

Meeting Agenda

Joint MTC Legislation Committee and ABAG Legislation Committee

Friday, January 10, 2020

9:35 AM

Board Room - 1st Floor

This meeting shall consist of simultaneous teleconference call with respect to the ABAG Legislation Committee at the following location and will take place at 9:35 a.m. or immediately following the 9:30 a.m. Operations Committee meeting, whichever occurs later.

Call-In – Napa County Administration Building, 1195 Third Street, Suite 310, Napa, CA 94559

Webcast live on the following websites:

Association of Bay Area Government's Website: <https://abag.ca.gov/meetings>

Metropolitan Transportation Commission's Website:

<http://mtc.ca.gov/whats-happening/meetings>

1. Roll Call / Confirm Quorum

Quorum: A quorum of the ABAG Legislation Committee shall be a majority of its regular voting members (5).

Quorum: A quorum of the MTC Legislation Committee shall be a majority of its regular voting members (5).

2. ABAG Compensation Announcement - Clerk of the Board

3. ABAG Legislation Committee Consent Calendar

- 3a. [20-0024](#) Approval of ABAG Legislation Committee Summary Minutes of the November 8, 2019 Meeting

Action: ABAG Legislation Committee Approval

Attachments: [3a ABAG Legislation Minutes 20191108 Draft.pdf](#)

4. MTC Legislation Committee Consent Calendar

- 4a. [20-0025](#) Approval of MTC Legislation Committee Minutes of the December 13, 2019 Meeting

Action: MTC Legislation Committee Approval

Attachments: [4a MTC LEGIS Minutes Dec 13 2019.pdf](#)

5. Approval

- 5a. [20-0026](#) MTC / ABAG 2020 Advocacy Program
- Proposed MTC / ABAG 2020 Advocacy Program.
- Action:** ABAG Executive Board Approval and MTC Commission Approval
- Presenter:** Randy Rentschler
- Attachments:** [5a_2020 Final Committee Advocacy Program.pdf](#)
[5a_Handout-Attachment_2020 Draft Advocacy Program.pdf](#)

6. Information

- 6a. [20-0027](#) 2020 State and Federal Legislative Visits
- State and federal legislative visits.
- Action:** Information
- Presenter:** Rebecca Long
- Attachments:** [6a SacWashingtonDCVisits.pdf](#)
- 6b. [20-0071](#) Legislative History
- Action:** Information
- Presenter:** Rebecca Long
- Attachments:** [6b_Handout_January_LegisHistory_State.pdf](#)

7. Federal Legislation

- 7a. [20-0028](#) Tom Bulger's Report
- Report from Washington, D.C. advocate.
- Action:** Information
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [7a Tom Bulger's DC Report Dec 2019.pdf](#)

8. Public Comment / Other Business

9. Adjournment / Next Meeting

The next meeting of the MTC Legislation Committee will be Friday, February 14, 2020
9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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

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

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

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

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

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

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

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

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 20-0024 **Version:** 1 **Name:**

Type: Minutes **Status:** Informational

File created: 11/27/2019 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 1/10/2020 **Final action:**

Title: Approval of ABAG Legislation Committee Summary Minutes of the November 8, 2019 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [3a ABAG Legislation Minutes 20191108 Draft.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Approval of ABAG Legislation Committee Summary Minutes of the November 8, 2019 Meeting

Recommended Action:
ABAG Legislation Committee Approval

Attachments:



375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Minutes - Draft

ABAG Legislation Committee

Chair, Julie Pierce, Vice Mayor, City of Clayton
Vice Chair, Belia Ramos, Supervisor, County of Napa

Friday, November 8, 2019

9:40 AM

Board Room - 1st Floor

Association of Bay Area Governments Legislation Committee

Special Meeting

The ABAG Legislation Committee may act on any item on the agenda.
The ABAG Legislation Committee will meet jointly with the MTC Legislation Committee.

The meeting is scheduled to begin at 9:40 a.m.,
or immediately following the preceding committee meeting.
Agenda, roster, and webcast available at <https://abag.ca.gov>
For information, contact Clerk of the Board at (415) 820-7913.

Roster

Jesse Arreguin, David Cortese, Pat Eklund, Scott Haggerty, Dave Hudson, Karen Mitchoff,
Julie Pierce, David Rabbitt, Belia Ramos

1. Call to Order / Pledge of Allegiance / Roll Call / Confirm Quorum

Chair Pierce called the meeting to order at about 12:00 p.m. Quorum was present.

Present: 8 - Arreguin, Eklund, Haggerty, Hudson, Mitchoff, Pierce, Rabbitt, and Ramos

Absent: 1 - Cortese

2. ABAG Legislation Committee Consent Calendar

Upon the motion by Haggerty and second by Arreguin, the ABAG Legislation Committee approved the Consent Calendar, including the minutes of September 13, 2019. The motion passed unanimously by the following vote:

Aye: 8 - Arreguin, Eklund, Haggerty, Hudson, Mitchoff, Pierce, Rabbitt, and Ramos

Absent: 1 - Cortese

2.a. [19-1223](#) Approval of ABAG Legislation Committee Minutes of September 13, 2019

3. MTC Legislation Committee Consent Calendar

The MTC Legislation Committee took action on this item.

- 3.a. [19-1160](#) Approval of MTC Legislation Committee Minutes of the October 11, 2019 Meeting

4. Information

- 4.a. [19-1162](#) Tom Bulger's Report
Report from Washington, D.C. advocate.
Georgia Gann Dohrmann gave the staff report.

- 4.b. [19-1161](#) 2020 Draft Joint Advocacy Program
Draft of the joint MTC/ABAG 2020 Advocacy Program.
Rebecca Long gave the staff report.

The following gave public comment: Adina Levin.

5. Public Comment / Other Business

6. Adjournment / Next Meeting

Chair Pierce adjourned the meeting at about 12:42 p.m.

The next meeting of the ABAG Legislation Committee is on January 10, 2020.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 20-0025 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 11/27/2019 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 1/10/2020 **Final action:**

Title: Approval of MTC Legislation Committee Minutes of the December 13, 2019 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [4a MTC LEGIS Minutes Dec 13 2019.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Approval of MTC Legislation Committee Minutes of the December 13, 2019 Meeting

Recommended Action:
MTC Legislation Committee Approval

Attachments:



Metropolitan Transportation Commission

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

Meeting Minutes - Draft

Legislation Committee

Committee Members:

Jake Mackenzie, Chair Sam Liccardo, Vice Chair

*Damon Connolly, Dave Cortese, Anne W. Halsted, David
Rabbitt, Warren Slocum, James P. Spering*

Non-Voting Members: Dorene M. Giacopini and Jimmy Stracner

Friday, December 13, 2019

9:35 AM

Board Room - 1st Floor

1. Roll Call / Confirm Quorum

Present: 5 - Commissioner Connolly, Commissioner Cortese, Commissioner Rabbitt, Commissioner Spering, and Chair Mackenzie

Absent: 3 - Vice Chair Liccardo, Commissioner Halsted, and Commissioner Slocum

Non-Voting Members Present: Commissioner Giacopini and Commissioner Stracner

Ex Officio Voting Members Present: Commission Chair Haggerty and

Commission Vice Chair Pedroza

Ad Hoc Non-Voting Member Present: Commissioner Worth

2. Consent Calendar

Approval of the Consent Calendar

Upon the motion by Commissioner Connolly and second by Commissioner Spering, the Consent Calendar was unanimously approved by the following vote:

Aye: 5 - Commissioner Connolly, Commissioner Cortese, Commissioner Rabbitt, Commissioner Spering and Chair Mackenzie

Absent: 3 - Vice Chair Liccardo, Commissioner Halsted and Commissioner Slocum

2a. [19-1331](#) Approval of the Legislation Committee Minutes of the November 8, 2019 Meeting

Action: Committee Approval

Attachments: [2a MTC LEGIS Minutes Nov 8 2019.pdf](#)

3. State

- 3a. [19-1332](#) Contract - Sacramento Legislative Representative: Carter, Wetch & Associates (\$618,243)

A request for approval of a contract for state legislative advocacy services with Carter, Wetch & Associates for four years at a cost not to exceed \$618,243 with an option to extend for another four years.

Action: Committee Approval

Presenter: Randy Rentschler

Attachments: [3a_State Lobbying Contract_Leg.pdf](#)

Upon the motion by Commissioner Connolly and second by Commissioner Spering, the Contract - Sacramento Legislative Representative: Carter, Wetch & Associates (\$618,243) was unanimously approved. The motion carried by the following vote:

Aye: 5 - Commissioner Connolly, Commissioner Cortese, Commissioner Rabbitt, Commissioner Spering and Chair Mackenzie

Absent: 3 - Vice Chair Liccardo, Commissioner Halsted and Commissioner Slocum

4. Information

- 4a. [19-1333](#) Tom Bulger's Report

Report from Washington, D.C. advocate.

Action: Information

Presenter: Randy Rentschler

Attachments: [4a_Tom Bulger's DC Report_Nov_2019.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the MTC Legislation Committee will be Friday, January 10, 2020 10:10 a.m. the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 20-0026 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 11/27/2019 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee
On agenda: 1/10/2020 **Final action:**
Title: MTC / ABAG 2020 Advocacy Program
Proposed MTC / ABAG 2020 Advocacy Program.

Sponsors:

Indexes:

Code sections:

Attachments: [5a_2020 Final Committee Advocacy Program.pdf](#)
[5a_Handout-Attachment_2020 Draft Advocacy Program.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC / ABAG 2020 Advocacy Program

Proposed MTC / ABAG 2020 Advocacy Program.

Presenter:

Randy Rentschler

Recommended Action:

ABAG Executive Board Approval and MTC Commission Approval

Attachments:

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

January 10, 2020

Agenda Item 5a

MTC / ABAG 2020 Advocacy Program

Subject: Proposed MTC / ABAG 2020 Advocacy Program.

Overview: The proposed MTC/ABAG Advocacy Program for 2020 is attached for your final review and approval. Modifications to the draft shared in November are based on comments received at your November meeting where we presented the first draft, as well as input from MTC's Policy Advisory Council, ABAG's Regional Planning Committee and other meetings with Bay Area transportation agencies and regional agency partners from across California.

Changes from the November draft are shown in track *italics* or ~~striketrough~~.

Notable changes include:

- **State - Item 2A (Regional transportation ballot measure)** – clarifying that if requested by Senator Beall, MTC will help to facilitate a public engagement process regarding which projects, programs and policies should be included in a regional transportation funding measure.
- **State - Item 2C (Equitable access to transportation):** support for policies aimed at ensuring transportation funding programs benefit disadvantaged communities in a manner that defines such communities more broadly than the state's CalEnviroScreen method, which disproportionately excludes the Bay Area's low-income communities.
- **State - Item 4A (Flexibility on Contracting and public-private partnerships):** augmenting this item to indicate support for policies that allow partnerships with the private sector on public right of way to accelerate deployment of technology.
- **Federal – Item 3 (Transportation Innovation):** added specific support for policies that facilitate connected vehicles and autonomous vehicles (CV/AV) deployment including preserving the 5.9 GHz spectrum.
- **Federal - Item 4 (Climate Protection and Air Quality):** expanded position to advocate for a strong federal partner rather than simply defending against rollbacks. Added support for federal funding of San Francisco Bay conservation and restoration projects, reauthorization of the National Estuary Program, and flexibility to invest transportation funds in resiliency improvements that deliver co-benefits.

New items added include:

- **State - Item 2D (Regional trails and bicycle/pedestrian funding):** support for regional trails and bicycle/pedestrian funding to help support the San Francisco Bay Trail and Bay Area Ridge Trail.
- **State - Item 3B (Seamless Mobility):** support for legislation aimed at improving the traveler experience through an interconnected, safe, multimodal transportation system, including policies aimed reducing per capita vehicle miles traveled and increasing transit ridership.

