucial for implementing the land-use strategies in Connect SoCal and necessary to achieve our GHG reduction targets. Therefore, we urge the Legislature to protect the commitments made to the IIG program.

Thank you for considering SCAG's perspective on the REAP 2.0, ATP, and IIG programs. SCAG looks forward to achieving our shared goals together and working constructively with the legislature and the Newsom Administration throughout the budget process. Please contact Mr. Kevin Gilhooley, Legislative Affairs Manager, at (213) 236-1878 with any questions about this letter.

Sincerely,



Kome Ajise  
Executive Director

County	Program	Project	Awarded Budget
Imperial	CTC Program	Calexico Intermodal Transportation Center	\$1,000,000
Imperial	RUSH	City of Calipatria Delta Street Pump Station (Capital)	\$1,500,000
Imperial	SRP 2	Regional Housing Element Implementation Assistance Program	\$274,133
Los Angeles	Call 4	Mixed Use Development for Underutilized Commercial Zones	\$427,350
Los Angeles	CTC Program	Developing Neighborhood Mobility Hub Pilot Projects in Disadvantaged Communities in the South Bay	\$404,250
Los Angeles	CTC Program	Countywide Signal Priority Cloud Based Solution	\$4,004,028
Los Angeles	CTC Program	Connecting Communities with Stress Free Connections	\$5,250,000
Los Angeles	CTC Program	First Last Mile Revolution: Transforming Metro Connections to Housing	\$1,050,000
Los Angeles	CTC Program	Traffic Reduction Study	\$1,000,000
Los Angeles	CTC Program	Enhanced GoSGV E-Bike Share Program	\$2,625,469
Los Angeles	CTC Program	North Hollywood Transit Center	\$15,000,000
Los Angeles	CTC Program	Mobility Wallets Pilot 2.0: Challenge and Low Income Pilot	\$4,023,750
Los Angeles	CTC Program	Urban Wilderness Access Feasibility Plan	\$372,000
Los Angeles	CTC Program	Metro Bike Share In-Fill Expansion	\$7,550,000
Los Angeles	HIPP	Scaling up Housing Development on City-Owned Land	\$2,900,000
Los Angeles	HIPP	Inclusionary Housing Program	\$250,000
Los Angeles	HIPP	City of San Fernando (Zoning Code and San Fernando Corridors Specific Plan Update) Housing Infill	\$791,818
Los Angeles	HIPP	Fox Hills Specific Plan	\$505,000
Los Angeles	HIPP	Missing Middle Housing Program	\$57,000
Los Angeles	NOFA	Environmental Remediation Housing Acceleration Fund	\$5,000,000
Los Angeles	NOFA	LACAHSA Strategic Plan and Program Design	\$660,000
Los Angeles	NOFA	Gateway Cities Affordable Housing Trust Predevelopment Loan Program	\$5,000,000
Los Angeles	NOFA	Catalytic Development Fund	\$5,000,000
Los Angeles	NOFA	Housing On Merit's (HOM) Affordable Housing Catalyst Fund	\$700,000
Los Angeles	NOFA	Feasibility Study for Community Land Trust Creation within the City of West Hollywood	\$150,000
Los Angeles	NOFA	San Gabriel Valley Regional Housing Trust Revolving Loan Fund	\$5,000,000

