

Meeting Agenda

Joint MTC ABAG Legislation Committee

Jesse Arreguin, Chair Sam Liccardo, Vice Chair

Members

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

Non-Voting Members

Dorene M. Giacomini and Vacant

Friday, May 14, 2021

9:45 AM

Board Room - 1st Floor (REMOTE)

In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for Committee members who will participate in the meeting from individual remote locations.

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

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

Attendee Link: <https://bayareametro.zoom.us/j/88564610439>

iPhone One-Tap: US: +16699006833,,88564610439# or +14086380968,,88564610439#

Join by Telephone US: 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 885 6461 0439

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

Detailed instructions on participating via Zoom are available at:

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

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

1. Roll Call / Confirm Quorum

Quorum: A quorum of this body shall be a majority of its regular voting members (10).

2. Consent Calendar

- 2a. [21-0628](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the April 9, 2021 Meeting

Action: Committee Approval

Attachments: [2a_Joint LEGIS_Minutes_Apr 9 2021.pdf](#)

- 2b. [21-0629](#) Legislative History

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

Action: Information

Presenter: Rebecca Long

Attachments: [2b_Handout_May Leg History.pdf](#)

- 2c. [21-0649](#) Upcoming Recruitment for Policy Advisory Council

Action: Information

Presenter: Ky-Nam Miller

Attachments: [2c_Council Recruitment Update.pdf](#)

3. State Legislation

- 3a. [21-0686](#) May Revise of the Fiscal Year (FY) 2021-2022 State Budget & Legislative Spending Proposals

Overview of key changes proposed by Governor Newsom to the FY 2021-2022 State Budget as well as new legislative spending proposals.

Action: Information

Presenter: Rebecca Long

Attachments: [3a_State Budget Update.pdf](#)

- 3b.** [21-0687](#) Assembly Bill 897 (Mullin): Regional Climate Networks
- Authorizes the establishment of regional climate networks and adoption of regional climate adaptation action plans. Requires the Office of Planning and Research (OPR) to adopt guidelines as to how eligible entities may form such a network, its geographic boundaries, the content of plans, and governance.
- Action:** Support and Seek Amendments / ABAG Executive Board Approval
Support and Seek Amendments / MTC Commission Approval
- Presenter:** Rebecca Long
- Attachments:** [3b_AB 897 Mullin.pdf](#)
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- 3c.** [21-0688](#) Assembly Bill 1500 (Garcia): Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022
- Authorizes the issuance of a \$7 billion climate adaptation general obligation bond.
- Action:** Support and Seek Amendments / ABAG Executive Board Approval
Support and Seek Amendments / MTC Commission Approval
- Presenter:** Rebecca Long
- Attachments:** [3c_AB 1500.pdf](#)
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- 3d.** [21-0689](#) Assembly Bill 1401 (Friedman): Residential and Commercial Parking Requirements Near Transit
- Prohibits minimum parking requirements from applying to commercial or residential buildings located within one-half mile of a major transit stop or high quality transit corridor.
- Action:** Support / ABAG Executive Board
Support / MTC Commission Approval
- Presenter:** Rebecca Long
- Attachments:** [3d_AB 1401 Friedman.pdf](#)
[3d_Corr Rec_1_Cory David.pdf](#)
[3d_Presentation_Parking Policy.pdf](#)

4. Federal Legislation

4a. [21-0631](#) Washington D.C. Legislative Update

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

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [4a MTC April Washington Report.pdf](#)

5. Public Comment / Other Business

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

6. Adjournment / Next Meeting

The next meeting of the Joint MTC ABAG Legislation Committee will be Friday, June 11, 2021 at 9:45 a.m. remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

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

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

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

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0628 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 4/6/2021 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 5/14/2021 **Final action:**
Title: Approval of Joint MTC ABAG Legislation Committee Minutes of the April 9, 2021 Meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a_Joint LEGIS_Minutes_Apr 9 2021.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Approval of Joint MTC ABAG Legislation Committee Minutes of the April 9, 2021 Meeting

Recommended Action:

Committee Approval

Attachments:

Meeting Minutes - Draft

Joint MTC ABAG Legislation Committee

Jesse Arreguin, Chair Sam Liccardo, Vice Chair

Members

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

Non-Voting Members

Dorene M. Giacomini and Vacant

Friday, April 9, 2021

9:45 AM

Board Room - 1st Floor (REMOTE)

1. Roll Call / Confirm Quorum

Present: 13 - Vice Chair Liccardo, Committee Member Hudson, Chair Arreguin, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Mitchoff, Committee Member Ramos, Committee Member Canepa and Committee Member Rabbitt

Absent: 3 - Committee Member Mar, Committee Member Dutra-Vernaci and Committee Member Schaaf

Non-Voting Members Present: Commissioner Giacomini

Ex Officio Voting Members Present: Commission Vice Chair Josefowitz

Ad Hoc Non-Voting Members Present: Commissioner Worth

2. Consent Calendar

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

Aye: 12 - Vice Chair Liccardo, Committee Member Hudson, Chair Arreguin, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Mitchoff, Committee Member Ramos and Committee Member Canepa

Absent: 3 - Committee Member Mar, Committee Member Dutra-Vernaci and Committee Member Schaaf

2a. [21-0440](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the March 12, 2021 Meeting

Action: Committee Approval

Attachments: [2a_Joint LEGIS_Minutes_Mar 12 2021.pdf](#)

2b. [21-0441](#) Legislative History

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

Action: Information

Presenter: Rebecca Long

Attachments: [2b_Handout_April Leg History.pdf](#)

3. State Legislation

Transit Priority Legislation

- 3a. [21-0530](#) Assembly Bill 917 (Bloom): Camera-Based Enforcement for Transit Stops and Transit Only Lanes

Expands an existing pilot program authorizing camera-based enforcement for parking violations in a transit-only traffic lane or transit stop or station.

Action: Support / MTC Commission Approval

Presenter: Rebecca Long

Attachments: [3a_AB 917_Bloom.pdf](#)

Ken Bukowski spoke on this item.

Upon the motion by Vice Chair Liccardo and second by Committee Member Hudson, a support position on Assembly Bill 917 (Bloom) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

- Aye:** 12 - Vice Chair Liccardo, Committee Member Hudson, Chair Arreguin, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Mitchoff, Committee Member Ramos and Committee Member Canepa
- Absent:** 3 - Committee Member Mar, Committee Member Dutra-Vernaci and Committee Member Schaaf

3b. [21-0531](#) Assembly Bill 476 (Mullin): Transit Bus on Shoulder Pilot Program

Authorizes the Department of Transportation (Caltrans) to establish a pilot program of up to eight projects allowing for the operation of transit buses on the shoulders of state highways.

Action: Support and Seek Amendments / MTC Commission Approval

Presenter: Rebecca Long

Attachments: [3b_AB 476_Mullin.pdf](#)

Rich Hedges spoke on this item.

Upon the motion by Committee Member Hudson and seconded by Vice Chair Liccardo, a support and seek amendments position on Assembly Bill 476 (Mullin) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

Aye: 12 - Vice Chair Liccardo, Committee Member Hudson, Chair Arreguin, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Mitchoff, Committee Member Ramos and Committee Member Canepa

Absent: 3 - Committee Member Mar, Committee Member Dutra-Vernaci and Committee Member Schaaf

Vision Zero Legislation

- 3c. [21-0533](#) Assembly Bill 43 (Friedman): Vision Zero-Setting Speed Limits to Enhance Roadway Safety

Provides greater flexibility to local jurisdictions to set speed limits on streets with high injuries and fatalities.

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

Presenter: Rebecca Long and Shruti Hari

Attachments: [3c AB 43 Friedman.pdf](#)

Rich Hedges spoke on this item.

Upon the motion by Committee Member Hudson and second by Committee Member Halliday, a support position on Assembly Bill 43 (Friedman) was adopted to be forwarded to the ABAG Executive Board and MTC Commission for approval, respectively. The motion carried by the following vote:

Aye: 12 - Vice Chair Liccardo, Committee Member Hudson, Chair Arreguin, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Mitchoff, Committee Member Ramos and Committee Member Canepa

Absent: 3 - Committee Member Mar, Committee Member Dutra-Vernaci and Committee Member Schaaf

3d. [21-0532](#) Assembly Bill 550 (Chiu): Vision Zero: Speed Safety Cameras

Establishes a speed-safety camera pilot program in highway work and local zones.

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

Presenter: Rebecca Long and Shruti Hari

Attachments: [3d AB 550 Chiu.pdf](#)

Upon the motion by Committee Member Halliday and second by Committee Member Eklund, a support position on Assembly Bill 550 (Chiu) was adopted to be forwarded to the ABAG Executive Board and MTC Commission for approval, respectively. The motion carried by the following vote:

Aye: 12 - Vice Chair Liccardo, Committee Member Hudson, Chair Arreguin, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Mitchoff, Committee Member Ramos and Committee Member Canepa

Absent: 3 - Committee Member Mar, Committee Member Dutra-Vernaci and Committee Member Schaaf

Blue Ribbon Transit Recovery Task Force

3e. [21-0534](#) Assembly Bill 629 (Chiu): Seamless and Resilient Transit Act

Requires MTC to designate transit priority corridors to support fast and reliable transit service and to create a pilot of a multi-operator transit fare pass. MTC develop a regional transit mapping and wayfinding system and operators comply with it by a specified date. Sets new rules for transit operators with respect to real time transit information.

Action: Support and Seek Amendments / MTC Commission Approval

Presenter: Rebecca Long

Attachments: [3e AB 629 Chiu.pdf](#)

Upon the motion by Committee Member Spering and second by Committee Member Hudson, a support and seek amendments position on Assembly Bill 629 (Chiu) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

Aye: 12 - Vice Chair Liccardo, Committee Member Hudson, Chair Arreguin, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Mitchoff, Committee Member Ramos and Committee Member Canepa

Absent: 3 - Committee Member Mar, Committee Member Dutra-Vernaci and Committee Member Schaaf

4. Federal Legislation

- 4a. [21-0579](#) Federal Update: Infrastructure Plan, Transportation Bill, and Priority Projects

Update on the Biden Administration's infrastructure proposal and other federal funding opportunities.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [4a Transportation and Housing Federal Update.pdf](#)
[4a Handout American Jobs Plan Summary.pdf](#)

- 4b. [21-0442](#) Washington D.C. Legislative Update

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

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [4b MTC March Washington Report.pdf](#)

5. Public Comment / Other Business

The following individuals were called to speak:

Roland Lebrun;
 Ken Bukowski; and
 Rich Hedges.

Member Rabbitt was inadvertently left off the April 9, 2021 roll call and votes. Member Rabbitt was thanked for attending the meeting and staff noted the procedure would be corrected for the next meeting.