- **State - Item 4B (CEQA):** engage on legislation related to changes to the California Environmental Quality Act with the goal of accelerating transportation and housing development projects that are consistent with local and regional plans without diminishing environmental safeguards.
- **State - Item 8E (Wildfire mitigation):** support for legislation aimed at protecting current and future residents from wildfire risk.
- **State - Item 8F (Climate adaptation):** support for funding for regions and localities to invest in projects to help improve resilience to the impacts of climate change.
- **Federal – Item 2C (Housing tax credits):** support for expanding the federal Low-Income Housing Tax Credit Program, the state’s largest source of federal funding for new affordable housing.

We look forward to receiving any additional comments you may have at the meeting on January 10th. A final advocacy program incorporating any additional changes made at that meeting will be forwarded to the ABAG Executive Board for adoption on January 16th and the Commission for adoption on January 22.

Issues: None identified.

Recommendation: Staff recommends the proposed MTC/ ABAG 2020 Advocacy Program be forwarded to the ABAG Executive Board and MTC Commission for approval.

Attachments: Attachment A: MTC/ABAG 2020 Advocacy Program



Therese W. McMillan



METROPOLITAN
 TRANSPORTATION
 COMMISSION

2020 ~~DRAFT~~ ADVOCACY PROGRAM



Association of
 Bay Area Governments

Advocacy program additions based on feedback are *italicized* and deletions are represented with a ~~strike through~~.

State Advocacy Goals and Proposals	
<p>1. Housing: Improve access to opportunity by supporting policies aimed at increasing production of housing and increasing funding to produce and preserve affordable housing and associated infrastructure to help build complete communities.</p>	
<p>A. Increase funding available for affordable housing and other supportive infrastructure <i>while also reducing the cost of housing production</i></p>	<p>Monitor and support efforts to provide additional state resources for housing and other infrastructure <i>housing-supportive infrastructure, planning and services</i> to ensure housing investments can be made in conjunction with improvements to parks/open space, and other resources to improve Bay Area resident’s quality of life.</p> <p>Efforts will include advocacy in support of a restoration of tax-increment financing or similar local option for affordable housing and supportive infrastructure, such as AB 11 (Chiu), a two-year bill, or a reconfiguration of SB 5 (Beall), which was vetoed in 2019 by Governor Newsom. <i>Continue to support for ACA 1 (Aguiar-Curry), which would lower the vote threshold for housing and infrastructure bonds to 55 percent. Support innovative strategies to reduce the cost of permitting and housing construction without diminishing environmental and labor standards and safeguards.</i></p>
<p>B. Support upzoning near public transit and jobs-rich areas <i>with reasonable levels of flexibility</i></p>	<p>Monitor and engage with key stakeholders on SB 50 (Wiener), a two-year bill that seeks to reduce barriers to higher-density housing development in transit- and jobs-rich areas. Continue to advocate for the MTC and ABAG Joint Legislation Committee’s recommendations from May 2019 , which sought to provide greater flexibility on implementation at the local level, while still requiring minimum levels residential density to be allowed in transit-rich and jobs-rich areas.</p>
<p>C. Lower barriers to new housing or transportation tax measures</p>	<p>Support ACA 1 (Aguiar-Curry) which would lower the vote threshold for affordable housing and infrastructure bonds to 55 percent. <i>(Note: support for this has been incorporated into Item 1A)</i></p>

<p>2. Transportation Funding: Support implementation of Plan Bay Area 2050 by protecting and increasing funding for all modes of transportation.</p>	
<p>A. Regional transportation revenue ballot measure</p>	<p>Collaborate with key stakeholders seeking authorization to place on the ballot a Bay Area transportation revenue measure. Ensure that any measure is aligned with <i>Plan Bay Area</i> and includes reforms to support the efficient management and seamless operation of our transportation system. <i>If requested by Senate Transportation Committee Chairman Senator Beall, the author of SB 278, MTC will help to facilitate</i> a robust public engagement process so that all Bay Area needs are considered when crafting the package of projects, programs and policies. Assuming placement of a regional transportation measure on the ballot in 2020, staff will work to develop public information materials and support partners in their efforts to inform the public about the proposed initiative.</p>
<p>B. Zero-emission bus mandate</p>	<p>Support expanding and/or broadening eligibility of existing state funds to help transit operators convert their bus fleets to zero-emission in order to meet the state’s Innovative Clean Transit rule <i>without diminishing transit operators’ ability to provide the transit service levels needed to meet other important regional goals, including attracting more riders to public transit.</i></p>
<p>C. Equitable access to transportation</p>	<p>Support broadening eligibility requirements in existing and/or new transportation funding streams to enable their use as a subsidy for low-income transportation system users (e.g. discounted fares for public transportation or shared mobility services), <i>consistent with performance measure updates outlined in 3A. Advocate that legislation aimed at benefiting disadvantaged communities use a definition that includes low-income communities and does not rely exclusively on communities defined by the state’s CalEnviroScreen method which disproportionately excludes the Bay Area low-income communities relative to other parts of the state.</i></p>
<p>D. Regional trails and bicycle/pedestrian funding</p>	<p><i>Support the inclusion of funding for regional trails, such as the San Francisco Bay Trail and the Bay Area Ridge Trail, for recreation as well as active transportation, in a statewide park bond.</i></p>

<p>3. Public Transit: Support policies aimed at ensuring public transit is an affordable, reliable and convenient transportation option.</p>	
<p>A. Transportation Development Act (TDA) performance standards update</p>	<p>Partner with the California Transit Association in its efforts to update California’s current TDA (Transportation Development Act) eligibility requirements in an era of emergent on-demand transportation options that are contributing to declining transit ridership nationwide. Explore development of alternative performance measures that are focused on incentivizing transit agency actions that improve transit service and increase ridership, consistent with state and regional climate and equity goals. <i>Ensure changes protect transit operators from financial penalties if reduced farebox revenue is a result of discount fares for low-income riders.</i></p>
<p>B. Seamless Mobility</p>	<p><i>Support legislative efforts aimed at improving the traveler experience through an interconnected, safe, multimodal transportation system that supports progress toward Plan Bay Area goals, including a reduction in per capita vehicle miles traveled and increased transit ridership.</i></p>
<p>4. Project Delivery: Support strategies to speed up the delivery of transportation <i>and housing</i> projects with the goal of delivering improvements faster and at a lower cost.</p>	
<p>A. Flexibility in Contracting & Public-Private Partnerships</p>	<p><i>Increase flexibility in contracting and public private partnerships. Support reforms to expedite project delivery. Increase flexibility in the Caltrans design review process and provide broad authority for the use of design-build and public-private partnerships by Caltrans and regional transportation agencies. Support policies that would authorize public agencies to partner with the private sector on public right of way to accelerate deployment of technology, such as fiber optic cable, necessary for connected vehicle deployment.</i></p>
<p>B. California Environmental Quality Act (CEQA)</p>	<p><i>Monitor and engage on legislation related to CEQA with the goal of accelerating transportation and housing development projects that are consistent with local and regional plans without diminishing environmental safeguards.</i></p>
<p>5. Congestion Relief: Support policies aimed at reducing vehicle miles traveled and associated traffic congestion, including, but not limited to, pricing strategies and employer-based programs to help reduce the share of commuting by single-occupant vehicles. Keep equity impacts in mind when evaluating any such pricing strategies.</p>	

<p>6. System Effectiveness: Advocate for policies that improve the Bay Area’s transportation system’s effectiveness and service delivery, including improved enforcement, minimization of fraud and litigation, and protection of user’s privacy. Ensure agencies can communicate with their customers to provide relevant transportation-related information and quality service while following industry best practices with regard to enabling customers to opt-in to receive non-essential communications.</p>	
<p>A. Improve toll collection & enforcement</p>	<p>Support enactment of SB 664 (Allen), related to affirming toll agencies’ ability to share information about toll transactions necessary for the seamless collection of tolls and toll penalties. The bill would retain current privacy protections for customers, clarify current law with respect to handling of personally identifiable information by toll agencies and their subcontractors, and more clearly define toll agencies obligations with respect to delivery of toll violation notices. Engage the Bay Area delegation and staff on the importance of tolls to our current and future transportation system and ensure that they are well informed about how we administer toll violations and disputes, as well as our privacy policies with respect to protecting personally identifiable information.</p>
<p>B. Reduce credit card fraud at Clipper® vending machines</p>	<p>In partnership with the California Transit Association and Bay Area transit operators, support legislation to prevent fraud-related fare revenue losses by authorizing credit card ZIP code authentication at unattended public transit ticket machines, similar to authorization granted to gas stations.</p>
<p>C. Improve HOV and Express Lanes Performance</p>	<p>Support efforts to improve the performance of high-occupancy vehicle (HOV) and express lanes through enhanced enforcement of vehicle passenger occupancy requirements.</p>
<p>7. Mobility on Demand New Mobility: Engage in regulatory and legislative efforts to facilitate the deployment of new mobility technologies with the goal of accelerating their safety, accessibility, mobility, environmental, equity, and economic and workforce benefits, including opportunities to support improved increase access to transit access and reduce the share of single-occupancy vehicle trips. Advocate for increased access to critical travel pattern data by local, regional and state agencies for transportation and land use planning and operational purposes while ensuring privacy is protected.</p>	
<p>8. Climate Change, Energy Efficiency & Resilience: Support funding and policy strategies to help achieve and better coordinate state and regional climate goals, advance energy efficiency and improve the Bay Area’s resilience to natural hazards and the impacts of climate change, including earthquakes, sea level rise and fire.</p>	

<p>A. SB 375 implementation and reform</p>	<p>Monitor legislation aimed at updating SB 375 (Steinberg, 2008) in light of the California Air Resources Board’s <i>2018 Progress Report</i> on the bill, which concluded that the legislation is falling short of expectations with respect to greenhouse gas reductions from changes in land use and travel behavior. Support legislation to increase the availability of funding at the regional level to help implement sustainable communities strategies, as well as policy tools to reduce single-occupancy vehicle travel in a manner than ensures equitable policy outcomes.</p>
<p>B. State Route 37 improvements</p>	<p>Sponsor legislation in collaboration with Caltrans and the four north bay counties of Marin, Napa, Solano and Sonoma to authorize tolls on State Route 37—adding it as the 8th bridge in the state-owned toll bridge system administered as part of the Bay Area Toll Authority enterprise—to help fund the long-term <i>multi-modal</i> reconstruction and resilience of the SR 37 roadway. Ensure legislation contains appropriate triggers related to a long-term solution in the corridor before tolls are imposed.</p>
<p>C. Increase the Bay Area’s preparedness for a major earthquake</p>	<p>Continue to support legislation aimed at increasing funding for residential seismic retrofits, such as SB 254 (Hertzberg), a two-year bill supported by ABAG in 2019. Also support proposals to help local agencies develop an inventory of seismically vulnerable buildings, such as AB 429 (Nazarian, 2019), which ABAG also supported but which stalled on the Senate Floor.</p>
<p><i>E. Wildfire mitigation</i></p>	<p><i>Monitor and support legislation aimed at protecting current and future Bay Area residents from wildfire risk.</i></p>
<p><i>F. Climate adaptation</i></p>	<p><i>Seek state funding for regions and localities to invest in projects and programs that will improve the Bay Area’s resilience to the impacts of climate change, including fire and sea level rise. As in Item 2C, advocate that any such funding geared towards disadvantaged communities uses a definition that includes low-income communities and households and does not rely exclusively on the state’s CalEnviroScreen method.</i></p>
<p><i>G. Support California’s Climate Leadership</i></p>	<p><i>Monitor and support state actions aimed at preserving California’s authority to implement Cap and Trade and vehicle emissions mandates. Support stopgap legislation, if needed, to minimize impacts on transportation planning and project delivery that could result from federal administrative actions.</i></p>

9. Safety: Improve roadway safety for all users	
<i>Zero traffic fatalities goal</i> Vision Zero	<i>Work with regional and statewide partners, including participants of the Zero Traffic Fatalities Task Force, to monitor Monitor and support legislation aimed at achieving the Vision Zero goals of no roadway-related deaths or serious injuries by improving safety for all road users, including non-motorists.</i>

Federal Advocacy Goals and Proposals

1. Reauthorization: Engage in national deliberations prioritizing the funding and policy framework for the next surface transportation bill	
	<p>Work with partners across the country to support a long-term, fully funded transportation authorization that supports states and regions in achieving national goals related to infrastructure condition, safety, mobility, and air quality; provides new resources to make the nation’s transportation networks responsive to transformative technologies and the changing climate; and empowers the Bay Area to address our region’s unique mobility challenges. MTC’s federal transportation advocacy efforts will center around building on the progress made in the Fixing America’s Surface Transportation (FAST) Act, as follows:</p> <ol style="list-style-type: none"> 1. Raise New Revenues & Grow Existing Programs: Raise revenues to restore Highway Trust Fund solvency and increase federal transportation investment. Grow core FAST Act-authorized surface transportation programs, which have proven effective in delivering essential funds to California and the Bay Area. 2. FAST Act Updates: Within the FAST Act framework, grow federal support for transit and regional mobility solutions, update transit programs to reward Bay Area best practices, and expedite project delivery without harming the environment. 3. 21st Century Challenges and Opportunities: Establish the federal government as a strong partner in state and regional efforts to make transportation networks responsive to transformative technologies and the changing climate. The next transportation bill should include significant new resources for metropolitan areas to invest in solutions to the myriad mobility and related challenges facing the Bay Area and metros nationwide.