County	Program	Project	Awarded Budget
Los Angeles	NOFA	Montebello Transformative Corridors Project	\$190,000
Los Angeles	RUSH	One San Pedro Redevelopment Infrastructure (Capital)	\$4,000,000
Los Angeles	RUSH	Project Powerhouse - Supporting Affordable Housing Development in the City of Los Angeles (Capital)	\$3,682,203
Los Angeles	RUSH	New Downtown Residential Infrastructure Study and Plans (Planning)	\$800,000
Los Angeles	RUSH	Torrance Housing Corridor Utility Infrastructure Study (Planning)	\$100,000
Los Angeles	SRP 2	Housing Element Implementation	\$1,911,870
Los Angeles	SRP 2	Fair Share Growth Strategy	\$2,374,000
Los Angeles	SRP 2	Community Plan (Land Use) Updates	\$1,910,000
Los Angeles	SRP 2	Design for Housing and Mobility	\$940,000
Los Angeles	SRP 2	Regional Sewer Model	\$1,466,000
Los Angeles	SRP 2	Transit Oriented Development Zones Plan Update & Environmental Analysis	\$268,476
Los Angeles	SRP 2	Gateway Cities Affordable Housing Trust Management	\$385,000
Los Angeles	SRP 2	COG Technical Assistance Team (Gateway Cities Council of Governments)	\$813,619
Los Angeles	SRP 2	City of San Fernando (Zoning Code and San Fernando Corridors Specific Plan Update)	\$313,182
Los Angeles	SRP 2	City of Santa Clarita (Development of Objective Design and Development Standards)	\$250,000
Los Angeles	SRP 2	Housing Incubator	\$1,474,700
Los Angeles	SRP 2	South Bay Regional Housing Trust	\$251,475
Los Angeles	SRP 2	Commercial Redevelopment into Housing: Extension and Expansion	\$343,281
Los Angeles	SRP 2	WSCCOG Regional Housing Trust Implementation Plan	\$198,213
Los Angeles	SRP 2	Housing Element Implementation On-Call Technical Assistance	\$132,142
Orange	Call 4	Transformative Engagement for Zoning Code Update	\$469,700
Orange	Call 4	EIR - Downtown Specific Plan Update	\$200,000
Orange	CTC Program	Fullerton Park and Ride Transit Oriented Development Site Design Concepts	\$500,000
Orange	CTC Program	Active Transportation Outreach and Engagement Support	\$400,000
Orange	CTC Program	Orange County Cyclic Counts 2024-2025	\$400,000
Orange	CTC Program	Bikeways Connectivity Study	\$500,000
Orange	CTC Program	First Street Multimodal Boulevard Design	\$4,300,000
Orange	CTC Program	Orange County Mobility Hubs Pilot Concept of Operations	\$300,000
Orange	CTC Program	McFadden Avenue Transit Signal Priority Pilot	\$3,690,000
Orange	CTC Program	Reconnecting Communities Through Complete Streets	\$550,000
Orange	CTC Program	Harbor Boulevard Cloud-Based Transit Signal Priority Stage 1	\$400,000
Orange	CTC Program	Next Safe Travels Education Program (STEP) 2.0	\$1,250,000

County	Program	Project	Awarded Budget
Orange	CTC Program	Harbor Boulevard Cloud-Based Transit Signal Priority Stage 2	\$1,000,000
Orange	NOFA	Orange County Affordable Housing Trust Affordable ADU Loan Program	\$4,000,000
Orange	SRP 2	OCS Bench and Housing-related Technical Assistance	\$1,325,000
Orange	SRP 2	Technology Tools to support AFFH, VMT reduction, and Infill Development	\$1,415,000
Orange	SRP 2	Missing Middle Pre-Reviewed Plans	\$210,000
Riverside	CTC Program	Coachella Rail Station Feasibility Study and Integrated Land Use and Transit Network	\$2,005,000
Riverside	CTC Program	RCTC Core Capacity Innovative Transit Study	\$3,000,000
Riverside	CTC Program	Vehicle Miles Traveled Study	\$2,005,000
Riverside	CTC Program	RTA (Riverside Transit Authority) GoMicro Microtransit Pilot Program Extension	\$2,378,635
Riverside	CTC Program	CV Link Community Connectors Analysis	\$1,700,000
Riverside	HIPP	Missing Middle Prototype Plans for Infill Housing Sites	\$500,000
Riverside	NOFA	Murrieta Housing Authority Revolving Loan Program	\$4,100,000
Riverside	NOFA	We Lift: the Coachella Valley Housing Catalyst Fund	\$5,000,000
Riverside	NOFA	Downtown Infill Tax Incentive Financing Program for Housing Supportive Infrastructure	\$200,000
Riverside	RUSH	Cabazon infrastructure Plan (Planning)	\$997,500
Riverside	RUSH	Downtown and Palm Dr. Corridor Infill Development Sewer Area Study (Planning)	\$500,000
Riverside	RUSH	Flood Control Infrastructure for Housing Need (Capital)	\$8,000,000
Riverside	RUSH	Stormwater Drainage Project (Capital)	\$6,108,797
Riverside	SRP 2	Promoting Affordable Housing in High Opportunity Areas Across Riverside County	\$670,603
Riverside	SRP 2	Jurisdictional Technical Assistance	\$2,298,951
Riverside	SRP 2	Pedley Town Center Plan - Implementation	\$478,894
San Bernardino	CTC Program	San Bernardino County VMT Mitigation Bank	\$3,045,000
San Bernardino	CTC Program	Countywide Multi-Modal Complete Streets Program	\$6,519,868
San Bernardino	HIPP	SBCTA/SBCSS and Other Public Land-to-Residential Project--Inventory, Analysis & Toolkit for Workforce and Teacher Housing	\$720,000
San Bernardino	HIPP	Catalytic Housing Initiative for Downtown Rialto	\$193,875
San Bernardino	NOFA	San Bernardino Regional Housing Trust	\$5,000,000
San Bernardino	RUSH	Water Supply Well City 3A for Regional Housing Project (Capital)	\$2,500,000
San Bernardino	RUSH	City of Upland Affordable Housing Utilities Planning (Planning)	\$303,500