6. Adjournment / Next Meeting

The next meeting of the Joint MTC ABAG Legislation Committee will be Friday, May 14, 2021 at 9:45 a.m. remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0629	Version:	1	Name:	
Type:	Report	Status:		Consent	
File created:	4/6/2021	In control:		Joint MTC ABAG Legislation Committee	
On agenda:	5/14/2021	Final action:			
Title:	Legislative History				

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

Sponsors:

Indexes:

Code sections:

Attachments: [2b_Handout_May Leg History.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Legislative History

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

Presenter:

Rebecca Long

Recommended Action:

Information

Attachments:



METROPOLITAN
TRANSPORTATION
COMMISSION

LEGISLATIVE HISTORY
MTC and ABAG Priority Bills
Thursday, May 13, 2021

Handout
Agenda Item 2b



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
AB 43 Friedman	Amended 3/22/2021	Senate Rules	Traffic safety. Current law establishes various default speed limits for vehicles upon highways, as specified. Current law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an engineering and traffic survey. Current law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. This bill would require local authorities to consider other factors, including pedestrian and bicycle safety, that are allowed but not required to be considered under existing law. The bill would also allow local authorities to consider additional factors, including the current or immediately prior speed limit, as specified.	Support	Support
AB 67 Petrie-Norris	Amended 4/5/2021	Assembly Appropriations Suspense File	Sea level rise: working group: economic analysis. Would require a state agency to take into account the current and future impacts of sea level rise based on projections provided by the Ocean Protection Council when planning, designing, building, operating, maintaining, and investing in infrastructure located in the coastal zone, within the jurisdiction of the San Francisco Bay Conservation and Development Commission, or otherwise vulnerable to flooding from sea level rise or storm surges, or when otherwise approving the allocation of state funds, including, but not limited to, bonds, grants, and loans, for those purposes. The bill would provide that new or expanded infrastructure built pursuant to the above-described provision shall only qualify for state funds if the project is not anticipated to be vulnerable to sea level rise risks during the life of that project.		

AB 68 Salas	Amended 4/20/2021	Assembly Appropriations Suspense File	Department of Housing and Community Development: California Statewide Housing Plan: annual reports. Current law establishes the California Statewide Housing Plan, which serves as a state housing plan for all relevant purposes, that incorporates a statement of housing goals, policies, and objectives, as well as specified segments. Current law requires the Department of Housing and Community Development to update and provide a revision of the plan to the Legislature every 4 years, as provided. This bill would revise and recast those provisions related to the California Statewide Housing Plan. The bill would, starting with any update or revision to the plan on or after January 1, 2023, require the plan to include specified information, including, among other things, an inventory number of affordable units needed to meet the state's affordable housing needs and an identification of strategies to help individuals experiencing homelessness.		
AB 71 Rivas, Luz	Amended 5/4/2021	Assembly Appropriations Suspense File	Homelessness funding: Bring California Home Act. The Personal Income Tax Law, in conformity with federal income tax law, generally defines gross income as income from whatever source derived, except as specifically excluded, and provides various exclusions from gross income. Current federal law, for purposes of determining a taxpayer's gross income for federal income taxation, requires that a person who is a United States shareholder of any controlled foreign corporation to include in their gross income the global intangible low-taxed income for that taxable year, as provided. This bill, for taxable years beginning on or after January 1, 2022, would include a taxpayer's global intangible low-taxed income in their gross income for purposes of the Personal Income Tax Law, in modified conformity with the above-described federal provisions.		
AB 113 Boerner Horvath	Amended 4/7/2021	Assembly Housing and Community Development	Income taxes: credits: electric vehicles. The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 2021, and before January 1, 2026, in an amount equal to 40% of the amount paid or incurred in qualified costs by a qualified taxpayer during the taxable year for the installation of specified electric vehicle supply equipment in a covered multifamily dwelling or covered nonresidential building, subject to specified maximum credit amounts. The bill would define various terms for these purposes. The bill would repeal these provisions as of December 1, 2026.		

AB 117 Boerner Horvath	Amended 3/24/2021	Assembly Appropriations Suspense File	Air Quality Improvement Program: electric bicycles. Would specify projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the Air Quality Improvement Program. The bill would require the State Air Resources Board, by July 1, 2022, to establish and implement and administer, until January 1, 2028, the Electric Bicycle Incentive Pilot Project to provide incentive for purchases of electric bicycles. The bill would require the state board to submit to the Legislature a midcycle evaluation of the pilot project by July 1, 2025, and an end-of-program evaluation of the pilot project by January 1, 2028. The bill would repeal the pilot project as of January 1, 2029.		
AB 118 Kamlager	Introduced 12/18/2020	Assembly Appropriations Suspense File	Emergency services: community response: grant program. Would, until January 1, 2026, enact the Community Response Initiative to Strengthen Emergency Systems Act or the C.R.I.S.E.S. Act for the purpose of creating, implementing, and evaluating the 3-year C.R.I.S.E.S. Grant Pilot Program, which the act would establish. The bill would require the office to establish rules and regulations for the program with the goal of making grants to community organizations, over 3 years, for the purpose of expanding the participation of community organizations in emergency response for specified vulnerable populations. The bill would require that grantees receive a minimum award of \$250,000 per year. The bill would require a community organization receiving funds pursuant to the program to use the grant to stimulate and support involvement in emergency response activities that do not require a law enforcement officer, as specified. The bill would require the Director of Emergency Services (director) to assemble staff and resources to carry out certain duties in support of the program.		
AB 122 Boerner Horvath	Amended 3/24/2021	Senate Transportation	Vehicles: required stops: bicycles. Would, until January 1, 2028, require a person riding a bicycle, when approaching a stop sign at the entrance of an intersection, to yield the right-of-way to any vehicles that have entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and continue to yield the right-of-way to those vehicles until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection.		

AB 215 Chiu	Amended 4/5/2021	Assembly Appropriations Suspense File	Housing element: regional housing need: relative progress determination. The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the Department of Housing and Community Development to determine whether the housing element is in substantial compliance with specified provisions of that law. This bill, starting with the 6th housing element revision, would require the department to determine the relative progress toward meeting regional housing needs of each jurisdiction, council of governments, and subregion, as specified. The bill would require the department to make this determination based on the information contained in the annual reports submitted by each jurisdiction, as specified.		
AB 267 Valladares	Amended 3/16/2021	Senate Natural Resources and Water	California Environmental Quality Act: exemption: prescribed fire, thinning, and fuel reduction projects. Current law, until January 1, 2023, exempts from the requirements of CEQA prescribed fire, thinning, or fuel reduction projects undertaken on federal lands to reduce the risk of high-severity wildfire that have been reviewed under the federal National Environmental Policy Act of 1969, as provided. Current law requires the Department of Forestry and Fire Protection, beginning December 31, 2019, and annually thereafter until January 1, 2023, to report to the relevant policy committees of the Legislature the number of times the exemption was used. This bill would extend the exemption from CEQA and the requirement on the department to report to the relevant policy committees of the Legislature to January 1, 2026.		
AB 339 Lee	Amended 5/4/2021	Assembly Appropriations	Local government: open and public meetings. Would, until December 31, 2023, require all open and public meetings of a city council or a county board of supervisors that governs a jurisdiction containing least 250,000 people to include an opportunity for members of the public to attend via a telephonic option or an internet-based service option. The bill would require all open and public meetings to include an in-person public comment opportunity, except in specified circumstances during a declared state or local emergency. The bill would require all meetings to provide the public with an opportunity to comment on proposed legislation in person and remotely via a telephonic or an internet-based service option, as provided.		

AB 345 Quirk-Silva	Amended 3/9/2021	Assembly Appropriations Suspense File	<p>Accessory dwelling units: separate conveyance. The Planning and Zoning Law authorizes a local agency to provide, by ordinance, for the creation of accessory dwelling units in single-family and multifamily residential zones and requires a local agency that has not adopted an ordinance to ministerially approve an application for an accessory dwelling unit, and sets forth required ordinance standards, including that the ordinance prohibit the sale or conveyance of the accessory dwelling unit separately from the primary residence. Current law, notwithstanding the prohibition described above, authorizes a local agency to, by ordinance, allow an accessory dwelling unit to be sold or conveyed separately from the primary residence to a qualified buyer if certain conditions are met. This bill would require each local agency to allow an accessory dwelling unit to be sold or conveyed separately from the primary residence to a qualified buyer if the above-described conditions are met.</p>		
AB 363 Medina	Amended 4/12/2021	Assembly Appropriations Suspense File	<p>Carl Moyer Memorial Air Quality Standards Attainment Program. Current law requires the State Air Resources Board to establish or update grant criteria and guidelines for covered vehicle and infrastructure projects as soon as practicable, but not later than July 1, 2017. The state board's program guidelines describe the minimum criteria and requirements for on-road heavy-duty vehicles and the types of projects that can be incentivized to provide surplus emissions reductions from on-road heavy-duty vehicles through contracts or through the On-Road Heavy-Duty Voucher Incentive Program (VIP). The VIP guidelines allow for the early retirement of existing on-road heavy-duty vehicles, allowing these high-polluting vehicles to be replaced with newer, lower emission vehicles. The VIP guidelines further describe the minimum criteria and requirements for eligibility in the VIP, including, but not limited to, limiting the fleet size and vehicle weight class of eligible vehicles, excluding from program eligibility vehicles subject to the solid waste collection vehicle rule and the fleet rule for transit agencies, and prohibiting the leasing of replacement vehicles. This bill would require the state board, by July 1, 2022, to revise the program guidelines to provide additional incentives for projects eligible for program funding that are deployed in disadvantaged communities, as defined.</p>		

AB 371 Jones-Sawyer	Amended 4/29/2021	Assembly Third Reading	Shared mobility devices: insurance and tracking. Current law defines shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. Current law requires a city or county that authorizes a shared mobility device provider to operate within its jurisdiction to adopt operation, parking, and maintenance rules, as provided, regarding the use of the shared mobility devices in its jurisdiction before the provider may offer shared mobility devices for rent or use. This bill would require a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille, as specified, to identify the device for the purpose of reporting illegal or negligent activity.		
AB 411 Irwin	Amended 3/1/2021	Assembly Appropriations Suspense File	Veterans Housing and Homeless Prevention Bond Act of 2022. Would enact the Veterans Housing and Homeless Prevention Bond Act of 2022 to authorize the issuance of bonds in an amount not to exceed \$600,000,000 to provide additional funding for the VHHPA. The bill would provide for the handling and disposition of the funds in the same manner as the 2014 bond act.		
AB 418 Valladares	Amended 4/19/2021	Assembly Appropriations Suspense File	Emergency services: grant program. Would establish the Community Power Resiliency Program (program), to be administered by the Office of Emergency Services, to support local governments' efforts to improve resiliency in response to power outage events, as provided. The bill would authorize the office to allocate specified sums, pursuant to an appropriation by the Legislature, to local governments, special districts, and tribes for various purposes relating to power resiliency, and would require certain entities, in order to be eligible for funding, to either describe the portion of their emergency plan that includes power outages or confirm that power outages will be included when the entity revises any portion of their emergency plan.		
AB 428 Mayes	Amended 3/18/2021	Assembly Third Reading	Local government: board of supervisors. Current law requires each county to have a board of supervisors and provides for the organization and powers of the board of supervisors. Current law allows the board of supervisors of any general law or charter county to adopt or the residents of the county to propose, by initiative, limit or repeal a limit on the number of terms a member of the board of supervisors may serve on the board of supervisors. Current law also requires the board of supervisors to prescribe the compensation for all county officers. This bill would require that, when term limits are imposed, the limit must be no fewer than 2 terms. This bill would specify that the board of supervisors is included in the definition of county officers for whom the board of supervisors is required to prescribe compensation.		