2. Appropriations: Support robust transportation and housing appropriations <i>-funding</i>	
A. Programmatic appropriations	Partner with local, regional and statewide transportation agencies as well as national stakeholders to ensure that Congress funds highway, transit and rail programs at no less than FAST Act-authorized levels. If Congress proposes to increase appropriations above FAST Act-authorized levels, seek to maximize Bay Area funding in revenue allocations. Additionally, work to defend federal affordable housing funds and programs, such as Section 8 housing vouchers, the HOME Investment Partnership Program and the Community Development Block Grant Program.
B. Advocate for discretionary grant awards, including Capital Investment Grant funding for Resolution 3434/ <i>Plan Bay Area</i> Projects	Work with regional, state and national partners to advocate for implementation of the Capital Investment Grant (CIG) Program as authorized by the FAST Act. Support federal appropriations consistent with the full funding grant agreements approved for the Caltrain Peninsula Corridor Electrification project. Seek to advance through the CIG process the Bay Area’s next generation of transit expansion projects, namely: San Francisco Transbay Transit Center (Phase 2)/Downtown Extension (DTX), BART to Silicon Valley: Phase 2, and the Transbay Corridor Core Capacity project. Support additional Bay Area transportation agency and transit operator efforts to secure discretionary funding for projects consistent with <i>Plan Bay Area</i> .
C. <i>Housing tax credits</i>	<i>Support efforts to expand the Low-Income Housing Tax Credit Program, California’s largest source of federal funding for new affordable housing.</i>
3. Transportation Innovation: Support policies that enable technological innovations to improve mobility, <i>including mobility on demand</i> , while protecting the public’s interest.	
	In partnership with Bay Area cities and counties, the business community, and state and national transportation organizations, engage in regulatory and legislative efforts related to facilitating the deployment of transformative transportation technologies with the goal of accelerating safety, mobility, environmental, equity and economic benefits associated with new mobility technologies, including application in the transit sector. With respect to connected vehicles and autonomous vehicles (CV/AV), <i>support policies—including preservation of capacity in the 5.9 GHz spectrum band—that facilitate joint CV/AV deployment. Additionally</i> , ensure strong federal vehicle safety standards while also preserving the ability of state and local agencies to continue to set policies governing the operation of vehicles on highways and local roads, regardless of whether they are driven autonomously or manually.

4. Climate Protection and Air Quality: *Advocate for a strong federal partner in the Bay Area’s efforts to improve air quality, reduce greenhouse gas (GHG) emissions, and make our communities and transportation networks resilient to a changing climate. Support targeted investments in conservation and restoration projects to help revive the San Francisco Bay—as detailed in H.R. 1132 (Speier)—reauthorization of the National Estuary Program, as well as programmatic flexibility to invest federal transportation funds in resiliency improvements that deliver co-benefits.* Defend against rollbacks of California’s air quality and climate change laws and regulations, such as fuel efficiency standards and Cap and Trade programs.

5. Access to Health Care: Support efforts to increase federal funding and eligibility from non-transportation sources to improve access to health care services.



METROPOLITAN
 TRANSPORTATION
 COMMISSION

2020 ~~DRAFT~~ ADVOCACY PROGRAM



Association of
 Bay Area Governments

Advocacy program additions based on feedback are *italicized* and deletions are represented with a ~~strike through~~.

State Advocacy Goals and Proposals	
<p>1. Housing: Improve access to opportunity by supporting policies aimed at increasing production of housing and increasing funding to produce and preserve affordable housing and associated infrastructure to help build complete communities.</p>	
<p>A. Increase funding available for affordable housing and other supportive infrastructure <i>while also reducing the cost of housing production</i></p>	<p>Monitor and support efforts to provide additional state resources for housing and other infrastructure <i>housing-supportive infrastructure, planning and services</i> to ensure housing investments can be made in conjunction with improvements to parks/open space, and other resources to improve Bay Area resident’s quality of life.</p> <p>Efforts will include advocacy in support of a restoration of tax-increment financing or similar local option for affordable housing and supportive infrastructure, such as AB 11 (Chiu), a two-year bill, or a reconfiguration of SB 5 (Beall), which was vetoed in 2019 by Governor Newsom. <i>Continue to support for ACA 1 (Aguiar-Curry), which would lower the vote threshold for housing and infrastructure bonds to 55 percent. Support innovative strategies to reduce the cost of permitting and housing construction without diminishing environmental and labor standards and safeguards.</i></p>
<p>B. Support upzoning near public transit and jobs-rich areas <i>with reasonable levels of flexibility</i></p>	<p>Monitor and engage with key stakeholders on SB 50 (Wiener), a two-year bill that seeks to reduce barriers to higher-density housing development in transit- and jobs-rich areas. Continue to advocate for the MTC and ABAG Joint Legislation Committee’s recommendations from May 2019 , which sought to provide greater flexibility on implementation at the local level, while still requiring minimum levels residential density to be allowed in transit-rich and jobs-rich areas.</p>
<p>C. Lower barriers to new housing or transportation tax measures</p>	<p>Support ACA 1 (Aguiar-Curry) which would lower the vote threshold for affordable housing and infrastructure bonds to 55 percent. <i>(Note: support for this has been incorporated into Item 1A)</i></p>

<p>2. Transportation Funding: Support implementation of Plan Bay Area 2050 by protecting and increasing funding for all modes of transportation.</p>	
<p>A. Regional transportation revenue ballot measure</p>	<p>Collaborate with key stakeholders seeking authorization to place on the ballot a Bay Area transportation revenue measure. Ensure that any measure is aligned with <i>Plan Bay Area</i> and includes reforms to support the efficient management and seamless operation of our transportation system. <i>If requested by Senate Transportation Committee Chairman Senator Beall, the author of SB 278, MTC will help to facilitate</i> a robust public engagement process so that all Bay Area needs are considered when crafting the package of projects, programs and policies. Assuming placement of a regional transportation measure on the ballot in 2020, staff will work to develop public information materials and support partners in their efforts to inform the public about the proposed initiative.</p>
<p>B. Zero-emission bus mandate</p>	<p>Support expanding and/or broadening eligibility of existing state funds to help transit operators convert their bus fleets to zero-emission in order to meet the state’s Innovative Clean Transit rule <i>without diminishing transit operators’ ability to provide the transit service levels needed to meet other important regional goals, including attracting more riders to public transit.</i></p>
<p>C. Equitable access to transportation</p>	<p>Support broadening eligibility requirements in existing and/or new transportation funding streams to enable their use as a subsidy for low-income transportation system users (e.g. discounted fares for public transportation or shared mobility services), <i>consistent with performance measure updates outlined in 3A. Advocate that legislation aimed at benefiting disadvantaged communities use a definition that includes low-income communities and does not rely exclusively on communities defined by the state’s CalEnviroScreen method which disproportionately excludes the Bay Area low-income communities relative to other parts of the state.</i></p>
<p>D. Regional trails and bicycle/pedestrian funding</p>	<p><i>Support the inclusion of funding for regional trails, such as the San Francisco Bay Trail and the Bay Area Ridge Trail, for recreation as well as active transportation, in a statewide park bond.</i></p>

<p>3. Public Transit: Support policies aimed at ensuring public transit is an affordable, reliable and convenient transportation option.</p>	
<p>A. Transportation Development Act (TDA) performance standards update</p>	<p>Partner with the California Transit Association in its efforts to update California’s current TDA (Transportation Development Act) eligibility requirements in an era of emergent on-demand transportation options that are contributing to declining transit ridership nationwide. Explore development of alternative performance measures that are focused on incentivizing transit agency actions that improve transit service and increase ridership, consistent with state and regional climate and equity goals. <i>Ensure changes protect transit operators from financial penalties if reduced farebox revenue is a result of discount fares for low-income riders.</i></p>
<p>B. Seamless Mobility</p>	<p><i>Support legislative efforts aimed at improving the traveler experience through an interconnected, safe, multimodal transportation system that supports progress toward Plan Bay Area goals, including a reduction in per capita vehicle miles traveled and increased transit ridership.</i></p>
<p>4. Project Delivery: Support strategies to speed up the delivery of transportation <i>and housing</i> projects with the goal of delivering improvements faster and at a lower cost.</p>	
<p>A. Flexibility in Contracting & Public-Private Partnerships</p>	<p><i>Increase flexibility in contracting and public private partnerships. Support reforms to expedite project delivery. Increase flexibility in the Caltrans design review process and provide broad authority for the use of design-build and public-private partnerships by Caltrans and regional transportation agencies. Support policies that would authorize public agencies to partner with the private sector on public right of way to accelerate deployment of technology, such as fiber optic cable, necessary for connected vehicle deployment.</i></p>
<p>B. California Environmental Quality Act (CEQA)</p>	<p><i>Monitor and engage on legislation related to CEQA with the goal of accelerating transportation and housing development projects that are consistent with local and regional plans without diminishing environmental safeguards.</i></p>
<p>5. Congestion Relief: Support policies aimed at reducing vehicle miles traveled and associated traffic congestion, including, but not limited to, pricing strategies and employer-based programs to help reduce the share of commuting by single-occupant vehicles. Keep equity impacts in mind when evaluating any such pricing strategies.</p>	

<p>6. System Effectiveness: Advocate for policies that improve the Bay Area’s transportation system’s effectiveness and service delivery, including improved enforcement, minimization of fraud and litigation, and protection of user’s privacy. Ensure agencies can communicate with their customers to provide relevant transportation-related information and quality service while following industry best practices with regard to enabling customers to opt-in to receive non-essential communications.</p>	
<p>A. Improve toll collection & enforcement</p>	<p>Support enactment of SB 664 (Allen), related to affirming toll agencies’ ability to share information about toll transactions necessary for the seamless collection of tolls and toll penalties. The bill would retain current privacy protections for customers, clarify current law with respect to handling of personally identifiable information by toll agencies and their subcontractors, and more clearly define toll agencies obligations with respect to delivery of toll violation notices. Engage the Bay Area delegation and staff on the importance of tolls to our current and future transportation system and ensure that they are well informed about how we administer toll violations and disputes, as well as our privacy policies with respect to protecting personally identifiable information.</p>
<p>B. Reduce credit card fraud at Clipper® vending machines</p>	<p>In partnership with the California Transit Association and Bay Area transit operators, support legislation to prevent fraud-related fare revenue losses by authorizing credit card ZIP code authentication at unattended public transit ticket machines, similar to authorization granted to gas stations.</p>
<p>C. Improve HOV and Express Lanes Performance</p>	<p>Support efforts to improve the performance of high-occupancy vehicle (HOV) and express lanes through enhanced enforcement of vehicle passenger occupancy requirements.</p>
<p>7. Mobility on Demand New Mobility: Engage in regulatory and legislative efforts to facilitate the deployment of new mobility technologies with the goal of accelerating their safety, accessibility, mobility, environmental, equity, and economic and workforce benefits, including opportunities to support improved increase access to transit access and reduce the share of single-occupancy vehicle trips. Advocate for increased access to critical travel pattern data by local, regional and state agencies for transportation and land use planning and operational purposes while ensuring privacy is protected.</p>	
<p>8. Climate Change, Energy Efficiency & Resilience: Support funding and policy strategies to help achieve and better coordinate state and regional climate goals, advance energy efficiency and improve the Bay Area’s resilience to natural hazards and the impacts of climate change, including earthquakes, sea level rise and fire.</p>	