County	Program	Project	Awarded Budget
San Bernardino	RUSH	Bloomington Swer Extension (Capital)	\$6,508,000
San Bernardino	SRP 2	Accelerating Housing Element Implementation	\$2,298,951
Ventura	Call 4	Ventura County Farmworkers Housing Study and Action Plan	\$499,991
Ventura	CTC Program	Countywide Paratransit Integration Study	\$300,000
Ventura	CTC Program	Countywide Transit Stops Inventory & Accessibility Assessment / Capital Improvements Grant Program	\$1,500,000
Ventura	CTC Program	Community Traffic Calming & Pedestrian and Bicycle Safety Program	\$300,000
Ventura	CTC Program	Santa Paula Branch Line Active Transportation - Master Plan Update and Valiate Connections to Serve New Housing and Reduce VMT	\$1,677,000
Ventura	HIPP	Unlocking Land for Housing	\$756,500
Ventura	HIPP	City of Moorpark - Downtown Specific Plan	\$250,000
Ventura	HIPP	Transit Oriented Development (TOD)/High Quality Transit Corridor (HQTC) Program	\$1,075,807
Ventura	NOFA	Ventura County Housing Trust Fund Revolving Long-Term Loan Program for Infill Affordable Housing Developments Project	\$5,000,000
Ventura	SRP 2	AFFH Technical Assistance	\$370,127
Ventura	SRP 2	Continuation of OCCOG-VCOG ADU Program	\$45,000



Sacramento Area  
Council of  
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January 25, 2024

The Honorable Toni G. Atkins  
Senate President Pro Tempore  
State Capitol, Room 205  
Sacramento, CA 95814

The Honorable Robert Rivas  
Speaker California State  
Assembly 1021 O Street, Suite  
Sacramento, CA 95814

The Honorable Nancy Skinner  
Chair, Senate Committee on  
Budget and Fiscal Review  
1020 N Street, Suite 502  
Sacramento, CA 95814

The Honorable Jesse Gabriel  
Chair, Assembly Committee on  
Budget  
1021 O Street, Suite 8230  
Sacramento, CA 95814

## RE: Restore Budget Funding for Regional Early Action Planning Grants of 2021 (REAP 2.0)

Dear President pro Tempore Atkins, Speaker Rivas, Chair Skinner, and Chair Gabriel:

On behalf of the Sacramento Area Council of Governments (SACOG), representing six counties and 22 cities, I urge the Legislature to reject the \$300 million cut to the Regional Early Action Planning Grants of 2021 (REAP 2.0) included in Governor Newsom's 2024-25 January Budget proposal. The \$300 million rescission eliminates half of a \$600 million investment to advance the implementation of adopted regional plans by funding planning and development activities that accelerate infill housing and reduce vehicle miles traveled (VMT).

SACOG has directed all REAP 2.0 funding to infrastructure projects and local land use planning activities that implement our Green Means Go program, which accelerates infill housing development. SACOG has already awarded the full share of our \$31.8 million to local jurisdictions. **Our REAP 2.0 funding is expected to unlock 8,000 infill housing units, 6,000 of which are projected to be affordable to low- and moderate-income households.**

Green Means Go REAP 2.0 funding is directed to locally-nominated Green Zones—areas that cities and counties have identified for infill development, mostly in older commercial corridors and main streets. In addition to reducing vehicle emissions, Green Means Go will stimulate economic development and improve the region's quality of life by helping to spur development within a center, corridor, or established community as identified in SACOG's Sustainable Communities Strategy (SCS).