AB 455 Bonta	Amended 3/25/2021	Assembly Appropriations	San Francisco-Oakland Bay Bridge: transit-only traffic lanes. Under current law, the San Francisco-Oakland Bay Bridge is part of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles, and may authorize or permit the exclusive or preferential use of designated lanes on existing highways that are part of the state highway system. This bill would authorize the authority, in consultation with the department, to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge.	Support and Seek Amendment	
AB 491 Gonzalez, Lorena	Amended 5/4/2021	Assembly Consent Calendar	Housing: affordable and market rate units. would require that a mixed-income multifamily structure provide the same access to the common entrances, common areas, and amenities of the structure to occupants of the affordable housing units in the structure as is provided to occupants of the market-rate housing units. The bill would also prohibit a mixed-income multifamily structure from isolating the affordable housing units within the structure to a specific floor or an area on a specific floor. The bill would define various terms for these purposes.		
AB 525 Chiu	Amended 4/26/2021	Assembly Appropriations	Energy: offshore wind generation. Current law requires the PUC and the Energy Commission to undertake various actions in furtherance of meeting the state's clean energy and pollution reduction objectives. This bill would require the Energy Commission, on or before March 1, 2022, to evaluate and quantify the maximum feasible capacity of offshore wind to achieve reliability, ratepayer, employment, and decarbonization benefits and to establish offshore wind planning goals for 2030 and 2045, as specified.		
AB 550 Chiu	Amended 4/29/2021	Assembly Appropriations	Vehicles: Speed Safety System Pilot Program. Would authorize, until January 1, 2027, the Cities of Los Angeles, Oakland, San Jose, one city in southern California, and the City and County of San Francisco to establish the Speed Safety System Pilot Program for speed limit enforcement in certain areas, if the system meets specified requirements, including that the presence of a fixed or mobile system is clearly identified. The bill would require the participating cities or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized.	Support	Support

AB 561 Ting	Amended 4/6/2021	Assembly Appropriations Suspense File	Help Homeowners Add New Housing Program: accessory dwelling unit financing. Current law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units in areas zoned to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions. This bill would authorize the Treasurer, within 6 months of the effective date of these provisions, to develop the Help Homeowners Add New Housing Program with the purpose of assisting homeowners, as defined, in qualifying for loans to construct additional housing units on their property, including accessory dwelling units and junior accessory dwelling units. The bill would, with regard to the development of the program, authorize the Treasurer to consult with the California Housing Financing Agency, the Department of Housing and Community Development, and various other entities, including private lenders, community development financial institutions, community-based organizations, and local housing trust funds.		
AB 571 Mayes	Amended 5/3/2021	Assembly Appropriations	Planning and zoning: density bonuses: affordable housing. The Density Bonus Law requires a city or county to provide a developer that proposes a housing development in the city or county with a density bonus and other incentives or concessions for the production of lower income housing units, or for the donation of land within the development, if the developer agrees to, among other things, construct a specified percentage of units for very low income, low-income, or moderate-income households or qualifying residents, including lower income students. Current law requires the amount of a density bonus and the number of incentives or concessions a qualifying developer receives to be pursuant to a certain formula based on the total number of units in the housing development, as specified. This bill would prohibit affordable housing impact fees, including inclusionary zoning fees and in-lieu fees, from being imposed on a housing development's affordable units.		
AB 580 Rodriguez	Amended 4/12/2021	Assembly Consent Calendar	Emergency services: vulnerable populations. Current law requires OES to establish a standardized emergency management system for use by all emergency response agencies. Current law requires the director to appoint representatives of the disabled community to serve on pertinent committees related to that system, and to ensure that the needs of the disabled community are met within that system by ensuring certain committee recommendations include the needs of people with disabilities. This bill instead would require the director to appoint representatives of the access and functional needs population, provided a majority of appointees are from specified groups, to serve on those committees and to ensure the needs of that population are met within that system.		

AB 585 Rivas, Luz	Amended 3/17/2021	Assembly Appropriations Suspense File	Climate change: Extreme Heat and Community Resilience Program. Would establish the Extreme Heat and Community Resilience Program and would require the Office of Planning and Research to administer the program. Under the program, the bill would require the Office of Planning and Research to coordinate the state's efforts to address extreme heat and to facilitate the implementation of local, regional, and state climate change planning into effective projects through the awarding of competitive grants to eligible entities for implementation of those projects. The bill would establish the Extreme Heat and Community Resilience Fund in the State Treasury and would require the office, upon appropriation by the Legislature, to expend moneys in the fund for the implementation of the program.		
AB 602 Grayson	Amended 5/4/2021	Assembly Appropriations Suspense File	Development fees: impact fee nexus study. Current law requires a city, county, or special district that has an internet website to make available on its internet website certain information, as applicable, including its current schedule of fees and exactions. This bill, among other things, would require, on and after January 1, 2022, a city, county, or special district that conducts an impact fee nexus study to follow specific standards and practices, including, but not limited to, (1) that prior to the adoption of an associated development fee, an impact fee nexus study be adopted, (2) that the study identify the existing level of service for each public facility, identify the proposed new level of service, and include an explanation of why the new level of service is necessary, and (3) if the study is adopted after July 1, 2022, either calculate a fee levied or imposed on a housing development project proportionately to the square footage of the proposed units, or make specified findings explaining why square footage is not an appropriate metric to calculate the fees.		
AB 604 Daly	Introduced 2/11/2021	Assembly Appropriations Suspense File	Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest. Would continuously appropriate interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program.		

AB 629 Chiu	Amended 3/22/2021	Assembly Appropriations Suspense File	San Francisco Bay area: public transportation. Current law requires the Metropolitan Transportation Commission to develop regional transit service objectives, develop performance measures of efficiency and effectiveness, specify uniform data requirements to assess public transit service benefits and costs, and formulate procedures for establishing regional transportation priorities in the allocation of funds for transportation purposes. This bill would require the commission to consult with transit agencies, local jurisdictions, county transportation agencies, and the general public to establish and maintain a transit priority network for the San Francisco Bay area that designates corridors that will most benefit from interventions to support fast and reliable transit service.	Support and Seek Amendments	
AB 642 Friedman	Introduced 2/12/2021	Assembly Appropriations Suspense File	Wildfires. Would require the Director of Forestry and Fire Protection to identify areas in the state as moderate and high fire hazard severity zones. The bill would additionally require the director classify areas into fire hazard severity zones based on additional factors including possible lightning caused ignition. The bill would require a local agency, within 30 days of receiving a transmittal from the director that identifies fire hazard severity zones, to make the information available for public comment.		
AB 648 Fong	Introduced 2/12/2021	Assembly Natural Resources	Greenhouse Gas Reduction Fund: healthy forest and fire prevention: appropriation. Would continuously appropriate, beginning in the 2021–22 fiscal year and ending in the 2028–29 fiscal year, \$200,000,000 of the annual proceeds from the Greenhouse Gas Reduction Fund to the Department of Forestry and Fire Protection for (1) healthy forest and fire prevention programs and projects that improve forest health and reduce greenhouse gas emissions caused by uncontrolled wildfires and (2) prescribed fire and other fuel reduction projects through proven forestry practices consistent with the recommendations of the California Forest Carbon Plan, including the operation of year-round prescribed fire crews and implementation of a research and monitoring program for climate change adaptation.		
AB 680 Burke	Amended 5/3/2021	Assembly Appropriations Suspense File	Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021. Would enact the California Jobs Plan Act of 2021, which would require the Labor and Workforce Development Agency to work with the State Air Resources Board to update, by July 1, 2023, the funding guidelines for administering agencies to ensure that all applicants to grant programs funded by the Greenhouse Gas Reduction Fund meet specified standards, including fair and responsible employer standards and inclusive procurement policies, as defined. The bill would require administering agencies to give preference to applicants that demonstrate a partnership with an educational institution or training program targeting residents of disadvantaged, tribal, and low-income communities.		

AB 713 Garcia, Cristina	Amended 4/12/2021	Assembly Appropriations Suspense File	State Air Resources Board: greenhouse gas emissions scoping plan: comprehensive health analysis. The State Air Resources Board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board to conduct a comprehensive health analysis in conjunction with the development of each update of the scoping plan that includes a framework to provide an overview of the breadth of health impacts and health benefits that may accrue from the actions in the scoping plan and the pathways through which various policy actions may result in health impacts or health benefits, as specified.		
AB 758 Nazarian	Amended 5/3/2021	Assembly Appropriations	Marks-Roos Local Bond Pooling Act of 1985: electric utilities: rate reduction bonds. The Marks-Roos Local Bond Pooling Act of 1985 authorizes certain joint powers authorities, upon application by a local agency that owns and operates a publicly owned utility, defined to mean certain utilities furnishing water or wastewater service to not less than 25,000 retail customers, to issue rate reduction bonds to finance utility projects, as defined, subject to certain requirements. Under the act, these rate reduction bonds are secured by a pledge of utility project property, and the joint powers authority issuing the bonds may impose on, and collect from, customers of the publicly owned utility a utility project charge to finance the bonds, as provided. This bill would expand the definition of a publicly owned utility for these purposes to include a local publicly owned electric utility, as defined. The bill would authorize an authority to issue rate reduction bonds to finance or refinance utility projects for the provision of generation, transmission, or distribution of electrical service.		
AB 773 Nazarian	Introduced 2/16/2021	Assembly Third Reading	Street closures and designations. Would authorize a local authority to adopt a rule or regulation to close a portion of a street under its jurisdiction to through vehicular traffic if it determines closure is necessary for the safety and protection of persons who are to use that portion of the street during the closure. The bill would also authorize a local authority to adopt a rule or regulation to designate a local street within its jurisdiction as a slow street.		