<p>A. SB 375 implementation and reform</p>	<p>Monitor legislation aimed at updating SB 375 (Steinberg, 2008) in light of the California Air Resources Board’s <i>2018 Progress Report</i> on the bill, which concluded that the legislation is falling short of expectations with respect to greenhouse gas reductions from changes in land use and travel behavior. Support legislation to increase the availability of funding at the regional level to help implement sustainable communities strategies, as well as policy tools to reduce single-occupancy vehicle travel in a manner than ensures equitable policy outcomes.</p>
<p>B. State Route 37 improvements</p>	<p>Sponsor legislation in collaboration with Caltrans and the four north bay counties of Marin, Napa, Solano and Sonoma to authorize tolls on State Route 37—adding it as the 8th bridge in the state-owned toll bridge system administered as part of the Bay Area Toll Authority enterprise—to help fund the long-term <i>multi-modal</i> reconstruction and resilience of the SR 37 roadway. Ensure legislation contains appropriate triggers related to a long-term solution in the corridor before tolls are imposed.</p>
<p>C. Increase the Bay Area’s preparedness for a major earthquake</p>	<p>Continue to support legislation aimed at increasing funding for residential seismic retrofits, such as SB 254 (Hertzberg), a two-year bill supported by ABAG in 2019. Also support proposals to help local agencies develop an inventory of seismically vulnerable buildings, such as AB 429 (Nazarian, 2019), which ABAG also supported but which stalled on the Senate Floor.</p>
<p><i>E. Wildfire mitigation</i></p>	<p><i>Monitor and support legislation aimed at protecting current and future Bay Area residents from wildfire risk.</i></p>
<p><i>F. Climate adaptation</i></p>	<p><i>Seek state funding for regions and localities to invest in projects and programs that will improve the Bay Area’s resilience to the impacts of climate change, including fire and sea level rise. As in Item 2C, advocate that any such funding geared towards disadvantaged communities uses a definition that includes low-income communities and households and does not rely exclusively on the state’s CalEnviroScreen method.</i></p>
<p><i>G. Support California’s Climate Leadership</i></p>	<p><i>Monitor and support state actions aimed at preserving California’s authority to implement Cap and Trade and vehicle emissions mandates. Support stopgap legislation, if needed, to minimize impacts on transportation planning and project delivery that could result from federal administrative actions.</i></p>

9. Safety: Improve roadway safety for all users	
<i>Zero traffic fatalities goal</i> Vision Zero	<i>Work with regional and statewide partners, including participants of the Zero Traffic Fatalities Task Force, to monitor Monitor and support legislation aimed at achieving the Vision Zero goals of no roadway-related deaths or serious injuries by improving safety for all road users, including non-motorists.</i>

Federal Advocacy Goals and Proposals

1. Reauthorization: Engage in national deliberations prioritizing the funding and policy framework for the next surface transportation bill	
	<p>Work with partners across the country to support a long-term, fully funded transportation authorization that supports states and regions in achieving national goals related to infrastructure condition, safety, mobility, and air quality; provides new resources to make the nation’s transportation networks responsive to transformative technologies and the changing climate; and empowers the Bay Area to address our region’s unique mobility challenges. MTC’s federal transportation advocacy efforts will center around building on the progress made in the Fixing America’s Surface Transportation (FAST) Act, as follows:</p> <ol style="list-style-type: none"> 1. Raise New Revenues & Grow Existing Programs: Raise revenues to restore Highway Trust Fund solvency and increase federal transportation investment. Grow core FAST Act-authorized surface transportation programs, which have proven effective in delivering essential funds to California and the Bay Area. 2. FAST Act Updates: Within the FAST Act framework, grow federal support for transit and regional mobility solutions, update transit programs to reward Bay Area best practices, and expedite project delivery without harming the environment. 3. 21st Century Challenges and Opportunities: Establish the federal government as a strong partner in state and regional efforts to make transportation networks responsive to transformative technologies and the changing climate. The next transportation bill should include significant new resources for metropolitan areas to invest in solutions to the myriad mobility and related challenges facing the Bay Area and metros nationwide.

2. Appropriations: Support robust transportation and housing appropriations <i>-funding</i>	
A. Programmatic appropriations	Partner with local, regional and statewide transportation agencies as well as national stakeholders to ensure that Congress funds highway, transit and rail programs at no less than FAST Act-authorized levels. If Congress proposes to increase appropriations above FAST Act-authorized levels, seek to maximize Bay Area funding in revenue allocations. Additionally, work to defend federal affordable housing funds and programs, such as Section 8 housing vouchers, the HOME Investment Partnership Program and the Community Development Block Grant Program.
B. Advocate for discretionary grant awards, including Capital Investment Grant funding for Resolution 3434/ <i>Plan Bay Area</i> Projects	Work with regional, state and national partners to advocate for implementation of the Capital Investment Grant (CIG) Program as authorized by the FAST Act. Support federal appropriations consistent with the full funding grant agreements approved for the Caltrain Peninsula Corridor Electrification project. Seek to advance through the CIG process the Bay Area’s next generation of transit expansion projects, namely: San Francisco Transbay Transit Center (Phase 2)/Downtown Extension (DTX), BART to Silicon Valley: Phase 2, and the Transbay Corridor Core Capacity project. Support additional Bay Area transportation agency and transit operator efforts to secure discretionary funding for projects consistent with <i>Plan Bay Area</i> .
C. <i>Housing tax credits</i>	<i>Support efforts to expand the Low-Income Housing Tax Credit Program, California’s largest source of federal funding for new affordable housing.</i>
3. Transportation Innovation: Support policies that enable technological innovations to improve mobility, <i>including mobility on demand</i> , while protecting the public’s interest.	
	In partnership with Bay Area cities and counties, the business community, and state and national transportation organizations, engage in regulatory and legislative efforts related to facilitating the deployment of transformative transportation technologies with the goal of accelerating safety, mobility, environmental, equity and economic benefits associated with new mobility technologies, including application in the transit sector. With respect to connected vehicles and autonomous vehicles (CV/AV), <i>support policies—including preservation of capacity in the 5.9 GHz spectrum band—that facilitate joint CV/AV deployment. Additionally</i> , ensure strong federal vehicle safety standards while also preserving the ability of state and local agencies to continue to set policies governing the operation of vehicles on highways and local roads, regardless of whether they are driven autonomously or manually.

4. Climate Protection and Air Quality: *Advocate for a strong federal partner in the Bay Area’s efforts to improve air quality, reduce greenhouse gas (GHG) emissions, and make our communities and transportation networks resilient to a changing climate. Support legislation to increase the health and resiliency of the San Francisco Bay—including H.R. 1132 (Speier) which would target resources to bay conservation and restoration—as well as programmatic flexibility to invest federal transportation funds in resiliency improvements that deliver co-benefits.* Defend against rollbacks of California’s air quality and climate change laws and regulations, such as fuel efficiency standards and Cap and Trade programs.

5. Access to Health Care: Support efforts to increase federal funding and eligibility from non-transportation sources to improve access to health care services.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 20-0027 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 11/27/2019 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee
On agenda: 1/10/2020 **Final action:**
Title: 2020 State and Federal Legislative Visits
State and federal legislative visits.

Sponsors:

Indexes:

Code sections:

Attachments: [6a_SacWashingtonDCVisits.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
2020 State and Federal Legislative Visits

State and federal legislative visits.

Presenter:
Rebecca Long

Recommended Action:
Information

Attachments:

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

January 10, 2020

Agenda Item 6a

2020 State and Federal Legislative Visits

Subject: State and federal legislative visits.

Overview: This Summary Sheet provides a plan for meetings and outreach to the Bay Area's state and federal legislative delegations in 2020 to advocate for our legislative priorities and brief members on key MTC and ABAG initiatives.

Sacramento Advocacy

We expect 2020 to be another busy year for housing and transportation in Sacramento. Given this, face-to-face meetings with our Bay Area delegation will be important. Staff proposes scheduling 2020 Sacramento visits in the spring, with dates to be finalized later this year. Depending on the alignment of the agencies' advocacy positions as the 2020 legislative session evolves, these meetings could be held as joint MTC/ABAG meetings with board members from both agencies participating on the same day(s) or organized separately. This timing—after the late February bill introduction deadline but before the June policy committee deadlines (the tentative 2020 state legislative calendar is attached)—will ensure that there are items of substance to discuss, while still sharing our ideas on legislation early enough in the legislative process to have influence. Ideally, MTC and ABAG will each have had time to adopt positions on priority bills in advance of Sacramento visits.

Staff will follow up with specific dates in the next meeting after the dust settles from the Legislature reconvening and the Governor's FY 2020-21 budget introduction this week.

Washington, D.C., Advocacy

As you know, the 2020 presidential election will preoccupy Washington D.C. next year, further constraining the ability of Congress to pass any substantive legislation on a bipartisan basis. Although conventional wisdom predicts little action next year—save some potential for health care transparency and other issues with strong bipartisan support and relatively painless price tags—we expect behind-the-scenes work on our transportation and housing priorities to continue in earnest. In particular, with the looming expiration of the FAST Act—the current multi-year surface transportation bill—at the end of September 2020, we expect the House and Senate authorizing committees to be busy soliciting proposals and drafting text for the next bill. As such, our annual March trip to Washington seems especially timely in 2020.

Trip Logistics

Staff proposes scheduling our joint MTC/ABAG 2020 Washington D.C. visit the week of March 30, arriving on Sunday, March 29 and returning the evening of Wednesday, April 1 with a reception for Members of Congress planned for Tuesday, March 31 in the House Transportation & Infrastructure Committee room, the traditional location for our annual reception which underwent a major renovation this past year. As we have done for many years, we plan to coordinate and jointly fund the event with our Southern California partners to make the reception a statewide gathering.

Staff will work to arrange meetings with our Bay Area Congressional delegation, transportation and housing officials within the Trump Administration, the committee staff who will be involved in drafting the reauthorization of the FAST Act and housing funding proposals, and other national policy leaders. As always, we plan to coordinate with our Bay Area partners, including our region's transit operators and county transportation agencies, to communicate a unified Bay Area message on items pending before Congress and the Administration.

We look forward to discussing this general approach with you and soliciting any additional ideas you may have to ensure a productive state and federal legislative session in 2020.

Issues: None identified.

Attachments: Attachment A: California State Tentative Legislative Calendar 2020


Therese W. McMillan

DEADLINES

- Jan. 1** Statutes take effect (Art. IV, Sec. 8(c)).
- Jan. 6** Legislature reconvenes (J.R. 51(a)(4)).
- Jan. 10** Budget must be submitted by Governor (Art. IV, Sec. 12(a)).
- Jan. 17** Last day for **policy committees** to hear and report to **fiscal committees** fiscal bills introduced in their house in the odd-numbered year (J.R. 61(b)(1)).
- Jan. 20** Martin Luther King, Jr. Day.
- Jan. 24** Last day for any committee to hear and report to the **floor** bills introduced in that house in the odd-numbered year. (J.R. 61(b)(2)). Last day to submit **bill requests** to the Office of Legislative Counsel.
- Jan. 31** Last day for each house to pass bills introduced in that house in the odd-numbered year (J.R. 61(b)(3)) (Art. IV, Sec. 10(c)).

JANUARY							
	S	M	T	W	TH	F	S
				1	2	3	4
Wk. 1	5	6	7	8	9	10	11
Wk. 2	12	13	14	15	16	17	18
Wk. 3	19	20	21	22	23	24	25
Wk. 4	26	27	28	29	30	31	

FEBRUARY							
	S	M	T	W	TH	F	S
Wk. 4							1
Wk. 1	2	3	4	5	6	7	8
Wk. 2	9	10	11	12	13	14	15
Wk. 3	16	17	18	19	20	21	22
Wk. 4	23	24	25	26	27	28	29

- Feb. 17** Presidents' Day.
- Feb. 21** Last day for bills to be **introduced** (J.R. 61(b)(4), J.R. 54(a)).