SACOG developed Green Means Go at the direction of the California Air Resources Board (CARB) to help the region achieve our CARB-mandated 19 percent greenhouse gas (GHG) reduction target through our SCS. Green Means Go is a multi-year pilot program

Auburn  
Citrus Heights  
Colfax  
Davis  
El Dorado County  
Elk Grove  
Folsom  
Galt  
Isleton  
Lincoln  
Live Oak  
Loomis  
Marysville  
Placer County  
Placerville  
Rancho Cordova  
Rocklin  
Roseville  
Sacramento  
Sacramento County  
Sutter County  
West Sacramento  
Wheatland  
Winters  
Woodland  
Yolo County  
Yuba City  
Yuba County

January 25, 2024  
Page 2

to lower GHG emissions in the six-county Sacramento region by accelerating infill housing development and reducing and electrifying vehicle trips.

REAP 2.0 is the sole funding source for Green Means Go. SACOG received \$31.8 million from REAP 2.0. The funding rescission will mean a loss of over \$15 million in critical infill housing dollars for Green Means Go and will significantly reduce the number of housing units expected from the Green Means Go funding. SACOG was one of the first regions to have its REAP 2.0 funding plan approved by the Department of Housing and Community Development, and subsequently awarded all of its funding in March 2023 through a competitive process. The program awarded funds to local agencies for capital and planning projects that spur new housing development, with the majority going to capital projects.

Capital Investments \$26.4 million:

- SACOG estimates the Green Means Go capital underground infrastructure investments will unlock 8,000 infill housing units—6,000 of which are low or moderate-income.
- All capital investments and their associated infill housing are at risk from the proposed REAP 2.0 rescission because these projects cannot be reduced in scope without compromising housing development potential.
- Unless the rescission is rejected, funding uncertainty will mean that Green Means Go capital construction projects are unlikely to proceed to construction bids this year. This will mean cancellation or cost increases that make projects infeasible.

Planning Investments \$4.8 million:

- Green Means Go planning awards are needed to set up the next wave of capital infrastructure projects and prepare Green Zone corridors for development.
- Green Zones can accommodate 32% of planned housing growth in the region, creating an estimated 84,000 new homes in climate-friendly locations by 2040.
- Green Zones see a 16% reduction of VMT per capita, double the regional reduction per capita at 8%.

We understand the difficult choices facing the Legislature in this budget, but as California's housing and climate crises continue to worsen, we urge the Legislature to prioritize infill housing necessary to reach the state's climate goals and reject cuts to the REAP 2.0 program. Green Means Go is key to the Sacramento region's commitment and solution to California's housing, climate, and transportation challenges. Green Zones recognize a connection between land use, housing, economic and workforce development, transportation investments, and travel choices.

Thank you for considering our position on this critical matter. We look forward to working with you to ensure our region can develop desperately needed homes in infill areas that will reduce greenhouse gas production. Please don't hesitate to contact me or Bless Sheppard, State Government Affairs, at [BSheppard@sacog.org](mailto:BSheppard@sacog.org) or 916-340-6218 with any questions or concerns.



January 25, 2024  
Page 3

Sincerely,

A handwritten signature in blue ink, appearing to read 'J. Corless', with a stylized, flowing script.

James Corless  
Executive Director

cc: The Honorable Brian Jones, Senate Minority Leader  
The Honorable James Gallagher, Assembly Minority Leader  
Honorable Members, Senate Budget and Fiscal Review Committee  
Honorable Members, Assembly Budget Committee  
Honorable Members, SACOG State Legislative Delegation  
Timothy Griffiths, Consultant, Senate Budget and Fiscal Review Committee  
Genevieve Morelos, Consultant, Assembly Budget Committee  
Chantele Denny, Consultant, Senate Republican Caucus  
Brent Finkel, Consultant, Assembly Republican Caucus  
James Hacker, Deputy Cabinet Secretary, Office of Governor Newsom  
Teresa Calvert, Program Budget Manager, Department of Finance  
Lourdes Morales, Principal Fiscal & Policy Analyst, Legislative Analyst's Office  
Chris Lee, Politico Group

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

**March 8, 2024**

**Agenda Item 3b**

**Regional Transportation Measure Authorizing Legislation**

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**Subject:**

Update on Senate Bill (SB) 925 (Wiener), the MTC-sponsored regional transportation revenue measure authorizing bill.