AB 784 Quirk	Amended 3/15/2021	Senate Transportation	Alameda-Contra Costa Transit District. The Transit District Law authorizes any city together with unincorporated territory, or 2 or more cities, with or without unincorporated territory, in either the Counties of Alameda or Contra Costa or both, to organize and incorporate as a transit district divided into 5 wards with specified powers and duties relative to providing public transit service. This bill would repeal the authority to form a transit district under these provisions and would recognize the Alameda-Contra Costa Transit District as the district formed pursuant to this authority.		
AB 838 Friedman	Amended 4/5/2021	Senate Rules	State Housing Law: enforcement response to complaints. Would, beginning July 1, 2022, require a city or county that receives a complaint of a substandard building or a lead hazard violation, as specified, from a tenant, resident, or occupant, or an agent of a tenant, resident, or occupant, except as specified, to inspect the building, portion of the building intended for human occupancy, or premises of the building, document the lead hazard violations that would be discovered based upon a reasonably competent and diligent visual inspection of the property and identify any building, portion of a building intended for human occupancy, or premises on which such a building is located that is determined to be substandard, as applicable. The bill would require the city or county, as applicable, to advise the owner or operator of each violation and of each action that is required to be taken to remedy the violation and to schedule a reinspection to verify correction of the violations.		
AB 844 Grayson	Amended 5/4/2021	Senate Rules	Green Empowerment Zone for the Northern Waterfront area of the Counties of Contra Costa and Solano. Would, until January 1, 2028, authorize establishment of a Green Empowerment Zone for the Northern Waterfront area of the Counties of Contra Costa and Solano. The bill would authorize the Green Empowerment Zone to be composed of specified cities and counties, upon adoption of a resolution by the city or county, and would provide for the Green Empowerment Zone to be governed by a board of directors. The bill would task the Green Empowerment Zone with various duties, including, among other things, identification of projects and programs that will best utilize public dollars and improve the economic vitality of the Northern Waterfront area of the Counties of Contra Costa and Solano in a coordinated effort to address the just transition to a clean energy economy.		

AB 859 Irwin	Introduced 2/17/2021	Assembly Appropriations Suspense File	Mobility devices: personal information. Would authorize a public agency, defined as a state or local public entity that issues a permit to an operator for mobility services or that otherwise regulates an operator, to require an operator to periodically submit to the public agency anonymized trip data and the operator's mobility devices operating in the geographic area under the public agency's jurisdiction and provide specified notice of that requirement to the operator. The bill would authorize a public agency to share anonymized trip data with a contractor, agent, or other public agency only if specified conditions are met, including that the purpose of the sharing is to assist the public agency in the promotion and protection of transportation planning, integration of mobility options, and road safety.		
AB 880 Aguiar-Curry	Introduced 2/17/2021	Assembly Appropriations Suspense File	Affordable Disaster Housing Revolving Development and Acquisition Program. Would, upon appropriation of the Legislature, establish the Affordable Disaster Housing Revolving Development and Acquisition Program to fund the predevelopment expenses, acquisition, construction, reconstruction, and rehabilitation of property to develop or preserve affordable housing in the state's declared disaster areas that have experienced damage and loss of homes occupied by or affecting lower income households. The bill would require the department to administer the program. The bill would require the department to establish an application process for community development financial institutions, as defined, to apply for emergency short-term or temporary loans under the program.		
AB 897 Mullin	Amended 4/19/2021	Assembly Appropriations Suspense File	Office of Planning and Research: regional climate networks: climate adaptation action plans. Current law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state's climate adaptation strategy, known as the Safeguarding California Plan. Current law establishes the Office of Planning and Research in state government in the Governor's office. Current law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office to encourage the inclusion of agencies with land use planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified.		

AB 917 Bloom	Amended 4/27/2021	Assembly Third Reading	Vehicles: video imaging of parking violations. Current law requires a designated employee, who is qualified by San Francisco, or a contracted law enforcement agency for the Alameda-Contra Costa Transit District, who is qualified by the city and county or the district to issue parking citations, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing laws makes these video image records confidential, and provides that these records are available only to public agencies to enforce parking violations. Existing law provides that if the Alameda-Contra Costa Transit District implements an automated enforcement system as described above, the district is required to submit a report to specified committees of the Legislature by no later than January 1, 2021. This bill would extend the authorization described above to any public transit operator in the state indefinitely. The bill would expand the authorization to enforce parking violations to include violations occurring at transit stops. The bill would repeal the obsolete reporting requirement of the Alameda-Contra Costa Transit District.	Support	
AB 950 Ward	Amended 4/19/2021	Assembly Appropriations Suspense File	Department of Transportation: sales of excess real property: affordable housing, emergency shelters, and feeding programs. Would authorize the Department of Transportation to sell its excess real property to the city, county, or city and county where the real property is located if the city, county, or city and county agrees to use the real property for the sole purpose of implementing affordable housing, emergency shelters, or feeding programs, as specified. The bill would exempt these sales from the California Environmental Quality Act.		
AB 965 Levine	Introduced 2/17/2021	Assembly Appropriations Suspense File	Building standards: electric vehicle charging infrastructure. Would require the Department of Housing and Community Development and the commission, by July 1, 2024, or the publication of the next interim California Building Code, whichever comes first, to research, develop, and propose building standards regarding the installation of future electric vehicle charging infrastructure for parking spaces for existing multifamily dwellings and nonresidential development, as specified. The bill would also require the Department of Housing and Community Development and the commission to review the standards for multifamily dwellings and nonresidential development every 18 months to update the standards as needed pursuant to that review.		

AB 970 McCarty	Amended 5/10/2021	Assembly Third Reading	<p>Planning and zoning: electric vehicle charging stations: permit application: approval. Would require an application to install an electric vehicle charging station to be deemed complete if, 5 business days after the application was submitted, the city, county, or city and county has not deemed the application to be incomplete or issued a written correction notice detailing all deficiencies in the application, as specified. The bill would require an application to install an electric vehicle charging station to be deemed approved if 20 business days after the application was deemed complete, (1) the city, county, or city and county has not approved the application, (2) the building official has not made a finding that the proposed installation could have an adverse impact upon the public health or safety or required the applicant to apply for a use permit, (3) the building official has not denied the permit, and (4) an appeal has not been made to the planning commission of the city, county, or city and county, as specified.</p>		
AB 978 Quirk-Silva	Amended 5/5/2021	Assembly Third Reading	<p>Mobilehome parks: rent caps. The Mobilehome Residency Law prescribes various terms and conditions of tenancies in mobilehome parks. Current law defines "tenancy" for these purposes as the right of a homeowner to use a site within a mobilehome park on which to locate, maintain, and occupy a mobilehome for human habitation, including the use of the services and facilities of the park. The Tenant Protection Act of 2019 prohibits, with certain exceptions, an owner of residential real property from increasing the gross rental rate for a dwelling or unit more than 5% plus the percentage change in the cost of living, as defined, or 10%, whichever is lower, of the lowest gross rental rate charged for the immediately preceding 12 months, subject to specified conditions. Current law excludes an owner or operator of a mobilehome park and an owner of a mobilehome or their agent from these provisions. This bill would extend these provisions to any person having the right to offer residential real property for rent, including an owner or operator of any dwelling or unit in a mobilehome park.</p>		

AB 981 Frazier	Amended 4/19/2021	Assembly Appropriations	Forestry: California Fire Safe Council. Would establish the California Fire Safe Council in the Natural Resources Agency consisting of 11 members, as specified. The bill would require the council to identify programs administered by public agencies to address and minimize the risks of wildfire and to coordinate the implementation of those programs, to identify public and private programs that may be leveraged to facilitate structure-hardening and community resilience to minimize the impacts of wildfire to habitable structures, to conduct public outreach efforts to regional and local wildfire mitigation groups, and to make recommendations to the Legislature on how the programs identified by the council can be coordinated to increase the effectiveness of those programs. The bill would require the Natural Resources Agency to post on its internet website the membership of the council and recommendations made by the council.		
AB 983 Garcia, Eduardo	Amended 4/12/2021	Assembly Third Reading	Public contracts: construction projects: community workforce agreements: battery manufacturing and lithium-based technology. Current law requires the California Workforce Development Board to report to the Legislature on the need for workforce development resources, including the use of community workforce agreements, among other things, to help industry, workers, and communities transition to economic and labor-market changes related to statewide greenhouse gas emissions reduction goals. This bill would authorize a public entity to use, enter into, or require contractors to enter into, a community workforce agreement, as defined, for construction projects related to battery manufacturing and lithium-based technology.		
AB 984 Rivas, Luz	Amended 4/27/2021	Assembly Appropriations	Vehicle identification and registration: alternative devices. Current law requires a vehicle to display a license plate, issued by the Department of Motor Vehicles, with tabs that indicate the month and year the vehicle registration expires. Current law authorizes the department to conduct a pilot program, until January 1, 2023, if certain conditions are met, to evaluate the use of alternatives to stickers, tabs, license plates, and registration cards. This bill would authorize the use of alternative devices intended to serve in lieu of license plates authorized by the department pursuant to the pilot program, as specified. The bill would require the department to establish a program authorizing an entity to issue alternatives to stickers, tabs, license plates, and registration cards under specified conditions that include, among others, approval of the alternative devices by the Department of the California Highway Patrol. The bill would prohibit the failure or malfunction of an alternative device from being the basis of a government action relating to the user, including stopping or detaining the user.		

<u>AB 989</u> <u>Gabriel</u>	Amended 5/3/2021	Assembly Appropriations Suspense File	Housing Accountability Act: appeals: Housing Accountability Committee. The Housing Accountability Act prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, specified housing development projects, including projects for very low, low-, or moderate-income households and projects for emergency shelters that comply with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time the application for the project is deemed complete, unless the local agency makes specified written findings based on a preponderance of the evidence in the record. This bill would establish a Housing Accountability Committee, and would prescribe its membership.		
<u>AB 1029</u> <u>Mullin</u>	Introduced 2/18/2021	Assembly Appropriations	Housing elements: prohousing local policies. Would add the preservation of affordable housing units through the extension of existing project-based rental assistance covenants to avoid the displacement of affected tenants and a reduction in available affordable housing units to the list of specified prohousing local policies.		
<u>AB 1035</u> <u>Salas</u>	Amended 4/5/2021	Assembly Appropriations Suspense File	Department of Transportation and local agencies: streets and highways: recycled materials. Would require the Department of Transportation and a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating streets and highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method. The bill would require, on and after January 1, 2025, a local agency that has jurisdiction over a street or highway, to the extent feasible, to apply standard specifications that allow for the use of recycled materials in streets and highways, as specified. By increasing the duties of local agencies, this bill would impose a state-mandated local program.		
<u>AB 1047</u> <u>Daly</u>	Amended 3/26/2021	Assembly Appropriations Suspense File	Road Repair and Accountability Act of 2017: reporting internet website. Would require the Transportation Agency to improve the capability of the SB 1 internet website hosted by the agency to provide a comprehensive one-stop reporting interface available to the public. The bill would require the interface to provide timely fiscal information compiled from data provided by each administering agency regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from SB 1.		