MARCH							
	S	M	T	W	TH	F	S
Wk. 1	1	2	3	4	5	6	7
Wk. 2	8	9	10	11	12	13	14
Wk. 3	15	16	17	18	19	20	21
Wk. 4	22	23	24	25	26	27	28
Wk. 1	29	30	31				

- Mar. 27** Cesar Chavez Day observed.

APRIL							
	S	M	T	W	TH	F	S
Wk. 1				1	2	3	4
Spring Recess	5	6	7	8	9	10	11
Wk. 2	12	13	14	15	16	17	18
Wk. 3	19	20	21	22	23	24	25
Wk. 4	26	27	28	29	30		

- Apr. 2** **Spring Recess** begins upon adjournment (J.R. 51(b)(1)).
- Apr. 13** Legislature reconvenes from Spring Recess (J.R. 51(b)(1)).
- Apr. 24** Last day for **policy committees** to hear and report to fiscal committees **fiscal bills** introduced in their house (J.R. 61(b)(5)).
- May 1** Last day for **policy committees** to hear and report to the floor **nonfiscal** bills introduced in their house (J.R. 61(b)(6)).
- May 8** Last day for **policy committees** to meet prior to June 1 (J.R. 61(b)(7)).
- May 15** Last day for **fiscal committees** to hear and report to the **floor** bills introduced in their house (J.R. 61 (b)(8)). Last day for **fiscal committees** to meet prior to June 1 (J.R. 61 (b)(9)).
- May 25** Memorial Day.
- May 26-29** **Floor session only.** No committee may meet for any purpose except for Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees (J.R. 61(b)(10)).
- May 29** Last day for each house to pass bills introduced in that house (J.R. 61(b)(11)).

MAY							
	S	M	T	W	TH	F	S
Wk. 4						1	2
Wk. 1	3	4	5	6	7	8	9
Wk. 2	10	11	12	13	14	15	16
Wk. 3	17	18	19	20	21	22	23
No Hrgs.	24	25	26	27	28	29	30
Wk. 4	31						

*Holiday schedule subject to final approval by Rules Committee.

2020 TENTATIVE LEGISLATIVE CALENDAR

COMPILED BY THE OFFICE OF THE ASSEMBLY CHIEF CLERK AND THE OFFICE OF THE SECRETARY OF THE SENATE
Revised 10-18-19

JUNE							
	S	M	T	W	TH	F	S
Wk. 4		1	2	3	4	5	6
Wk. 1	7	8	9	10	11	12	13
Wk. 2	14	15	16	17	18	19	20
Wk. 3	21	22	23	24	25	26	27
Wk. 4	28	29	30				

- June 1** Committee meetings may resume (J.R. 61(b)(12)).
- June 15** Budget Bill must be passed by midnight (Art. IV, Sec. 12(c)).
- June 25** Last day for a legislative measure to qualify for the Nov. 3 General Election ballot (Elections Code Sec. 9040).
- June 26** Last day for **policy committees** to hear and report **fiscal bills** to fiscal committees (J.R. 61(b)(13)).

JULY							
	S	M	T	W	TH	F	S
Wk. 4				1	2	3	4
Summer Recess	5	6	7	8	9	10	11
Summer Recess	12	13	14	15	16	17	18
Summer Recess	19	20	21	22	23	24	25
Summer Recess	26	27	28	29	30	31	

- July 2** Last day for **policy committees** to meet and report bills (J.R. 61(b)(14)).
Summer Recess begins upon adjournment, provided Budget Bill has been passed (J.R. 51(b)(2)).
- July 3** Independence Day observed.

AUGUST							
	S	M	T	W	TH	F	S
Summer Recess							1
Wk. 1	2	3	4	5	6	7	8
Wk. 2	9	10	11	12	13	14	15
No Hrgs.	16	17	18	19	20	21	22
No Hrgs.	23	24	25	26	27	28	29
No Hrgs.	30	31					

- Aug. 3** Legislature reconvenes from **Summer Recess** (J.R. 51(b)(2)).
- Aug. 14** Last day for **fiscal committees** to meet and report bills (J.R. 61(b)(15)).
- Aug. 17 – 31** **Floor session only.** No committee may meet for any purpose except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees (J.R. 61(b)(16)).
- Aug. 21** Last day to **amend** bills on the floor (J.R. 61(b)(17)).
- Aug. 31** Last day for each house to pass bills (Art. IV, Sec 10(c), J.R. 61(b)(18)).
Final Recess begins upon adjournment (J.R. 51(b)(3)).

IMPORTANT DATES OCCURRING DURING FINAL RECESS

2020

- Sept. 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. 1 (Art. IV, Sec. 10(b)(2)).
- Oct. 1 Bills enacted on or before this date take effect January 1, 2021. (Art. IV, Sec. 8(c)).
- Nov. 3 General Election.
- Nov. 30 Adjournment *sine die* at midnight (Art. IV, Sec. 3(a)).
- Dec. 7 2021-22 Regular Session convenes for Organizational Session at 12 noon. (Art. IV, Sec. 3(a)).

2021

- Jan. 1 Statutes take effect (Art. IV, Sec. 8(c)).

*Holiday schedule subject to final approval by Rules Committee.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 20-0071 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 12/11/2019 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 1/10/2020 **Final action:**

Title: Legislative History

Sponsors:

Indexes:

Code sections:

Attachments: [6b Handout January LegisHistory State.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Legislative History

Presenter:
Rebecca Long

Recommended Action:
Information

Attachments:



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
AB 10 Chiu	Amended 8/12/2019	Senate Appropriations Suspense File	Income taxes: credits low-income housing: farmworker housing. Current law limits the total annual amount of the state low-income housing credit for which a federal low-income housing credit is required to the sum of \$70,000,000, as increased by any percentage increase in the Consumer Price Index for the preceding calendar year, any unused credit for the preceding calendar years, and the amount of housing credit ceiling returned in the calendar year, and authorizes CTCAC, for calendar years beginning in 2020, to allocate an additional \$500,000,000 to specified low-income housing projects and, for calendar years beginning in 2021, requires this additional amount only to be available for allocation pursuant to an authorization in the annual Budget Act or related legislation, and specified regulatory action by CTCAC. This bill would remove the requirement that, beginning in the 2021 calendar year, the above-described additional \$500,000,000 allocation only be available pursuant to an authorization in the annual Budget Act or related legislation, and specified regulatory action by CTCAC.		
AB 11 Chiu	Amended 4/11/2019	Assembly 2 year	Community Redevelopment Law of 2019. Current law dissolved redevelopment agencies as of February 1, 2012, and designates successor agencies to act as successor entities to the dissolved redevelopment agencies. This bill, the Community Redevelopment Law of 2019, would authorize a city or county, or two or more cities acting jointly, to propose the formation of an affordable housing and infrastructure agency by adoption of a resolution of intention that meets specified requirements, including that the resolution of intention include a passthrough provision and an override passthrough provision, as defined.	Support and Seek Amendments	Support and Seek Amendments

<p>AB 36 Bloom</p>	<p>Amended 4/22/2019</p>	<p>Assembly Rules</p>	<p>Residential tenancies: rent control. The Costa-Hawkins Rental Housing Act prescribes statewide limits on the application of local rent control with regard to certain properties. This bill would modify those provisions to authorize an owner of residential real property to establish the initial and all subsequent rental rates for a dwelling or unit that has been issued its first certificate of occupancy within 20 years of the date upon which the owner seeks to establish the initial or subsequent rental rate, or for a dwelling or unit that is alienable separate from the title to any other dwelling unit or is a subdivided interest in a subdivision and the owner is a natural person who owns 10 or fewer residential units within the same jurisdiction as the dwelling or unit for which the owner seeks to establish the initial or subsequent rental rate, subject to certain exceptions.</p>		
<p>AB 69 Ting</p>	<p>Amended 6/20/2019</p>	<p>Senate 2 year</p>	<p>Land use: accessory dwelling units. Current law requires the Department of Housing and Community Development to propose building standards to the California Building Standards Commission, and to adopt, amend, or repeal rules and regulations governing, among other things, apartment houses and dwellings, as specified. This bill would require the department to propose small home building standards governing accessory dwelling units smaller than 800 square feet, junior accessory dwelling units, and detached dwelling units smaller than 800 square feet, as specified, and to submit the small home building standards to the California Building Standards Commission for adoption on or before January 1, 2021.</p>	<p>Support</p>	<p>Support</p>
<p>AB 148 Quirk-Silva</p>	<p>Introduced 12/14/2018</p>	<p>Assembly 2 year</p>	<p>Regional transportation plans: sustainable communities strategies. Current law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Current law requires the regional transportation plan to include, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. This bill would require each sustainable communities strategy to identify areas within the region sufficient to house an 8-year projection of the emergency shelter needs for the region, as specified.</p>		

AB 291 Chu	Amended 4/30/2019	Assembly 2 year	Local Emergency Preparedness and Hazard Mitigation Fund. Would establish a Local Emergency Preparedness and Hazard Mitigation Fund to support staffing, planning, and other emergency mitigation priorities to help local governments meet emergency management, preparedness, readiness, and resilience goals. The bill would, upon appropriation by the Legislature, require the Controller to transfer \$500,000,000 to the fund. The bill would require the Office of Emergency Services to establish the Local Emergency Preparedness and Hazard Mitigation Fund Committee under the Standardized Emergency Management System Advisory Board.		
AB 323 Daly	Amended 4/2/2019	Assembly 2 year	Disaster Preparedness Account. Current law establishes the various funds in the State Treasury, including the Disaster Response-Emergency Operations Account, Disaster Relief Fund, and the Disaster Assistance Fund. This bill would establish the Disaster Preparedness Account in the State Treasury and would provide that funds in the account are available only for specified purposes, for appropriation by the Legislature, upon the Governor's proclamation of a state of emergency, as provided.		
AB 393 Nazarian	Amended 5/29/2019	Senate 2 year	Building codes: earthquake safety: functional recovery standard. Would require the California Building Standards Commission, by June 30, 2020, to assemble a functional recovery working group comprised of certain state entities and members of the construction and insurance industries, as specified. The bill would require the working group, by June 30, 2021, to consider whether a "functional recovery" standard is warranted for all or some building occupancy classifications, using specified criteria, and to investigate the practical means of implementing that standard, as specified. The bill would require the working group to advise the appropriate state agencies to propose the building standards, as specified.		Support
AB 421 Waldron	Introduced 2/7/2019	Assembly 2 year	Transportation finance: De Luz Community Services District. With respect to the portion of revenues that is derived from increases in the motor vehicle fuel excise tax beginning in 2010, current law requires, after certain allocations are made, the Controller to allocate the remaining amount of this portion of revenues 44% to the state transportation improvement program, 12% to the State Highway Operation and Protection Program, and 44% to cities and counties for local street and road purposes. This bill would require the Controller to allocate a portion of these revenues available for counties to the De Luz Community Services District for local street and road purposes as though the De Luz Community Services District were a county. The bill would thereby make an appropriation.		