**Overview:**

Staff have been working closely with Senator Wiener's office on drafting the first set of substantive amendments to SB 925, consistent with the Commission's direction provided in January. Staff have also been meeting regularly with a Bay Area working group set up to help inform the legislation as well as meetings with legislative staff, transit operators, county transportation agency staff and MTC's Policy Advisory Council. The bill has not yet been referred to its first committee. However, we anticipate it will be doubled-referred to the Senate Transportation Committee and another committee, either the Senate Revenue and Taxation Committee or the Senate Local Government Committee. These committees are chaired by Senator Cortese, Senator Glazer, and Senator Caballero, respectively.

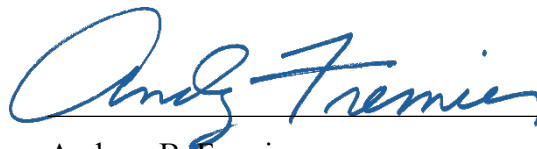
Staff will seek Commission approval, ideally coming to the Legislation Committee first, on the next set of substantive amendments to address key issues, including share of funding to go to different expenditure categories, highway project eligibility, and any return-to-source provisions. Staff will provide a verbal update on any late-breaking news at your meeting.

**Recommendation:**

Information

**Attachments:**

None



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Andrew B. Fremier

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

**March 8, 2023**

**Agenda Item 3c**

**Senate Bill 960 (Wiener): Transit Priority and Complete Streets**

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**Subject:**

Requires Caltrans incorporate infrastructure needs for all road users – including bicyclists, pedestrians, and transit riders – into the state asset management plan, adopt a transit priority policy and make other changes to streamline transit priority project implementation.

**Background:**

California's state highway system, owned and managed by Caltrans, comprises roughly 50,000 lane miles and 13,000 bridges, including both federal and state highways. State and federal law requires Caltrans to develop an asset management plan to guide state spending on the State Highway Operation and Protection Program (SHOPP), a four-year program of capital projects to improve state highway conditions and keep the system in a state of good repair. It includes roadway rehabilitation and operational improvements, among other categories. The SHOPP is the largest state transportation program; the proposed 2024 SHOPP is a \$21 billion spending plan.

Like most state departments of transportation, Caltrans has historically been an automobile-centric organization. Since 2008, Caltrans has expanded the department's focus to consider all road users, including bicyclists, pedestrians and transit riders, including through adopting a Complete Streets Policy. In 2019, the Legislature passed Senate Bill (SB) 127 (Wiener), which would have further required Caltrans to prioritize safe and connected facilities for pedestrians, bicyclists, and transit riders on all SHOPP projects and in the asset management plan. Governor Newsom vetoed SB 127 – citing concerns with the level of prescription and cost associated with implementing the bill – but issued [Executive Orders N-19-19](https://www.gov.ca.gov/wp-content/uploads/2019/09/9.20.19-Climate-EO-N-19-19.pdf) (https://www.gov.ca.gov/wp-content/uploads/2019/09/9.20.19-Climate-EO-N-19-19.pdf) and [N-79-20](https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf) (https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf), which spurred Caltrans to develop a [Director's Policy for Complete Streets](https://dot.ca.gov/-/media/dot-media/programs/esta/documents/dp-37-complete-streets-al ly.pdf) (https://dot.ca.gov/-/media/dot-media/programs/esta/documents/dp-37-complete-streets-al ly.pdf). This policy – which went into effect in December 2021 – aimed to set department-wide standards and processes for how mobility for people walking, biking, and taking transit or passenger rail can be integrated into projects on the state highway system, whether led by Caltrans or another transportation partner. To date, Caltrans implementation has focused mainly on improving mobility options for bicyclists and pedestrians. In recognition of this, Caltrans has recently initiated stakeholder engagement to develop a Director's Policy for Transit Priority, though the timeline for development is unclear.

SB 960 would codify several existing Caltrans Complete Streets practices, including requiring that Caltrans consider complete streets within the development of the asset management plan and prioritize the implementation of safe, convenient, and connected facilities for pedestrians, bicyclists, and transit users

on all SHOPP projects, where applicable. Regarding transit priority, the bill would require Caltrans adopt a transit priority policy for projects on state highways, establish performance targets related to transit travel time reliability, speeds, reduced transit and rider delay, and improved accessibility at stops, stations, and boarding facilities, and develop a list of transit priority projects for inclusion in the SHOPP. The bill would also require Caltrans take specific actions to expedite transit priority project approvals, including requiring the department to develop streamlined transit approval processes and establish a list of automatic and expedited design exemptions. SB 960 would also set deadlines for various transit priority project approvals related to encroachment permits and traffic analyses.