AB 1049 Davies	Introduced 2/18/2021	Assembly Transportation	<p>Public Transportation Account: loan repayment. Current law requires the transfer of a specified portion of the sales tax on diesel fuel to the Public Transportation Account, a trust fund in the State Transportation Fund. Current law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) Program. Current law provides for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require \$54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic.</p>		
AB 1091 Berman	Introduced 2/18/2021	Assembly Third Reading	<p>Santa Clara Valley Transportation Authority: board of directors. Current law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Current law vests the government of the VTA in a 12-member board of directors whose terms of office are two years. Under existing law, only members of the county board of supervisors and city council members and mayors of cities in the county are authorized to serve on the board. Current law provides for the appointment of the board members by those local governments, as specified. This bill, on and after July 1, 2022, would reduce the size of the board to 9 members, increase their terms of office to 4 years, and provide for residents living in the county, rather than local officials, to serve on the board, as specified.</p>		

AB 1110 Rivas, Robert	Amended 5/3/2021	Assembly Appropriations	Zero-emission vehicles: Office of the California Clean Fleet Accelerator: Climate Catalyst Revolving Loan Fund Program. Would establish the Office of the California Clean Fleet Accelerator, administered by GO-Biz. The bill would also create the Clean Vehicles Ombudsperson, to be appointed by and report directly to the Director of GO-Biz, to oversee the activities of the Office of the California Clean Fleet Accelerator. The bill, among other things, would require the ombudsperson, in consultation with the Department of General Services (DGS), to consult with specified entities in identifying all available programs and incentives offered by the state that can help to reduce costs and increase participation in the master service agreement or leveraged procurement agreement, as specified.		
AB 1135 Grayson	Amended 3/25/2021	Assembly Appropriations	State of California Housing Allocation Act. Would enact the State of California Housing Allocation Act, which would require the Business, Consumer Services, and Housing Agency, HCD, CalHFA, and CTCAC, no later than January 1, 2023, to jointly establish and operate a single, centralized housing funding allocation committee, which would be within the Business, Consumer Services, and Housing Agency and comprised of representatives of those entities. The bill would require the committee to be responsible for allocating state controlled financing to housing developments and to serve as the point of contact for developers seeking to build affordable housing in California.		
AB 1143 Berman	Amended 3/24/2021	Senate Judiciary	Civil procedure: restraining orders. Current law permits a person who has suffered harassment, as defined, to file a petition for a temporary restraining order and a restraining order after hearing prohibiting the harassment. Current law requires the petitioner to personally serve the respondent with the petition for the temporary restraining order and restraining order, as applicable, and notice of the hearing. This bill would provide that if the respondent's address is unknown, the court may specify another method of service that is reasonably calculated to give actual notice to the respondent and may prescribe the manner in which proof of service shall be made.		

AB 1147 Friedman	Amended 3/18/2021	Assembly Appropriations	Regional transportation plan: Active Transportation Program. Current law requires the Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. This bill would require the council to convene key state agencies, metropolitan planning agencies, and local governments to assist the council in completing the report.		
AB 1157 Lee	Amended 3/15/2021	Senate Transportation	Controller: transportation funds: distribution and reporting requirements. Current law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds. This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year.		
AB 1174 Grayson	Amended 4/6/2021	Assembly Consent Calendar	Planning and zoning: housing: development application modifications, approvals, and subsequent permits. The Planning and Zoning Law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards, including, among other things, that the development and the site on which it is located satisfy specified location, urbanization, and zoning requirements. Current law provides that a development approved pursuant to the streamlined, ministerial approval process is valid indefinitely if specified requirements are met, and otherwise is valid, except as provided, for 3 years from the date of the final action establishing that approval and remains valid thereafter for a project so long as vertical construction of the development has begun and is in progress. Current law authorizes a development proponent to request a modification to a development that has been approved under the streamlined, ministerial approval process if the request is submitted before the issuance of the final building permit required for construction of the development. This bill would clarify the requirements that must be met for an approved development to be valid indefinitely.		

AB 1188 Wicks	Amended 5/4/2021	Assembly Appropriations Suspense File	State rental assistance program: data. Current law establishes a program for providing rental assistance, using funding made available pursuant to existing federal law to provide financial assistance and housing stability services to eligible households, as provided, administered by HCD. This bill, in order to ensure that data is available for research and analysis to inform future state policy and programs, would require HCD to retain data from designated sources for at least 10 years, including data on the state rental assistance program, information submitted by eligible grantees that received the federal funding, and data on rental registries operated by local governments, as specified.		
AB 1202 Cervantes	Amended 4/15/2021	Assembly Appropriations Suspense File	Emergency services: local government: local assistance centers: access and functional needs. The California Disaster Assistance Act authorizes the Office of Emergency Services to establish a model process to assist a community in recovering from an emergency proclaimed by the Governor which may include, among other things, the role of the office to facilitate the establishment of temporary structures, including local assistance centers, showers and bathroom facilities, and temporary administrative offices. Existing law defines the term "emergency plan" for purposes of emergency services provided by local governments. This bill would require a county, including a city and county, to ensure that local assistance centers are accessible to people with access and functional needs, provide accessible notifications about local assistance centers, and provide diverse communication services through partnerships with the county homeless and housing services. The bill would require a county, including a city and county, to designate, prearrange, and procure space, as necessary, to aid in sheltering and transporting its homeless population during local and state emergencies and emergency evacuations.		
AB 1220 Rivas, Luz	Amended 5/4/2021	Assembly Consent Calendar	Homelessness: California Interagency Council on Homelessness. Would rename the Homeless Coordinating and Financing Council to the California Interagency Council on Homelessness and remove authorization for the Secretary of Business, Consumer Services and Housing's designee to serve as chair of the council. The bill would also change the composition of the council, as specified, including by creating and specifying the membership of an advisory committee to the council. The bill would also provide that the appointed members of the council or committees serve at the pleasure of their appointing authority. The bill would also require that upon request of the council, a state agency or department that administers one or more state homelessness programs, as described, to participate in council workgroups, task forces, or other similar administrative structures and to provide to the council any relevant information regarding those state homelessness programs.		

AB 1226 McCarty	Introduced 2/19/2021	Assembly Transportation	Capitol Corridor rail line: capital improvements: appropriation. Would appropriate an unspecified amount from the General Fund without regard to fiscal years to the Capitol Corridor Joint Powers Authority to invest in capital improvements for the Capitol Corridor.		
AB 1238 Ting	Amended 4/12/2021	Assembly Appropriations	Pedestrian access. Current law prohibits a pedestrian from entering the roadway if the pedestrian is facing a steady circular yellow or yellow arrow warning signal unless otherwise directed by a pedestrian control signal, as specified. This bill would delete that prohibition.		
AB 1255 Bloom	Amended 4/19/2021	Assembly Appropriations	Fire prevention: fire risk reduction guidance: local assistance grants. Would require the Natural Resources Agency, on or before July 1, 2023, and in collaboration with specified state agencies and in consultation with certain other state agencies, to develop a guidance document that describes goals, approaches, opportunities, and best practices in each region of the state for ecologically appropriate, habitat-specific fire risk reduction. The bill would require the guidance document to be developed through a public process, including region-specific public workshops hosted by the agency, and would require the agency to post the document on its internet website.		
AB 1297 Holden	Amended 4/14/2021	Assembly Appropriations	California Infrastructure and Economic Development Bank: public and economic development facilities: housing. The Bergeson-Peace Infrastructure and Economic Development Bank Act defines "public development facilities" for these purposes to mean real and personal property, structures, conveyances, equipment, thoroughfares, buildings, and supporting components thereof, excluding any housing, that are directly related to providing, among other things, housing-related infrastructure, as specified. The act defines "economic development facilities" for these purposes to mean real and personal property, structures, buildings, equipment, and supporting components thereof that are used to provide industrial, recreational, research, commercial, utility, goods movement, or service enterprise facilities, community, educational, cultural, or social welfare facilities and any parts or combinations thereof, and all necessary facilities or infrastructure, excluding any housing. This bill would authorize economic development facilities and public development facilities to include housing if the housing meets certain financing requirements and limits, as specified.		

AB 1304 Santiago	Amended 4/5/2021	Assembly Third Reading	Affirmatively further fair housing: housing element: inventory of land. Current law requires a public agency, as defined, to administer its programs and activities relating to housing and community development in a manner to affirmatively further fair housing, and to not take any action that is materially inconsistent with this obligation. This bill would clarify that a local agency has a mandatory duty to comply with the obligation described above. The bill would specify that this provision is a clarification of current law and not to be deemed a change in previous law.		
AB 1322 Rivas, Robert	Amended 5/4/2021	Senate Rules	Land use: local measures: conflicts. Current law authorizes the legislative body of any county or city to adopt ordinances that do certain things related to land use, including, but not limited to, regulating the use of buildings, structures, and land as between industry, business, residences, open space, including agriculture, recreation, enjoyment of scenic beauty, use of natural resources, and other purposes, regulating the size and use of lots, yards, courts, and other open spaces, and the intensity of land use. This bill, among other things, would authorize a governing body, defined as a city council or board of supervisors, to commence proceedings pursuant to specified provisions, to determine whether a local measure, defined as any provision of the charter, general plan, or ordinances of the city, county, or city and county that has been approved by the electorate, is in conflict with any of the specified state laws regarding housing. The bill would provide that the governing body cannot be compelled to undertake those proceedings.		
AB 1329 Nazarian	Amended 5/4/2021	Assembly Appropriations Suspense File	Building codes: earthquakes: functional recovery standard. Would, in addition to making specified findings and declarations, require the Building Standards Commission to develop, adopt, and publish building standards that would require new construction of buildings, except for buildings regulated by the Office of Statewide Health Planning and Development or the Division of the State Architect, to be designed and built to a functional recovery standard, as defined, for earthquake loads. The bill would require the commission to actively consult with interested parties, as specified, in proposing and adopting functional recovery standards.		