<p>AB 429 Nazarian</p>	<p>Amended 8/30/2019</p>	<p>Senate 2 year</p>	<p>Seismically vulnerable buildings: inventory. Current law establishes a program within all cities and all counties and portions thereof located within seismic zone 4, as defined, to identify all potentially hazardous buildings and to establish a mitigation program for these buildings. The mitigation program may include, among other things, the adoption by ordinance of a hazardous buildings program, measures to strengthen buildings, and the application of structural standards necessary to provide for life safety above current code requirements. Current law requires the Alfred E. Alquist Seismic Safety Commission to report annually to the Legislature on the filing of mitigation programs relating to building construction standards from local jurisdictions. This bill would require the commission, by specified deadlines, to identify funding and develop a bidding process for hiring a third-party contractor to create an inventory of potentially vulnerable buildings, as defined.</p>		<p>Support</p>
<p>AB 659 Mullin</p>	<p>Introduced 2/15/2019</p>	<p>Assembly 2 year</p>	<p>Transportation: emerging transportation technologies: California Smart City Challenge Grant Program. Would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the commission to form the California Smart City Challenge Workgroup on or before July 1, 2020, to guide the commission on program matters, as specified. The bill would require the commission, in consultation with the workgroup, to develop guidelines on or before March 1, 2021, for the program, which would not be subject to the Administrative Procedure Act, and would authorize the commission to revise them as necessary.</p>		
<p>AB 724 Wicks</p>	<p>Amended 4/25/2019</p>	<p>Assembly 2 year</p>	<p>Rental property data registry. Would require the Department of Housing and Community Development to create a rental registry online portal, which would be designed to receive specified information from landlords regarding their residential tenancies and to disseminate this information to the general public. The bill would require the department to complete the rental registry online portal, the form necessary to support it, by January 1, 2021, and would require landlords who own or operate property that includes more than 15 dwelling units to register within 90 days and annually thereafter.</p>		

<p>AB 725 Wicks</p>	<p>Amended 1/6/2020</p>	<p>Assembly Housing and Community Development</p>	<p>General plans: housing element: above moderate-income housing: suburban and metropolitan jurisdictions. The Planning and Zoning Law requires that the housing element include, among other things, an inventory of land suitable for residential development, to be used to identify sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need determined pursuant to specified law. This bill would require that at least 50% of a suburban or metropolitan jurisdiction's share of the regional housing need for above moderate-income housing be allocated to sites with zoning that allows at least 2, but no more than 20, units of housing. The bill would provide that specified remedies available to the court in an action challenging the validity of a general plan do not apply to housing on site identified pursuant to these provisions.</p>		
<p>AB 745 Petrie-Norris</p>	<p>Amended 4/3/2019</p>	<p>Assembly Appropriations Suspense File</p>	<p>Sales and use taxes: exemption: retail hydrogen vehicle fuel. Would, on and after January 1, 2020, and before January 1, 2024, exempt from sales and use taxes the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, retail hydrogen vehicle fuel, as defined.</p>		
<p>AB 821 O'Donnell</p>	<p>Introduced 2/20/2019</p>	<p>Assembly 2 year</p>	<p>Transportation: Trade Corridor Enhancement Account: project nomination: California Port Efficiency Program. Current law creates the Trade Corridor Enhancement Account to receive revenues attributable to 50% of a \$0.20 per gallon increase in the diesel fuel excise tax imposed by the Road Repair and Accountability Act of 2017 for corridor-based freight projects nominated by local agencies and the state. Current law makes these funds and certain federal funds apportioned to the state available upon appropriation for allocation by the California Transportation Commission for trade infrastructure improvement projects that meet specified requirements. This bill would require the commission to allocate not less than 10% of the funds that are required to be allocated to projects nominated by the department to projects nominated pursuant to the California Port Efficiency Program, which this bill would create</p>		
<p>AB 847 Grayson</p>	<p>Amended 3/27/2019</p>	<p>Assembly 2 year</p>	<p>Housing: transportation-related impact fees grant program. Would require the Department of Housing and Community Development , upon appropriation by the Legislature, to establish a competitive grant program to award grants to cities and counties to offset up to 100% of any transportation-related impact fees exacted upon a qualifying housing development project, as defined, by the local jurisdiction.</p>		

<p>AB 873 Irwin</p>	<p>Amended 5/2/2019</p>	<p>Senate 2 year</p>	<p>California Consumer Privacy Act of 2018. The California Consumer Privacy Act of 2018 excludes from the definition of personal information consumer information that is deidentified, or aggregate consumer information. This bill would revise the definition of “deidentified” to instead mean information that does not identify, and is not linkable, directly or indirectly, to a particular consumer, provided that the business makes no attempt to reidentify the information and takes reasonable technical and administrative measures designed to ensure that the data is deidentified, publicly commits to maintain and use the data in a deidentified form, and contractually prohibits recipients of the data from trying to reidentify it.</p>		
<p>AB 953 Ting</p>	<p>Amended 1/6/2020</p>	<p>Assembly Housing and Community Development</p>	<p>Land use: accessory dwelling units. Current law requires a local agency to ministerially approve or deny a permit application for the creation of an accessory dwelling unit or junior accessory dwelling unit within 60 days from the date the local agency receives a completed application if there is an existing single-family or multifamily dwelling on the lot. This bill would deem a permit application for the creation of an accessory dwelling unit or junior accessory dwelling unit approved if the local agency has not acted upon the completed application within 60 days.</p>		
<p>AB 961 Reyes</p>	<p>Amended 4/23/2019</p>	<p>Assembly 2 year</p>	<p>Energy programs and projects: nonenergy benefits. Would require the Public Utilities Commission to (1) establish common definitions of nonenergy benefits and attempt to determine consistent values for use in all distributed energy resource programs, (2) meaningfully consider producing nonenergy benefits in distributed energy resource programs and projects, (3) incorporate nonenergy benefits in distributed energy resource programs and projects in environmental and social justice communities, as defined, and (4) track the nonenergy benefits produced in distributed energy resource programs and report those benefits during program evaluations.</p>		
<p>AB 983 Boerner Horvath</p>	<p>Introduced 2/21/2019</p>	<p>Assembly 2 year</p>	<p>Transportation electrification. Would require an electrical corporation to work with local agencies or regional planning agencies in its service territory with responsibility for planning electric vehicle deployment to determine where to install new electrical charging stations along local transit corridors. The bill would authorize an electrical corporation to file an application with the PUC by December 31, 2020, with the support of the local or regional planning agency, for the infrastructure investments required to support electrical charging stations at transit corridor entry and exit points or other locations.</p>		

<p>AB 992 Mullin</p>	<p>Amended 4/22/2019</p>	<p>Assembly Local Government</p>	<p>Open meetings: local agencies: social media. The Ralph M. Brown Act generally requires that the meetings of legislative bodies of local agencies be conducted openly. That act defines "meeting" for purposes of the act and prohibits a majority of the members of a legislative body, outside a meeting authorized by the act, from using a series of communications of any kind to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body. This bill would provide that the prohibition described above does not apply to the participation, as defined, in an internet-based social media platform, as defined, by a majority of the members of a legislative body, provided that a majority of the members do not discuss among themselves, as defined, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.</p>		
<p>AB 1035 Mayes</p>	<p>Amended 5/23/2019</p>	<p>Senate 2 year</p>	<p>Personal information: data breaches. Would require a person or business, as defined, that owns or licenses computerized data that includes personal information to disclose a breach of the security of the system in the most expedient time possible and without unreasonable delay, but in no case more than 45 days, following discovery or notification of the breach, subject to the legitimate needs of law enforcement, as provided. The bill would make other conforming changes.</p>		
<p>AB 1112 Friedman</p>	<p>Amended 6/19/2019</p>	<p>Senate 2 year</p>	<p>Shared mobility devices: local regulation. Current law generally regulates the operation of bicycles, electric bicycles, motorized scooters, and electrically motorized boards. Current law allows local authorities to regulate the registration, parking, and operation of bicycles and motorized scooters in a manner that does not conflict with state law. This bill would define a "shared mobility device" as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public for shared use and transportation, as provided.</p>		
<p>AB 1142 Friedman</p>	<p>Amended 8/12/2019</p>	<p>Senate 2 year</p>	<p>Regional transportation plans: transportation network companies. Current law requires a regional transportation plan to include a policy element, an action element, a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Under current law, the policy element describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, as well as pragmatic objective and policy statements. Current law authorizes the policy element of transportation planning agencies with populations that exceed 200,000 persons to quantify a set of specified indicators. This bill would authorize the inclusion of an additional indicator regarding measures of policies to increase use of existing transit.</p>	<p>Support</p>	

<p>AB 1190 Irwin</p>	<p>Amended 5/1/2019</p>	<p>Senate Rules</p>	<p>Unmanned aircraft: state and local regulation: limitations. Would, among other things, prohibit a state or local agency from adopting any law or regulation that bans the operation of an unmanned aircraft system. The bill would also authorize a local agency to adopt regulations to enforce FAA regulations regarding the operation of unmanned aircraft systems and would authorize local agencies to regulate the operation of unmanned aircraft and unmanned aircraft systems within their jurisdictions, as specified. The bill would also authorize a local agency to require an unmanned aircraft operator to provide proof of federal, state, or local registration to licensing or enforcement officials.</p>		
<p>AB 1198 Stone, Mark</p>	<p>Amended 3/21/2019</p>	<p>Assembly 2 year</p>	<p>Public employees' retirement: pension reform: excepted employees: transit workers. Would except transit workers hired before January 1, 2016, from PEPRA by removing the federal district court contingency language from the provision excepting certain transit workers from PEPRA, as specified.</p>		
<p>AB 1243 Fong</p>	<p>Amended 4/3/2019</p>	<p>Assembly Transportation</p>	<p>Traffic Relief and Road Improvement Act. Would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, and certain miscellaneous State Highway Account revenues.</p>		
<p>AB 1277 Oberholte</p>	<p>Amended 3/19/2019</p>	<p>Assembly 2 year</p>	<p>Transportation projects: oversight committees. Would require a public agency administering a megaproject, which the bill would define as a transportation project with total estimated development and construction costs exceeding \$1,000,000,000, to take specified actions to manage the risks associated with the megaproject, including establishing a comprehensive risk management plan and regularly reassessing its reserves for potential claims and unknown risks. The bill would require a public agency administering a megaproject to establish a project oversight committee composed of specified individuals to review the megaproject and perform other specified duties.</p>		

<p>AB 1279 Bloom</p>	<p>Introduced 2/21/2019</p>	<p>Senate 2 year</p>	<p>Planning and zoning: housing development: high-resource areas. Would require the department to designate areas in this state as high-resource areas, as provided, by January 1, 2021, and every 5 years thereafter. The bill would authorize a city or county to appeal the designation of an area within its jurisdiction as a high-resource area during that 5-year period. In any area designated as a high-resource area, the bill would require that a housing development project be a use by right, upon the request of a developer, in any high-resource area designated pursuant to be a use by right in certain parts of the high-resource area if those projects meet specified requirements, including specified affordability requirements. For certain development projects where the initial sales price or initial rent exceeds the affordable housing cost or affordable rent to households with incomes equal to or less than 100% of the area median income, the bill would require the applicant agree to pay a fee equal to 10% of the difference between the actual initial sales price or initial rent and the sales price or rent that would be affordable, as provided. The bill would require the city or county to deposit the fee into a separate fund reserved for the construction or preservation of housing with an affordable housing cost or affordable rent to households with a household income less than 50% of the area median income. This bill contains other related provisions and other existing laws.</p>		
<p>AB 1286 Muratsuchi</p>	<p>Amended 6/6/2019</p>	<p>Senate 2 year</p>	<p>Shared mobility devices: agreements. Would require a shared mobility service provider, as defined, to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use. The bill would require that the provider maintain a specified amount of commercial general liability insurance and would prohibit the provider from including specified provisions in a user agreement before distributing a shared mobility device within that jurisdiction. The bill would define shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided.</p>		
<p>AB 1350 Gonzalez</p>	<p>Amended 1/6/2020</p>	<p>Assembly Transportation</p>	<p>Free youth transit passes: eligibility for state funding. Would require transit agencies to offer free youth transit passes to persons under 18 years of age in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free youth transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs.</p>		

<p>AB 1402 Petrie-Norris</p>	<p>Amended 3/26/2019</p>	<p>Assembly 2 year</p>	<p>Active Transportation Program. Would require the Department of Transportation, instead of the California Transportation Commission, to award funds to projects in the statewide and small urban and rural region distribution categories and to adopt a program of projects for those distribution categories. The bill would require that 75% of available funds be awarded to MPO's in urban areas with populations greater than 200,000, in proportion to their relative share of the population, 15% to small urban and rural regions with populations of 200,000 or less, competitively awarded by the department to projects in those regions, and 10% to projects competitively awarded by the department, in consultation with the commission, on a statewide basis.</p>		
<p>AB 1479 Cervantes</p>	<p>Amended 4/8/2019</p>	<p>Assembly 2 year</p>	<p>Opportunity Zone Credit Enhancement Act. Would require the California Infrastructure and Economic Development Bank to consider providing a credit enhancement to support an economic development facility in a qualified opportunity zone and to establish procedures for the expeditious review of applications for those credit enhancements. The bill would further authorize the bank to provide credit enhancements that support financing for economic development facilities located in a qualified opportunity zone.</p>		
<p>AB 1481 Grayson</p>	<p>Amended 5/20/2019</p>	<p>Assembly 2 year</p>	<p>Tenancy termination: just cause. Would, with certain exceptions, prohibit a lessor of residential property from terminating the lease without just cause, as defined, stated in the written notice to terminate.</p>	<p>Support</p>	<p>Support</p>
<p>AB 1484 Grayson</p>	<p>Amended 9/6/2019</p>	<p>Senate Rules</p>	<p>Mitigation Fee Act: housing developments. The Mitigation Fee Act requires a local agency that establishes, increases, or imposes a fee as a condition of approval of a development project to, among other things, determine a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. This bill would prohibit a local agency from imposing a housing impact requirement adopted by the local agency on a housing development project, as defined, unless specified requirements are satisfied by the local agency, including that the housing impact requirement be roughly proportional in both nature and extent to the impact created by the housing development project.</p>		