**Recommendation:**

Support in Concept / MTC Commission Approval

**Discussion:**

Transit priority is one of three accelerated action items in the [Bay Area Transit Transformation Action Plan](https://mtc.ca.gov/sites/default/files/documents/2021-09/Transit_Action_Plan_1.pdf) (TAP) ([https://mtc.ca.gov/sites/default/files/documents/2021-09/Transit\\_Action\\_Plan\\_1.pdf](https://mtc.ca.gov/sites/default/files/documents/2021-09/Transit_Action_Plan_1.pdf)), which lays out near-term actions to improve the Bay Area transit network. Transit priority treatments such as transit-only lanes, transit signal priority and queue jump lanes help buses and other transit vehicles operate faster and more reliably by avoiding delays from traffic congestion and traffic signals. Faster and more reliable transit has equity benefits including expanded mobility and access to opportunities for those who rely on public transit as their primary mode of travel as well as climate and congestion relief benefits as faster transit service will help attract riders who would otherwise drive.

Since adopting the TAP, MTC has been working to foster faster and more efficient implementation of transit priority treatments throughout the Bay Area. As part of this effort, MTC has conducted extensive outreach to identify local, regional, and state-level barriers to transit priority implementation.

Stakeholders consistently identified a lack of clear, consistent state-level policies and procedures related to transit priority project approval as a significant challenge contributing to lengthy delays. Navigating the Caltrans process is complex; conflicting Caltrans staff opinions can hold up project approvals. Staff turnover can also result in a reversal or new interpretation of project requirements. Stakeholders also shared numerous examples of missed opportunities for integrating transit priority improvements into state-led projects on the state highway system.

Staff supports SB 960's goals to 1) Enhance state leadership on transit priority, including through elevating transit priority within the asset management plan and expenditure priorities (such as the SHOPP) and 2) Remove state-level barriers faced by local jurisdictions and transit agencies who want to implement transit priority projects on the state highway system. A Caltrans Transit Priority Policy can advance both goals by providing clear direction to the department on how and when to integrate transit priority elements into state highway system improvements and standardizing the process for transit

priority project approvals. Project streamlining provisions would further address many of the state-level implementation challenges transit operator partners identified in our stakeholder engagement sessions. Staff recommends support for this bill in concept as the bill is still evolving. Staff finds that, as proposed, the bill would mitigate state-level barriers to implementing transit priority projects, a key recommendation from the transit priority component of the TAP. However, there are several areas that would benefit from refinement to better align with the goals outlined above and address potential implementation challenges. In general, we think the bill would be strengthened by focusing on integrating the movement of people on transit into the state's approach to managing and improving the road network. Specifically, we recommend revising the component about the SHOPP to move away from requiring Caltrans to identify *specific transit priority projects* for inclusion in the SHOPP and instead focus on ensuring Caltrans considers transit priority improvements when upgrading state highways, similar to how complete streets policies work. We also recommend simplifying the performance metrics and refining the state transit priority policy provisions to ensure the policy could both support the department in integrating transit priority provisions into Caltrans-led highway system improvements and standardizing the process for local projects sponsors seeking Caltrans approvals for transit priority projects. We have been coordinating closely with SPUR, the sponsor leading the transit priority component of the bill, and have shared these friendly amendment recommendations with the author's office. While we have received commitments to work with us, amendments are not yet in print. Nonetheless, given that removing state barriers to transit priority is a long-standing MTC advocacy priority and a key recommendation from the TAP, staff recommends MTC support the bill "in concept." Should amendments be made in line with our recommendations, we would modify the position to "support."