AB 1337 Lee	Amended 4/7/2021	Assembly Appropriations	Transportation: transit district policing responsibilities. Under current law, a person who enters or remains upon any land, facilities, or vehicles owned, leased, or possessed by specified transit entities that are used to provide public transportation by rail or passenger bus, or are directly related to that use, without permission, or whose entry, presence, or conduct upon the property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility, is guilty of a misdemeanor. This bill would specify that a person who enters or remains upon any property, facilities, or vehicles upon which the applicable transit entity owes policing responsibilities to a local government pursuant to an operations and maintenance agreement or similar interagency agreement without permission, or whose entry, presence, or conduct upon that property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility, is guilty of a misdemeanor.		
AB 1358 Bonta	Amended 4/15/2021	Assembly Appropriations	Demographics: ancestry and ethnic origin. Current law requires specified agencies to use additional separate collection categories and other tabulations for major Asian groups and Native Hawaiian and other Pacific Islander groups. This bill would require those specified agencies to also use additional separate collection categories and other tabulations for specified Hispanic, Latino, or Spanish groups, Caribbean groups, and Black or African American groups.		
AB 1384 Gabriel	Introduced 2/19/2021	Assembly Appropriations Suspense File	Resiliency Through Adaptation, Economic Vitality, and Equity Act of 2022. Would require the Strategic Growth Council to develop and coordinate a strategic resiliency framework that makes recommendations and identifies actions that are necessary to prepare the state for the most significant climate change impacts modeled for 2025, 2050, and beyond, among other goals. The bill would require state agencies identified in the strategic resiliency framework to collaboratively engage with regional entities to enhance policy and funding coordination and promote regional solutions and implementation and to proactively engage vulnerable communities whose planning and project development efforts have been disproportionately impacted by climate change, as provided. The bill would authorize the Treasurer, and the financing authorities that the Treasurer chairs, to assist state agencies by leveraging public and private capital investment to help with loans and other incentives to attain the goals identified in the strategic resiliency framework.		

AB 1395 Muratsuchi	Amended 5/4/2021	Assembly Appropriations	Greenhouse gases: carbon neutrality. Would declare the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045, and to achieve and maintain net negative greenhouse gas emissions thereafter. The bill would require the State Air Resources Board to work with relevant state agencies to ensure that updates to the scoping plan identify and recommend measures to achieve these policy goals, to ensure that by 2045 statewide anthropogenic greenhouse gas emissions are reduced to at least 90% below the 1990 level, and to prioritize the use of nature-based solutions in California to achieve carbon neutrality. The bill would require the state board to work with relevant agencies to establish criteria for the use of technology-based solutions for purposes of achieving these policy goals. The bill would impose other requirements on state agencies relating to working toward these policy goals.		
AB 1398 Bloom	Amended 5/3/2021	Assembly Appropriations	Planning and zoning: housing element: rezoning of sites: prohousing local policies. The Planning and Zoning Law, requires a county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other things, a housing element. Current law requires that the housing element include, among other things, an inventory of land suitable and available for residential development. If the inventory of sites does not identify adequate sites to accommodate the need for groups of all household income levels, as provided, current law requires that the local government rezone sites within specified time periods. If the local government fails to adopt a housing element within 120 days of the applicable statutory deadline, existing law requires that the local government (A) complete this rezoning no later than 3 years and 120 days from the statutory deadline for the adoption of the housing element and (B) revise its housing element every 4 years until the local government has adopted at least 2 consecutive revisions by the statutory deadline. This bill would require that a local government that fails to adopt a housing element that the Department of Housing and Community Development has found to be in substantial compliance with state law within 120 days of the statutory deadline to complete this rezoning no later than one year from the statutory deadline for the adoption of the housing element.		

AB 1401 Friedman	Amended 4/19/2021	Assembly Appropriations	Residential and commercial development: parking requirements. Would prohibit a local government from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile walking distance of public transit, as defined. The bill would not preclude a local government from imposing requirements when a project provides parking voluntarily to require spaces for car share vehicles. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a new multifamily or nonresidential development to provide electric vehicle parking spaces or parking spaces that are accessible to persons with disabilities, as specified.		
AB 1409 Levine	Introduced 2/19/2021	Senate Rules	Planning and zoning: general plan: safety element. Current law, upon the next revision of a local hazard mitigation plan on or after January 1, 2022, or beginning on or before January 1, 2022, if a local jurisdiction has not adopted a local hazard mitigation plan, requires the safety element to be reviewed and updated as necessary to identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios. This bill would also require the safety element to be reviewed and updated to identify evacuation locations. By increasing the duties of local planning officials with respect to the update of general plans, this bill would impose a state-mandated local program.		
AB 1442 Ting	Introduced 2/19/2021	Assembly Print	Accessory dwelling units. Current law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions. Current law, with certain exceptions, prohibits a local agency from using or imposing any additional standards, including, until January 1, 2025, owner-occupant requirements. This bill would make nonsubstantive changes to the latter provisions.		
AB 1453 Muratsuchi	Introduced 2/19/2021	Assembly Appropriations Suspense File	Environmental justice: Just Transition Advisory Commission: Just Transition Plan. Would, until January 1, 2028, establish the Just Transition Advisory Commission, consisting of specified members, in the Labor and Workforce Development Agency and would require the commission, through a public process, to develop and adopt, on or before January 1, 2024, the Just Transition Plan that contains recommendations to transition the state's economy to a climate-resilient and low-carbon economy that maximizes the benefits of climate actions while minimizing burdens to workers, especially workers in the fossil fuel industry, and their communities, especially communities that face disproportionate burdens from pollution. The bill would require the commission to submit the plan to the Legislature on or before January 1, 2024.		

AB 1492 Bloom	Amended 4/21/2021	Assembly Appropriations Suspense File	Department of Housing and Community Development: high-opportunity areas and sensitive communities. Current law establishes the Department of Housing and Community Development within the Business, Consumer Services, and Housing Agency and sets forth its powers and duties, including, among other things, responsibility for coordinating federal-state relationships in housing and community development and assisting communities and persons to avail themselves of state housing programs. This bill would require the department to designate areas in this state as high-opportunity areas and sensitive communities, as provided, by January 1, 2023, in accordance with specified requirements. The bill would require the department to update those designations every 5 years, or more frequently at the discretion of the department..		
AB 1499 Daly	Introduced 2/19/2021	Assembly Appropriations Suspense File	Transportation: design-build: highways. Current law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Current law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system, as specified. Current law repeals these provisions on January 1, 2024, or one year from the date that the Department of Transportation posts on its internet website that the provisions described below related to construction inspection services for these projects have been held by a court to be invalid. This bill would delete the January 1, 2024, repeal date, thus extending the above provisions indefinitely.		
AB 1500 Garcia, Eduardo	Amended 5/11/2021	Assembly Appropriations	Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022. Would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$7,080,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, and workforce development programs.		

<u>ACA 1</u> <u>Aguiar-Curry</u>	Introduced 12/7/2020	Assembly Local Government	Local government financing: affordable housing and public infrastructure: voter approval. The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.		
<u>ACA 7</u> <u>Muratsuchi</u>	Introduced 3/16/2021	Assembly Print	Local government: police power: municipal affairs: land use and zoning. Would provide that a county or city ordinance or regulation enacted under the police power that regulates the zoning or use of land within the boundaries of the county or city would prevail over conflicting general laws, with specified exceptions. The measure, in the event of the conflict with a state statute, would also specify that a city charter provision, or an ordinance or regulation adopted pursuant to a city charter, that regulates the zoning or use of land within the boundaries of the city is deemed to address a municipal affair and prevails over a conflicting state statute, except that the measure would provide that a court may determine that a city charter provision, ordinance, or regulation addresses either a matter of statewide concern or a municipal affair if it conflicts with specified state statutes. The measure would make findings in this regard and provide that its provisions are severable.		
<u>ACR 33</u> <u>Friedman</u>	Introduced 2/19/2021	Assembly Natural Resources	Wildfire mitigation. This measure would state the Legislature's commitment to improving wildfire outcomes in the State of California by investing in science-based wildfire mitigation strategies that will benefit the health of California forests and communities. The measure would also state that the Legislature calls upon public and private stakeholders to work jointly to identify, discuss, and refine, as necessary, procedures concerning treatment of forested lands for the purpose of, among other things, wildfire risk mitigation.		

<u>SB 1</u> <u>Atkins</u>	Amended 3/23/2021	Senate Appropriations Suspense File	Coastal resources: sea level rise. The California Coastal Act of 1976 establishes the California Coastal Commission and provides for planning and regulation of development in the coastal zone, as defined. The act requires the commission, within 90 days after January 1, 1977, to adopt, after public hearing, procedures for the preparation, submission, approval, appeal, certification, and amendment of a local coastal program, including a common methodology for the preparation of, and the determination of the scope of, the local coastal programs, as provided. This bill would also include, as part of the procedures the commission is required to adopt, recommendations and guidelines for the identification, assessment, minimization, and mitigation of sea level rise within each local coastal program, as provided. The bill would delete the timeframe specified above by which the commission is required to adopt these procedures.		
<u>SB 5</u> <u>Atkins</u>	Amended 3/10/2021	Senate Housing	Affordable Housing Bond Act of 2022. Would enact the Affordable Housing Bond Act of 2022, which, if adopted, would authorize the issuance of bonds in the amount of \$6,500,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to fund affordable rental housing and homeownership programs. The bill would state the intent of the Legislature to determine the allocation of those funds to specific programs. This bill would provide for submission of the bond act to the voters at the November 8, 2022, statewide general election in accordance with specified law.		
<u>SB 7</u> <u>Atkins</u>	Enrolled 5/12/2021	Senate Enrollment	Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021. Would enact the Jobs and Economic Improvement Through Environmental Leadership Act of 2021, which would reenact the former leadership act, with certain changes, and would authorize the Governor, until January 1, 2024, to certify projects that meet specified requirements for streamlining benefits related to CEQA. The bill would additionally include housing development projects, as defined, meeting certain conditions as projects eligible for certification. The bill would, except for those housing development projects, require the quantification and mitigation of the impacts of a project from the emissions of greenhouse gases, as provided. The bill would revise and recast the labor-related requirements for projects undertaken by both public agencies and private entities. The bill would provide that the Governor is authorized to certify a project before the lead agency certifies the final EIR for the project.	Support	Support

SB 10 Wiener	Amended 4/27/2021	Senate Appropriations Suspense File	Planning and zoning: housing development: density. Would, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to adopt an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site, as those terms are defined. In this regard, the bill would require the Department of Housing and Community Development, in consultation with the Office of Planning and Research, to determine jobs-rich areas and publish a map of those areas every 5 years, commencing January 1, 2023, based on specified criteria. The bill would specify that an ordinance adopted under these provisions, and any resolution to amend the jurisdiction's General Plan, ordinance, or other local regulation adopted to be consistent with that ordinance, is not a project for purposes of the California Environmental Quality Act.	Support	Support
SB 12 McGuire	Amended 5/4/2021	Senate Appropriations	Local government: planning and zoning: wildfires. Current law requires that the Office of Planning and Research, among other things, coordinate with appropriate entities, including state, regional, or local agencies, to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities, as provided. This bill would require the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after July 1, 2024, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit strategy to reduce the risk of property loss and damage during wildfires, as specified, and would require the planning agency to submit the adopted strategy to the Office of Planning and Research for inclusion into the above-described clearinghouse.		
SB 36 Skinner	Introduced 12/7/2020	Senate Rules	Energy efficiency. Current law authorizes the State Energy Resources Conservation and Development Commission to prescribe, by regulation, energy efficiency standards, including appliance efficiency standards. This bill would make nonsubstantive revisions to these provisions.		
SB 45 Portantino	Amended 4/8/2021	Senate Appropriations Suspense File	Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022. Would enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$5,595,000,000 pursuant to the State General Obligation Bond Law to finance projects for a wildfire prevention, safe drinking water, drought preparation, and flood protection program.		