<p>AB 1568 McCarty</p>	<p>Amended 4/11/2019</p>	<p>Assembly 2 year</p>	<p>Housing law compliance: prohibition on applying for state grants. The Housing Element Law, prescribes requirements for the preparation of the housing element, including a requirement that a planning agency submit a draft of the element or draft amendment to the element to the Department of Housing and Community Development prior to the adoption of the element or amendment to the element. Current law requires the department to review the draft and report its written findings, as specified. Current law also requires the department, in its written findings, to determine whether the draft substantially complies with the Housing Element Law. This bill would authorize the city or county to submit evidence that the city or county is no longer in violation of state law to the department and to request the department to issue a finding that the city or county is no longer in violation of state law.</p>		
<p>AB 1580 Levine</p>	<p>Amended 7/1/2019</p>	<p>Senate 2 year</p>	<p>Major infrastructure construction projects: oversight committees. Current law requires the Department of Transportation and the Bay Area Toll Authority to establish the Toll Bridge Program Oversight Committee, as provided, to review and provide program direction for seismic retrofit and replacement projects on toll bridges within the geographic jurisdiction of the committee. This bill, except as specified, would similarly require a state agency undertaking a publicly funded major infrastructure construction project that is estimated to cost \$1,000,000,000 or more to form an oversight committee, as provided, to develop and use risk management plans throughout the course of the project, and to take specified actions relating to managing risks. The bill would require the oversight committee to act as the authority for critical decisions regarding the implementation of the project's risk management plan and to have sufficient staff to support decisionmaking.</p>		
<p>AB 1697 Grayson</p>	<p>Amended 5/1/2019</p>	<p>Assembly 2 year</p>	<p>Housing: tenancy termination: just cause. Would, with certain exceptions, prohibit a lessor of residential property, for a term not specified by the parties, in which the tenant has occupied the property for 10 months or more, from terminating the lease without just cause, stated in the written notice to terminate.</p>		
<p>AB 1706 Quirk</p>	<p>Amended 3/26/2019</p>	<p>Assembly 2 year</p>	<p>Housing development: incentives. Would, until January 1, 2035, provide specified financial incentives that ensure financial feasibility to a development proponent of a residential housing development in the 9-county San Francisco Bay area region that dedicates at least 20% of the development's housing units to households making no more than 150% of the area median income. The incentives provided to those developments include an exemption from the California Environmental Quality Act, a density bonus of 35%, a waiver of local parking requirements, and a waiver of physical building requirements imposed on development by the local agency, such as green building standards.</p>		

<p>AB 1717 Friedman</p>	<p>Amended 4/10/2019</p>	<p>Assembly 2 year</p>	<p>Transit-Oriented Affordable Housing Funding Program Act. Would establish the Transit-Oriented Affordable Housing Funding Program, to be administered by the California Housing Finance Agency (CalHFA). The bill would authorize the city council of a city, or the board of supervisors of a city and county, to participate in the program by enactment of an ordinance establishing a transit-oriented affordable housing district, as provided.</p>		
<p>AB 1782 Chau</p>	<p>Amended 5/24/2019</p>	<p>Senate 2 year</p>	<p>Automated license plate recognition information: usage and privacy policy. Current law authorizes the Department of the California Highway Patrol to share automated license plate data with law enforcement agencies for specified purposes and requires both an ALPR operator and an ALPR end-user, as those terms are defined, to implement a usage and privacy policy regarding that ALPR information, as specified. Current law requires that the usage and privacy policy implemented by an ALPR operator and an ALPR end-user include the length of time ALPR information will be retained, and the process the ALPR operator and ALPR end-user will utilize to determine if and when to destroy retained ALPR information. This bill would delete the requirement that the usage and privacy policy implemented by an ALPR operator and an ALPR end-user include the retention and destruction information described above, and would instead require those usage and privacy policies to include a procedure to ensure the destruction of all nonanonymized ALPR information no more than 60 days from the date of collection, except as provided.</p>		
<p>AB 1839 Bonta</p>	<p>Introduced 1/6/2020</p>	<p>Assembly Print</p>	<p>Climate change: California Green New Deal. Current law establishes various environmental and economic policies. This bill would create the California Green New Deal Council with a specified membership appointed by the Governor. The bill would require the California Green New Deal Council to submit a specified report to the Legislature no later than January 1, 2022. The bill also would make various findings and declarations.</p>		

<p>AB 1905 Chiu</p>	<p>Introduced 1/8/2020</p>	<p>Assembly Print</p>	<p>Housing and Homeless Response Fund: personal income taxation: mortgage interest deduction. The Personal Income Tax Law allows various deductions in computing the income that is subject to the taxes imposed by that law, including, in modified conformity with federal income tax laws, a deduction for a limited amount of interest paid on acquisition indebtedness, as defined, with respect to a qualified residence of the taxpayer. Current law limits the aggregate amount treated as acquisition indebtedness for these purposes to \$1,000,000, or \$500,000 in the case of a married individual filing a separate return. Existing law specifies for these purposes that a qualified residence includes the taxpayer's principal residence and one other residence selected by the taxpayer, as provided. This bill, for taxable years beginning on or after January 1, 2020, and with respect to acquisition indebtedness initially incurred by a taxpayer on or after January 1, 2018, would reduce the above-described limit on the aggregate amount treated as acquisition indebtedness from \$1,000,000, or \$500,000 in the case of a married individual filing a separate return, to \$750,000 and \$375,000, respectively.</p>		
<p>ACA 1 Aguiar-Curry</p>	<p>Amended 3/18/2019</p>	<p>Assembly Reconsideration</p>	<p>Local government financing: affordable housing and public infrastructure: voter approval. The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.</p>	<p>Support</p>	<p>Support</p>
<p>SB 4 McGuire</p>	<p>Amended 4/10/2019</p>	<p>Senate 2 year</p>	<p>Housing. Would authorize a development proponent of a neighborhood multifamily project or eligible transit-oriented development (TOD) project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a "neighborhood multifamily project" to mean a project to construct a multifamily unit of up to 2 residential dwelling units in a nonurban community, as defined, or up to 4 residential dwelling units in an urban community, as defined, that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019.</p>		

<p>SB 50 Wiener</p>	<p>Amended 1/6/2020</p>	<p>Senate Appropriations</p>	<p>Planning and zoning: housing development: streamlined approval: incentives. Would authorize a development proponent of a neighborhood multifamily project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a "neighborhood multifamily project" to mean a project to construct a multifamily structure on vacant land, or to convert an existing structure that does not require substantial exterior alteration into a multifamily structure, consisting of up to 4 residential dwelling units and that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019. The bill would also define "eligible parcel" to mean a parcel that meets specified requirements, including requirements relating to the location of the parcel and restricting the demolition of certain housing development that may already exist on the site.</p>		
<p>SB 59 Allen</p>	<p>Amended 7/3/2019</p>	<p>Assembly 2 year</p>	<p>California Transportation Commission: advisory committee: autonomous vehicle technology. Current law creates the California Transportation Commission with various powers and duties, including the duty to advise and assist the Secretary of Transportation and the Legislature in formulating and evaluating state policies and plans for transportation programs in the state. This bill would require the chair of the commission to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that California continues to be the world leader in autonomous, driverless, and connected vehicle technology.</p>		
<p>SB 146 Beall</p>	<p>Introduced 1/18/2019</p>	<p>Assembly 2 year</p>	<p>Peninsula Rail Transit District. Current law, operative under certain conditions, redesignates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers. This bill would repeal the provisions relating to the Peninsula Rail Transit District.</p>		

<p>SB 152 Beall</p>	<p>Amended 4/25/2019</p>	<p>Senate 2 year</p>	<p>Active Transportation Program. Current law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires specified funds for the program to be appropriated to the department in the annual Budget Act and allocated to eligible projects by the California Transportation Commission. This bill would require that 60% of available funds be awarded to projects selected by metropolitan planning organizations (MPO) in urban areas with populations greater than 200,000, with the available funds distributed to each MPO based on its relative share of the population, 15% to fund projects in small urban and rural regions, and 25% to projects competitively awarded by the commission on a statewide basis.</p>	<p>Support (Sponsor)</p>	<p>Support</p>
<p>SB 182 Jackson</p>	<p>Amended 9/6/2019</p>	<p>Assembly 2 year</p>	<p>Local government: planning and zoning: wildfires. Current law requires the planning agency to review and, if necessary, revise the safety element upon each revision of the housing element or local hazard mitigation plan, but not less than once every 8 years to identify new information relating to flood and fire hazards and climate adaptation and resiliency strategies applicable to the city or county that was not available during the previous revision of the safety element. Current law requires that the Office of Planning and Research, among other things, coordinate with appropriate entities, including state, regional, or local agencies, to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities, as provided. This bill would require the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after January 1, 2020, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit strategy to reduce the risk of property loss and damage during wildfires, as specified, and would require the planning agency to submit the adopted strategy to the Office of Planning and Research for inclusion into the above-described clearinghouse.</p>		
<p>SB 254 Hertzberg</p>	<p>Amended 1/6/2020</p>	<p>Senate Appropriations</p>	<p>California Earthquake Authority. Under current law, the CEA is authorized to transact insurance in this state as necessary to sell policies of basic residential earthquake insurance. Current law establishes a capital structure for the CEA, with several sources of financing. Current law authorizes the CEA to assess participating insurance companies up to \$1,780,000,000, if claims and claim expenses paid by the CEA due to earthquake events exhaust 4 specified sources of capital, including the CEA's available capital and all insurer capital contributions and assessments. This bill would repeal that assessment authorization. The bill would also make technical and conforming changes.</p>		<p>Support and Seek Amendments</p>

<p>SB 278 Beall</p>	<p>Amended 3/28/2019</p>	<p>Senate Transportation</p>	<p>Metropolitan Transportation Commission. The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a local area planning agency to provide comprehensive regional transportation planning for the region comprised of the 9 San Francisco Bay area counties. The act requires the commission to continue to actively, on behalf of the entire region, seek to assist in the development of adequate funding sources to develop, construct, and support transportation projects that it determines are essential. This bill would also require the commission to determine that those transportation projects are a priority for the region.</p>		
<p>SB 336 Dodd</p>	<p>Amended 4/29/2019</p>	<p>Assembly 2 year</p>	<p>Transportation: fully-automated transit vehicles. Would require a transit operator, as defined, until January 1, 2025, to ensure each of its fully-automated transit vehicles, as defined, is staffed by at least one of its employees, who has had specified training, while the vehicle is in service. The bill would require a transit operator that deploys a fully-automated transit vehicle to report the results of that deployment to the Legislature on or before March 31, 2025.</p>		
<p>SB 526 Allen</p>	<p>Amended 4/30/2019</p>	<p>Senate 2 year</p>	<p>Regional transportation plans: greenhouse gas emissions: State Mobility Action Plan for Healthy Communities. Would require the State Air Resources Board to adopt a regulation that requires a metropolitan planning organization to provide any data that the state board determines is necessary to fulfill the requirements of the above-described report and to determine if the metropolitan planning organization is on track to meet its 2035 greenhouse gas emission reduction target. After completing each report, the bill would require the state board to determine if each metropolitan planning organization is on track to meet its 2035 target.</p>		
<p>SB 529 Durazo</p>	<p>Amended 5/17/2019</p>	<p>Senate 2 year</p>	<p>Tenant associations: eviction for cause. Current law prohibits a lessor from retaliating against a lessee because the lessee has lawfully organized or participated in a lessees' association or an organization advocating lessees' rights, or has lawfully and peaceably exercised any rights under the law, by increasing rent, decreasing services, causing a lessee to quit involuntarily, bringing an action to recover possession, or from threatening to do any of those acts. A lessor who violates this latter provision is liable to the lessee for actual damages and, under certain circumstances, punitive damages. This bill would declare that tenants have the right to form, join, and participate in the activities of a tenant association, subject to any restrictions as may be imposed by law, or to refuse to join or participate in the activities of a tenant association.</p>		