**Known Positions:****Support**

SPUR (co-sponsor)

Calbike (co-sponsor)

Streets for All (co-sponsor)

AARP (co-sponsor)

KidSafeSF (co-sponsor)

WalkSF (co-sponsor)

Natural Resources Defense Council

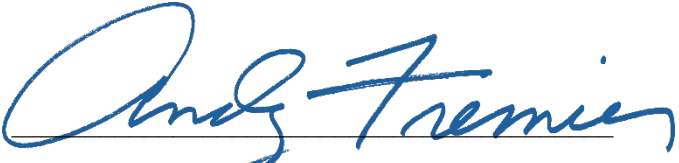
San Francisco Mayor London Breed

San Francisco Municipal Transportation Agency  
(SFMTA)

Transform

**Oppose:** None on file**Attachments:**

None

  
Andrew B. Fremier

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

**March 8, 2024**

**Agenda Item 3d**

**MTC/ABAG Sacramento Advocacy Trip**

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**Subject:**

Update on preparations for MTC and ABAG's annual Sacramento advocacy trip, planned for March 10 – 12, 2024.

**Overview:**

This year's Sacramento advocacy trip will be March 10-12, with legislative meetings scheduled for Monday, March 11, and Tuesday, March 12, 2024. MTC and ABAG leadership and committee chairs have been invited to participate.

We have requested meetings with all 27 members of the Bay Area caucus. Key discussion topics will be our sponsored bill, Senate Bill 925 (Wiener), authorizing MTC to place a regional transportation measure on a future ballot; MTC and ABAG budget priorities, including maintaining transit funds secured in last year's budget, reversing the Governor's proposed 50 percent cut to the Regional Early Action Program (REAP) 2.0; and opposing proposed cuts to core housing funding programs that Bay Area cities and counties rely on to help meet their residents' housing needs. We will also share updates on the Bay Area Housing Finance Authority's preparations for a regional housing bond measure, including progress in implementing regional pilot programs.

New this year is a Bay Area Transportation Reception we are co-hosting with Bay Area transportation agencies and business community partners. All Bay Area caucus legislators are invited, along with key legislative staff and administration officials. Modeled after our annual California Transportation Reception in Washington, D.C., one of the primary goals is demonstrating unity among the agencies and external partners supporting our regional transportation revenue measure.

**Recommendation:**

Information

**Attachments:**

- Attachment A: Bay Area Transportation Reception Invitation



Andrew B. Fremier



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION

**Metropolitan Transportation Commission  
& Association of Bay Area Governments  
and Partner Organizations**

cordially invite you to a

***Legislative Reception***

**Monday, March 11, 2024**

**5:30 – 7:30 p.m.**



**Citizen Hotel, Quorum Room  
926 J Street  
Sacramento, CA, 95814**



**RSVP**

**by Monday, March 4, 2024  
to [debbienorton.cwa@gmail.com](mailto:debbienorton.cwa@gmail.com)**



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

**March 8, 2024**

**Agenda Item 4a**

**Washington DC Legislative Update**

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**Subject:**

February 2024 Report from Washington, DC advocate.

**Issues:**

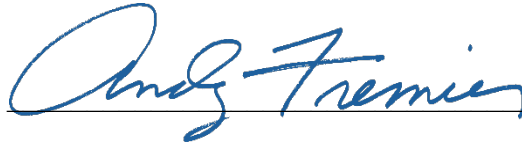
None identified.

**Recommendations:**

Information

**Attachments:**

- Attachment A: Summit Strategies Team Report – February 2024



Andrew B. Fremier



**SUMMIT**  
**STRATEGIES**

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Washington, DC 20001  
(202) 638-3307 main  
(202) 595-9192 fax  
[www.summitstrategies.us](http://www.summitstrategies.us)

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**Summit Strategies Team Report – February 2024**

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**From: Summit Strategies Team**

**To: Andrew B. Fremier, Executive Director**

**Date: March 6, 2024**

**Subject: February Federal Policy Monthly Report**

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- **FTA Administrator Fernandez Retires**
  - **Biden Pumping Breaks on Emissions Standards**
  - **Spending Bills Released**
  - **Supporting MTC Priorities in Congress**
  - **National Transportation News Roundup**
- 

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

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### **FTA Administrator Fernandez Retires**

On February 7, 2024, the Federal Transit Administration (FTA) announced that Administrator Nuria Fernandez will retire effective February 24, 2024. Fernandez has served as the head of the FTA for nearly three years. During her time with the agency, Administrator Fernandez shepherded billions of dollars in funding from the Bipartisan Infrastructure Law (BIL) to communities nationwide. Upon her retirement, FTA Deputy Administrator Veronica Vanterpool, with whom MTC commissioners and staff have met several times, will serve as Acting Administrator. Administrator Fernandez's retirement marks the latest departure of an Administrator from the US Department of Transportation. The National Highway Traffic Safety Administration, the Federal Motor Carrier Safety Administration, and the Pipeline and Hazardous Materials Safety Administration are all also without Senate-confirmed leaders.