SB 51 Durazo	Amended 3/8/2021	Assembly Third Reading	Surplus residential property. Current law prescribes requirements for the disposal of surplus land by a local agency, as defined. This bill, except in the case of specified property, would additionally provide that the surplus land disposal procedures as they existed on December 31, 2019, apply if a local agency, as of September 30, 2019, has issued a competitive request for proposals that seeks development proposals seeking development proposals for the property that includes a residential component of at least 100 residential units and 25% of the total units developed comply with specified affordability criteria, provided that a disposition and development agreement, as defined, is entered into not later than December 31, 2024. If the property is not disposed of pursuant to a qualifying disposition and development agreement before March 31, 2026, or if no disposition and development agreement is entered into before December 31, 2024, the bill would require that future negotiations for and disposition of the property comply with the surplus land disposal procedures then in effect.		
SB 69 McGuire	Amended 4/26/2021	Senate Appropriations Suspense File	North Coast Railroad Authority: right-of-way: Great Redwood Trail Agency: Sonoma-Marín Area Rail Transit District. Current law creates, within the Counties of Sonoma and Marin, the Sonoma-Marín Area Rail Transit District, which is governed by a 12-member board of directors, with specified duties and powers. Existing law requires the district to work with specified authorities, including the North Coast Railroad Authority, to achieve a safe, efficient, and compatible system of passenger and freight rail service and authorizes the district to, among other things, provide a rail transit system for the provision of freight service by rail and own, operate, manage, and maintain a passenger rail system within the territory of the district. This bill would require the authority, or a successor agency, to convey and transfer all of its rights, interests, privileges, and title, lien free, relating to the southern portion of a specified right-of-way to the district, as provided.		
SB 99 Dodd	Amended 4/12/2021	Senate Appropriations Suspense File	Community Energy Resilience Act of 2021. This bill, the Community Energy Resilience Act of 2021, would require the commission to develop and implement a grant program for local governments to develop community energy resilience plans and expedite permit review of distributed energy resources. The bill would authorize a community choice aggregator or other regional energy collaborative to apply for funding and prepare a community energy resilience plan on behalf of one or more of the local governments it serves upon request of that local government. The bill would set forth guiding principles for plan development, including equitable access to reliable energy, as provided. The bill would require plans to be consistent with the city, county, or city and county general plan and other local government planning documents.		

SB 210 Wiener	Amended 3/15/2021	Senate Appropriations Suspense File	Automated license plate recognition systems: use of data. Current law authorizes the Department of the California Highway Patrol to retain license plate data captured by license plate reader technology, also referred to as an automated license plate recognition (ALPR) system, for not more than 60 days unless the data is being used as evidence or for the investigation of felonies. Current law authorizes the department to share that data with law enforcement agencies for specified purposes and requires both an ALPR operator and an ALPR end-user, as those terms are defined, to implement a usage and privacy policy regarding that ALPR information, as specified. Current law requires that the usage and privacy policy implemented by an ALPR operator or an ALPR end-user include the length of time ALPR information will be retained and the process the ALPR operator and ALPR end-user will utilize to determine if and when to destroy retained ALPR information. This bill would include in those usage and privacy policies a requirement that, if the ALPR operator or ALPR end-user is a public agency and not an airport authority, ALPR data that does not match a hot list be destroyed within 24 hours.		
SB 222 Dodd	Amended 5/3/2021	Senate Appropriations	Water Rate Assistance Program. This bill would establish the Water Rate Assistance Fund in the State Treasury to help provide water affordability assistance, for both drinking water and wastewater services, to low-income ratepayers and ratepayers experiencing economic hardship in California. The bill would require the Department of Community Services and Development to develop and administer the Water Rate Assistance Program established by the bill.		
SB 234 Wiener	Amended 4/26/2021	Senate Appropriations Suspense File	Transition Aged Youth Housing Program. Would establish the Transition Aged Youth Housing Program for the purpose of creating housing for transition aged youth under 26 years of age, who have been removed from their homes, are experiencing homelessness unaccompanied by a parent or legal guardian, or are under the jurisdiction of a court, as specified, and would require the council to develop, implement, and administer the program.		

<p>SB 274 Wieckowski</p>	<p>Amended 4/5/2021</p>	<p>Assembly Desk</p>	<p>Local government meetings: agenda and documents. The Ralph M. Brown Act requires meetings of the legislative body of a local agency to be open and public and also requires regular and special meetings of the legislative body to be held within the boundaries of the territory over which the local agency exercises jurisdiction, with specified exceptions. Current law authorizes a person to request that a copy of an agenda, or a copy of all the documents constituting the agenda packet, of any meeting of a legislative body be mailed to that person. This bill would require a local agency with an internet website, or its designee, to email a copy of, or website link to, the agenda or a copy of all the documents constituting the agenda packet if the person requests that the items be delivered by email. If a local agency determines it to be technologically infeasible to send a copy of the documents or a link to a website that contains the documents by email or by other electronic means, the bill would require the legislative body or its designee to send by mail a copy of the agenda or a website link to the agenda and to mail a copy of all other documents constituting the agenda packet, as specified.</p>		
<p>SB 290 Skinner</p>	<p>Introduced 2/1/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>Density Bonus Law: qualifications for incentives or concessions: student housing for lower income students: moderate-income persons and families: local government constraints. Current law requires the amount of a density bonus and the number of incentives or concessions a qualifying developer receives to be pursuant to a certain formula based on the total number of units in the housing development, as specified. This bill would require a unit designated to satisfy the inclusionary zoning requirements of a city or county to be included in the total number of units on which a density bonus and the number of incentives or concessions are based. The bill would require a city or county to grant one incentive or concession for a student housing development project that will include at least 20% of the total units for lower income students.</p>		

<p>SB 330 Durazo</p>	<p>Amended 3/17/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>California Community Colleges: affordable housing. Current law authorizes the governing board of a community college district to let to any private person, firm, or corporation, any real property that belongs to the community college district if the instrument by which the property is let requires the lessee to construct on the demised premises, or provide for the construction on the real property of, a building or buildings for the joint use of the community college district and the private person, firm, or corporation during the term of the lease or agreement if certain conditions are met, including that no rental fee or other charge for the use of the building or buildings is paid by the community college district. Current law defines "public works," for the purposes of regulating public works contracts, as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. This bill would authorize the community college district to agree to a rental fee or other charge for that use if the constructed building or buildings are developed and operated as affordable housing for students or employees, as defined, of the community college district, or for both those students and employees.</p>		
<p>SB 339 Wiener</p>	<p>Amended 4/5/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>Vehicles: road usage charge pilot program. Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Current law repeals these provisions on January 1, 2023. This bill would extend the operation of these provisions until January 1, 2027.</p>		

SB 345 Becker	Amended 3/23/2021	Senate Appropriations Suspense File	Energy programs and projects: nonenergy benefits. Would require the Public Utilities Commission to (1) begin the process, by January 1, 2023, to establish common definitions of nonenergy benefits and attempt to determine consistent values and methodologies for use in assigning priority access to authorized funds by distributed energy resource programs, (2) prioritize the use of authorized funding to support distributed energy resource programs and projects that provide the greatest nonenergy benefits, particularly for disadvantaged communities, and (3) track the demonstrated nonenergy benefits resulting from distributed energy resource programs during program evaluations and make this data available publicly on the commission's internet website. The bill would prohibit the calculation of nonenergy benefits from being used in a manner that results in incremental cost shifting to nonparticipating customers or from being used to determine the cost effectiveness of distribution deferral projects or to estimate the value of avoided costs for use in evaluating distributed energy resource programs.		
SB 440 Dodd	Introduced 2/16/2021	Senate Insurance	Earthquake and wildfire loss mitigation. Would require the Wildfire Fund Administrator, the Office of Emergency Services, and the Office of Energy Infrastructure Safety to create the California Wildfire Residential Loss Mitigation Program as a joint powers authority. The bill would require that program to provide mitigation against wildfire risk, including a grant program to assist qualifying owners to retrofit their structures to protect against wildfire or to create a defensible space around their structures. The bill would establish the Wildfire Loss Mitigation Fund as a continuously appropriated subaccount in the Wildfire Fund to fund the program.		
SB 449 Stern	Amended 4/22/2021	Senate Appropriations	Climate-related financial risk. Current law generally provides for the regulation of various financial institutions, including banks, credit unions, and finance lenders, by the Department of Financial Protection and Innovation. Current law requires the Secretary for Environmental Protection to coordinate greenhouse gas emission reductions and climate-change activities in state government. Executive Order N-19-19 requires, among other things, the Department of Finance to create a Climate Investment Framework and to consult with the Office of Planning and Research on the framework. This bill would require a covered entity, as defined, to, on or before December 31, 2022, and annually thereafter, prepare a climate-related financial risk report, as defined, and to submit to the Secretary of State, and make available to the public on its own internet website, a copy of that report.		