<p>SB 592 Wiener</p>	<p>Amended 9/9/2019</p>	<p>Assembly Rules</p>	<p>Housing development: Housing Accountability Act: permit streamlining. The Housing Accountability Act (the HAA), among other things, requires a local agency that proposes to disapprove or impose specified conditions on a housing development project that complies with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time the application for the project is deemed complete, within the meaning of the Permit Streamlining Act, to make specified written findings based on a preponderance of the evidence in the record. This bill would additionally require a local agency to make those findings if it proposes to disapprove or impose specified conditions on a housing development project that is determined to be complete, as provided, and would make other related conforming changes.</p>		
<p>SB 621 Glazer</p>	<p>Amended 6/17/2019</p>	<p>Assembly 2 year</p>	<p>California Environmental Quality Act: expedited judicial review: affordable housing projects: reports. Would require the Judicial Council, by July 1, 2020, to adopt a rule of court applicable to an action or proceeding brought to attack, review, set aside, void, or annul the certification of an environmental impact report for an affordable housing project, as defined, or the granting of an approval of an affordable housing project that requires the action or proceeding, including any potential appeals therefrom, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceeding with the court. The bill would provide that these provisions do not apply to an affordable housing project if it is in certain locations.</p>		
<p>SB 664 Allen</p>	<p>Amended 9/10/2019</p>	<p>Assembly 2 year</p>	<p>Electronic toll and transit fare collection systems. Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, in compliance with specified objectives, including that a vehicle owner shall not be required to purchase or install more than one device to use on all toll facilities, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would expand the above-described objective so that a user of a toll facility shall also not be required to purchase or install more than one device to use on all toll facilities.</p>	<p>Support</p>	

<p>SB 672 Hill</p>	<p>Amended 4/25/2019</p>	<p>Assembly 2 year</p>	<p>Planning and zoning: regional housing need allocation: City of Brisbane. Would, for the 5th and 6th cycle of the housing element planning period for the City of Brisbane, prohibit the Association of Bay Area Governments from allocating to the City of Brisbane a share of the regional housing need that exceeds the share allocated to the city for the current planning period if specified conditions apply. Among these conditions, the bill would require that the City of Brisbane has taken action during the current planning period to zone or rezone sites sufficient to accommodate 615% or more of its regional housing need allocation for the current planning period.</p>		
<p>SB 773 Skinner</p>	<p>Amended 1/6/2020</p>	<p>Senate Gov. & F.</p>	<p>Land use: accessory dwelling units. Current law requires a local agency to ministerially approve or deny a permit application for the creation of an accessory dwelling unit or junior accessory dwelling unit within 60 days from the date the local agency receives a completed application if there is an existing single-family or multifamily dwelling on the lot. This bill would deem a permit application for the creation of an accessory dwelling unit or junior accessory dwelling unit approved if the local agency has not acted upon the completed application within 60 days.</p>		

California State Legislative Calendar 2020*

<p>January</p> <p>1 Statutes take effect</p> <p>6 Legislature reconvenes</p> <p>10 Budget must be submitted by Governor (Art. IV, Sec. 12(a))</p> <p>17 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house in the odd-numbered year</p> <p>20 Martin Luther King, Jr. Day</p> <p>24 Last day for any committee to hear and report to the floor bills introduced in that house in the odd-numbered year. (J.R. 61(b)(2)). Last day to submit bill requests to the Office of Legislative Counsel.</p> <p>31 Last day for each house to pass bills introduced in that house in the odd- numbered year (J.R. 61(b)(3)) (Art. IV, Sec. 10(c)).</p>	<p>June</p> <p>1 Committee meetings may resume</p> <p>15 Budget Bill must be passed by midnight</p> <p>25 Last day for a legislative measure to qualify for the Nov. 3 General Election ballot (Elections Code Sec. 9040).</p> <p>26 Last day for policy committees to hear and report fiscal bills to fiscal committees</p> <hr/> <p>July</p> <p>2 Last day for policy committees to hear and report bills. Summer Recess begins upon adjournment of session, provided Budget Bill has been passed</p> <p>3 Independence Day observed</p>
<p>February</p> <p>17 Presidents' Day</p> <p>21 Last day for bills to be introduced</p>	<p>August</p> <p>3 Legislature reconvenes from Summer Recess</p> <p>14 Last day for fiscal committees to meet and report bills to the floor</p> <p>17-31 Floor session only. No committee may meet for any purpose, except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees</p> <p>21 Last day to amend on floor</p> <p>31 Last day for any bill to be passed. Final Recess begins upon adjournment</p>
<p>March</p> <p>27 Cesar Chavez Day</p>	<p>September</p> <p>7 Labor Day</p> <p>30 Last day for Governor to sign or veto bills passed by the Legislature on or before Sept. 1 and in the Governor's possession after Sept. 1</p>
<p>April</p> <p>2 Spring Recess begins upon adjournment</p> <p>13 Legislature reconvenes from Spring recess</p> <p>24 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house</p>	<p>October</p> <p>1 Bills enacted on or before this date take effect January 1, 2021.</p>
<p>May</p> <p>1 Last day for policy committees to hear and report to the floor nonfiscal bills introduced in their house</p> <p>8 Last day for policy committees meet prior to June 3</p> <p>15 Last day for fiscal committees to hear and report to the floor bills introduced in their house. Last day for fiscal committee to meet prior to June 3</p> <p>25 Memorial Day</p> <p>26 – 29 No committee may meet for any purpose except for Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees</p>	<p>November</p> <p>3 General Election.</p> <p>30 Adjournment sine die at midnight</p> <hr/> <p>December</p> <p>7 2021-22 Regular Session convenes for Organizational Session at 12 noon.</p> <hr/> <p>January 2021</p> <p>1 Statutes take effect.</p>

Source: Senate & Assembly websites.

*Dates are subject to change

California Local & Regional Government Association Bill Position Resources

League of California Cities (“the League”)

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

California State Association of Counties (CSAC)

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

California Association of Councils of Government (CALCOG)

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

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 20-0028 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 11/27/2019 **In control:** Joint MTC Legislation Committee and ABAG
Legislation Committee
On agenda: 1/10/2020 **Final action:**
Title: Tom Bulger's Report
Report from Washington, D.C. advocate.

Sponsors:
Indexes:
Code sections:
Attachments: [7a_Tom_Bulger's_DC_Report_Dec_2019.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Tom Bulger's Report

Report from Washington, D.C. advocate.

Presenter:
Georgia Gann Dohrmann

Recommended Action:
Information

Attachments:

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

January 10, 2020

Agenda Item 7a

Tom Bulger's Report

Subject: December 2019 Report from Washington, D.C. advocate.

Recommendation: Information

Attachments: Attachment A: Tom Bulger's Report – December 2019



Therese W. McMillan

December 2019 Monthly Washington, D.C. Report



To: Therese W. McMillian, Executive Director

From: Tom Bulger, President GRI

Date: December 19, 2019

RE: Monthly Report for December 2019

- **Surface Transportation Block Grant Coalition**
- **Federal Legislative Update**
 - **Fiscal Year 2020 Appropriations Bill and Tax Extenders**
 - **Consumer Privacy Bills**
- **2020 MTC Washington, D.C. Trip**
- **Coming and Going**
- **Meetings**

Surface Transportation Block Grant Coalition

On November 17, 2019, the Surface Transportation Block Grant (STBG) Coalition again met at the National Association of Counties offices. All the local government groups attended along with dozens of local and regional Washington, D.C. representatives, including me. The coalition agreed to an end-of-the-year deadline for drafting their strawman proposal to increase STBG funding in the upcoming surface transportation reauthorization.

Federal Legislative Update

Fiscal Year 2020 Appropriations Bill and Tax Extenders

With just one day to spare, Congress on December 19, 2019 passed a massive \$1.4 trillion spending package, averting a government shutdown and finalizing federal spending levels for the 2020 fiscal year. The omnibus package also included a host of tax measures, including a \$1 billion allocation of 9% Low Income Housing Tax Credits (LIHTC) to California to address disaster-related housing needs and, related to transportation, the repeal of a 2017 tax bill provision that penalized non-profits offering transit benefits by newly making commuter benefits and other employee fringe benefits taxable. The President is expected to sign the bills this week.

The Department of Transportation funding is set at \$86 billion, a \$325 million decrease from FY 2019. More than half of these resources are directed to highway and transit formula programs, which, for the third year in a row, received increases above FAST Act authorized levels. Highways received a \$2.2 billion increase and transit received \$510 million above authorized levels. The Bay Area can expect to see an increase of approximately \$15 million in highway and transit funding above what was budgeted based on the FAST Act. The Capital Investment Grant Program is funded at \$2 billion, with \$100 million reserved for Caltrain's Peninsula Corridor Electrification Project, consistent with Caltrain's full funding grant agreement (FFGA). The bill reserves \$100 million for BART Silicon Valley Phase 2, which anticipates an FFGA later in 2020 through the Expedited Project Delivery pilot program, and an additional \$100 million for an unnamed core capacity project. BART Transbay Core Capacity is one of two core capacity projects awaiting an FFGA. Additionally, the BUILD program—previously named “TIGER”—is funded at \$1 billion with a mandatory 50-50 urban-rural split.

The Department of Housing and Urban Development funding is set at \$56.5 billion, an increase of \$4.9 billion above FY 2019. The bill includes \$44.9 billion for rental assistance and public housing, \$3.4 billion for the Community Development Block Grant program, \$1.4 billion for the HOME Investment Partnership program and \$2.8 billion for homeless assistance programs.

Consumer Privacy Bills

Late last month, two members of the Senate Commerce Committee, the committee with jurisdiction over consumer privacy issues, unveiled dueling online privacy proposals. Senator Cantwell's (D-WA) Consumer Online Privacy Act (S. 2969) would create a new right to data security that would require companies to regularly assess security vulnerabilities and take preventive and corrective actions to

protect consumer data, create new standards for collecting and sharing sensitive data such as biometric data and geolocation data, empower the Federal Communications Commission (FCC) with new enforcement powers, and create a private right of action for consumers. The bill would preempt California's consumer privacy laws only to the extent that the federal law offers a greater or equal level of consumer protection. In contrast, Senator Wicker's (R-MS) widely-circulated discussion draft of the United States Consumer Data Privacy Act of 2019 would preempt California's privacy law in totality and does not have a private right of action provision. These Senate proposals follow Congresswoman Eshoo's (D-CA) introduction in early November of H.R. 4978, the Online Privacy Act, which would require companies to disclose why they need to collect and process data, minimize employee and contractor access to user data, and prohibit companies from using private communications like email to target ads or "other invasive purposes," among other provisions.

2020 MTC Washington, D.C. Trip

I have secured the House Transportation and Infrastructure Committee room for our annual Congressional Reception on March 31, 2020. Last year the Committee room was under renovation and we held the event in the Gold Room, a smaller space.

Coming and Going

David Napoliello has left the House Transportation and Infrastructure Committee (Majority). He previously was a staff member of the Senate Environment and Public Works Committee.

Meetings

- Numerous meetings with the Majority staff of the House Transportation and Infrastructure Committee and our three Transportation and Infrastructure Committee members concerning securing the Committee room for our annual Congressional Reception in March 2020.
- On December 19th, I participated in a U.S. Department of Transportation Talking Freight International Urban Freight Conference Presentation, assessing the Impacts of e-Commerce.