### **Biden Pumping Breaks on Emissions Standards**

The Biden Administration is planning to delay a rulemaking that limits tailpipe emissions. Under the rule, new emissions standards would apply to light-, medium-, and heavy-duty vehicles for model year 2027 and beyond. The regulation was designed to ensure that two-thirds of new passenger cars and one-quarter of new heavy trucks sold in the United States are electric by 2032. While the Environmental Protection Agency (EPA) cannot mandate that car manufacturers sell electric vehicles (EV), the emissions standards on car manufacturers would encourage them to increase EV sales.

The potential delay would still require auto manufacturers to meet new emissions standards, but they would be phased in more gradually through 2030, with a sharp rise after 2030. The delay would allow additional time for constructing more EV infrastructure and charging capacity to meet future requirements.

### **Spending Bills Released**

On March 3, 2024, the House Appropriations Committee released the legislative text for six fiscal year (FY) 2024 appropriations bills, including Agriculture, Rural Development, Food and Drug Administration, and Related Agencies; Commerce, Justice, Science, and Related Agencies; Energy and Water Development and Related Agencies; Interior Environment, and Related Agencies; Military Construction, Veterans Affairs, and Related Agencies; and Transportation and Housing and Urban Development and Related Agencies. The six spending bills cost nearly \$460 billion, representing less than 30 percent of the discretionary spending Congress will try to approve for FY 2024. The legislation is expected to be voted on in the House of Representatives and later in the Senate. While it is expected to pass, some Republicans in the House of Representatives have criticized the lack of conservative policy riders in the bills and have vowed to oppose the legislation.

The 2024 Transportation, and Housing and Urban Development, and Related Agencies (THUD) spending bill will provide more than \$106 billion in budgetary resources for the US Department of Transportation, an increase of \$15.5 billion from FY 2023. This is in addition to \$36.8 billion in discretionary spending from the Bipartisan Infrastructure Law (BIL). Of the \$106 billion, \$60.8 billion will go to the Federal Highway Administration (FHWA) for formula programs, and \$2.2 billion will go to highway infrastructure programs and projects. The Federal Transit Administration (FTA) will receive \$16.6 billion, including \$13.9 billion for Transit Formula Funds, \$2.4 billion for Capital Investment Grants, and \$252 million for transit infrastructure grants and projects.

### **Supporting MTC Priorities in Congress**

This month, the DC Team has worked to secure letters of support for MTC's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant application, coordinating with Senators Alex Padilla and Laphonza Butler and Representatives Nancy Pelosi and Barbara Lee. The DC Team is also communicating with the Department of Transportation and Housing and Urban Development about MTC's pending grant applications.

**National Transportation News Roundup (links to articles)**

[Five Transit Trends to Watch in 2024](https://www.masstransitmag.com/management/article/53095555/five-transit-trends-to-watch-in-2024)

(<https://www.masstransitmag.com/management/article/53095555/five-transit-trends-to-watch-in-2024>)

[Transit workers fight drugs on buses and trains](https://www.axios.com/local/portland/2024/02/13/oregon-drug-usage-transit-sb-1553)

(<https://www.axios.com/local/portland/2024/02/13/oregon-drug-usage-transit-sb-1553>)

- [MTA projects put on hold due to lawsuits against congestion pricing](https://www.masstransitmag.com/management/press-release/53097638/metropolitan-transportation-authority-ny-mta-mta-projects-put-on-hold-due-to-lawsuits-against-congestion-pricing)

(<https://www.masstransitmag.com/management/press-release/53097638/metropolitan-transportation-authority-ny-mta-mta-projects-put-on-hold-due-to-lawsuits-against-congestion-pricing>)

- [FTA Awards \\$631MM for Rail Vehicle Replacement \(Railway Age\)](https://www.railwayage.com/regulatory/fta-awards-631mm-for-rail-vehicle-replacement/)

(<https://www.railwayage.com/regulatory/fta-awards-631mm-for-rail-vehicle-replacement/>)