<p>SB 477 Wiener</p>	<p>Introduced 2/17/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>General plan: annual report. The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the planning agency of a city or county to provide, by April 1 of each year, an annual report to, among other entities, the Department of Housing and Community Development that includes, among other specified information, the number of applications submitted, the location and total number of developments approved, the number of building permits issued, and the number of units constructed pursuant to a specific streamlined, ministerial approval process. This bill would, commencing January 1, 2023, require a planning agency to include in that annual report specified information on costs, standards, and applications for proposed housing development projects and specified information on housing development projects within the jurisdiction.</p>		
<p>SB 478 Wiener</p>	<p>Amended 4/12/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>Planning and Zoning Law: housing development projects. The Planning and Zoning Law requires the Department of Housing and Community Development to notify the city, county, or city and county, and authorizes the department to notify the Attorney General, that the city, county, or city and county is in violation of state law if the department finds that the housing element or an amendment to that element, or any specified action or failure to act, does not substantially comply with the law as it pertains to housing elements or that any local government has taken an action in violation of certain housing laws. Would prohibit a local agency, as defined, from imposing a floor-to-area ratio standard that is less than 1.0 on a housing development project that consists of 3 to 7 units, or less than 1.25 on a housing development project that consists of 8 to 10 units. The bill would prohibit a local agency from imposing a lot coverage requirement that would preclude a housing development project from achieving the floor-to-area ratios described above.</p>		

SB 500 Min	Amended 4/15/2021	Senate Appropriations Suspense File	Autonomous vehicles: zero emissions. Current law provides for various programs to promote the use of zero-emission vehicles, including the Clean Vehicle Rebate Project, which was established by the State Air Resources Board as a part of the Air Quality Improvement Program, to promote the use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles, and the Charge Ahead California Initiative, which establishes various goals, including the goal of placing in service at least 1,000,000 zero-emission and near-zero-emission vehicles by January 1, 2023. This bill would, to the extent allowed by federal law, prohibit the Department of Motor Vehicles from accepting an application for original registration of a qualifying autonomous vehicle that is first operated, sold, leased, offered for sale, or offered for lease in the state on or after January 1, 2027, unless that qualifying autonomous vehicle is a zero-emission vehicle. The bill would define "qualifying autonomous vehicle" to mean a self-propelled vehicle with a gross vehicle weight rating less than 10,001 pounds and with specific automation technology that is permitted by the department for deployment as an autonomous vehicle.		
SB 533 Stern	Amended 4/29/2021	Senate Appropriations	Electrical corporations: wildfire mitigation plans: deenergization events: microgrids. Would require that an electrical corporation's wildfire mitigation plan identify circuits that have frequently been deenergized to mitigate the risk of wildfire and the measures taken, or planned to be taken, by the electrical corporation to reduce the need for future deenergization of those circuits, including replacing, hardening, or undergrounding any portion of the circuit or of upstream transmission or distribution lines, or the installation of microgrids.		
SB 548 Eggman	Amended 4/5/2021	Assembly Desk	Tri-Valley-San Joaquin Valley Regional Rail Authority: transit connectivity. Current law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity, between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley, as defined, region of California. Current law gives the authority all of the powers necessary for planning, acquiring, leasing, developing, jointly developing, owning, controlling, using, jointly using, disposing of, designing, procuring, and constructing facilities to achieve transit connectivity, including, among other powers, the power to enter into cooperative or joint development agreements with local governments or private entities necessary to achieve transit connectivity. This bill would require the authority to be considered a rail transit district, thereby exempting the authority from specified provisions related to regulation by counties and cities regarding building, zoning, and related matters.		

SB 563 Allen	Amended 5/3/2021	Senate Appropriations	<p>Second Neighborhood Infill Finance and Transit Improvements Act: housing developments: homelessness prevention programs: enhanced infrastructure financing plan review and amendment process. The Second Neighborhood Infill Finance and Transit Improvements Act, or NIFTI-2, authorizes a city or county to adopt a resolution to allocate its tax revenues to an enhanced infrastructure financing district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if certain conditions are or will be met. This bill would revise NIFTI-2 to, among other things, remove the requirements that the area financed be within 1/2 mile of a major transit stop and that the boundaries of the district be coterminous with the city or county. The bill would require specified minimum percentages of the funds be used for homelessness prevention programs or development of affordable housing that is within 1/2 mile of a major transit stop, as specified. The bill would revise the description of tax revenue that may be allocated to a district.</p>		
SB 581 Atkins	Introduced 2/18/2021	Assembly Desk	<p>General plan. The Planning and Zoning Law, requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the planning agency of a city or county to provide by April 1 of each year an annual report to, among other entities, the Department of Housing and Community Development. The law requires that the annual report include, among other specified information, the number of housing development applications received and the number of units approved and disapproved in the prior year. This bill would additionally require the planning agency include in the annual report whether the city or county is a party to a court action related to a violation of state housing law, and the disposition of that action.</p>		
SB 591 Becker	Amended 5/3/2021	Assembly Desk	<p>Senior citizens: intergenerational housing developments. Would authorize the establishment of an intergenerational housing development that includes senior citizens along with caregivers and transition age youth, if specified conditions are satisfied. The bill would require that the covenants, conditions, and restrictions and other documents or written policy for the development set forth the limitations on occupancy, residency, or use. The bill would prescribe definitions for "senior citizen" and "transition age youth" for these purposes. The bill would require at least 80% of the occupied dwelling units in an intergenerational housing development to be occupied by at least one senior citizen, as specified, and up to 20% of the occupied dwelling units in the development to be occupied by at least one caregiver or transition age youth, as specified. The bill would require the development to be affordable to lower income households.</p>		

<u>SB 625</u> <u>Caballero</u>	Amended 3/25/2021	Senate Appropriations Suspense File	Community development financial institutions: grant program. Would establish the California Investment and Innovation Program, administered by I-Bank, for the purpose of providing grants to qualified community development financial institutions. The bill would establish the California Investment and Innovation Fund and, upon appropriation, require I-Bank to award a grant to an eligible recipient, defined as a community development financial institution that meets specified criteria under the program, as provided. The bill would specify authorized uses of grant funds, including providing loans, grants, equity investments, or technical assistance within low-income communities or for purposes that have a direct and substantial benefit to lower income households.		
<u>SB 649</u> <u>Cortese</u>	Amended 4/19/2021	Assembly Desk	Local governments: affordable housing: local tenant preference. Would establish a state policy supporting local tenant preferences for lower income households, as defined, that are subject to displacement risk, and, further, permit local governments and developers in receipt of local or state funds, federal or state tax credits, or an allocation of tax-exempt private activity bonds designated for affordable rental housing to restrict occupancy by creating a local housing preference for lower income households subject to displacement risk. The bill, subject to certain requirements and limitations, would authorize a local government to allow a local tenant preference in an affordable housing rental development to reduce displacement of lower income households with displacement risk beyond local government boundaries by adopting a program that allows preferences in affordable rental housing acquired, constructed, preserved or funded with state or local funds or tax programs.		
<u>SB 671</u> <u>Gonzalez</u>	Amended 4/28/2021	Senate Appropriations	Transportation: Clean Freight Corridor Efficiency Assessment. Would establish the Clean Freight Corridor Efficiency Assessment, to be developed by the California Transportation Commission, in coordination with other state agencies. In developing the assessment, the bill would require the commission to identify freight corridors, or segments of corridors, throughout the state that would be priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles. The bill would require the commission to submit a report containing the assessment's findings and recommendations to certain committees of the Legislature by December 31, 2023. The bill would require the assessment's findings and recommendations to be incorporated into the development of the California Transportation Plan.		

<p>SB 674 Durazo</p>	<p>Amended 4/29/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>Public Contracts: workforce development: transportation-related contracts. Would require relevant public agencies, as defined, to develop a program, known as the California Jobs Plan Program, to meet specified objectives, including, as a component of applications for covered public contracts, as defined, creation of a form that states the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract, and proposed wages, benefits, and investment in training. That component of the application would be known as the California Jobs Plan, as defined. Other objectives of the program, pursuant to the bill, would include supporting the hiring of displaced workers and individuals facing barriers to employment, as defined; encouraging the development of the state's long-term green transportation and related infrastructure and manufacturing sector; and protecting public health by supporting the adoption of specific protections for worker health and safety.</p>		
<p>SB 726 Gonzalez</p>	<p>Amended 4/21/2021</p>	<p>Senate Appropriations Suspense File</p>	<p>Alternative fuel and vehicle technologies: Sustainable Transportation Strategy. Would require the state board and the State Energy Resources Conservation and Development Commission, in coordination with specified state agencies, to jointly develop, no later than January 1, 2024, a comprehensive transportation sustainability strategy to be known as the Sustainable Transportation Strategy. The bill would require the strategy to identify overall greenhouse gas emissions reductions goals and criteria pollutant reduction goals for the transportation sector, and to identify the sustainable transportation goals and programs that are intended to reduce emissions in the transportation sector to achieve those emissions reductions goals. The bill would require the strategy to develop deployment goals for each sustainable transportation goal and program identified in the strategy and would require specified state agencies to adopt those deployment goals.</p>		

SB 728 Hertzberg	Amended 4/15/2021	Senate Appropriations Suspense File	<p>Density Bonus Law: purchase of density bonus units by nonprofit housing organizations. Current law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct, among other options, specified percentages of units for moderate-income or, lower, or very low income households and meets other requirements. Current law requires the developer and the city or county to ensure that the initial occupant of a for-sale unit that qualified the developer for the award of the density bonus is a person or family of very low, low, or moderate income. This bill, as an alternative to ensuring that the initial occupant of a for-sale unit is a person or family of the required income, would authorize the developer and the city or county to ensure that a qualified nonprofit housing organization that is receiving the above-described welfare exemption purchases the unit pursuant to a specified recorded contract that includes an affordability restriction, an equity sharing agreement, and a repurchase option that requires a subsequent purchaser that desires to sell or convey the property to first offer the nonprofit corporation the opportunity to repurchase the property.</p>		
SB 771 Becker	Amended 5/11/2021	Senate Appropriations	<p>Sales and Use Tax Law: zero emissions vehicle exemption. Current state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, on or after January 1, 2022, would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle, as defined, sold to a qualified buyer, as defined. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund.</p>		

SB 778 Becker	Amended 5/3/2021	Senate Appropriations	Planning and zoning: accessory dwelling units: mixed-use or multifamily structures. Current law requires a local agency to ministerially approve an application for a building permit within a residential or mixed-use zone to create multiple accessory dwelling units within the portions of an existing multifamily dwelling structure that are not used as livable space, if each unit complies with state building standards for dwellings. Current law requires a local agency to allow at least one accessory dwelling unit within an existing multifamily dwelling structure and up to 25% of the existing multifamily dwelling units. This bill, until January 1, 2025, would specify that a local agency is required to allow an accessory dwelling unit under these provisions within an existing mixed-use or multifamily structure, and that the accessory dwelling unit may be constructed within portions of the structure used for commercial space, industrial space, retail space, or other vacant space if each unit complies with state building standards for dwellings.		
SB 780 Cortese	Amended 5/3/2021	Assembly Desk	Local finance: public investment authorities. Would authorize the legislative bodies to appoint an alternate member to the public financing authority who may serve and vote in place of a member who is absent or disqualifies themselves from participating in a meeting of the authority. If a district has more than 3 participating affected taxing entities, the bill would authorize the legislative bodies of the taxing entities to, upon agreement, appoint only one member of their respective legislative bodies, and one alternate member, in addition to the public members.		
SB 798 Wieckowski	Introduced 2/19/2021	Senate Rules	Trade Corridor Enhancement Account. Current law creates the Trade Corridor Enhancement Account to receive revenues attributable to 50% of a \$0.20 per gallon increase in the diesel fuel excise tax imposed by the Road Repair and Accountability Act of 2017 for corridor-based freight projects nominated by local agencies and the state. Current law makes these funds and certain federal funds apportioned to the state available upon appropriation for allocation by the California Transportation Commission for trade infrastructure improvement projects that meet specified requirements. This bill would make nonsubstantive changes to this provision.		

California State Legislative Calendar 2021 – Revised December 18, 2020

January 1 Statutes take effect (Art. IV, Sec. 8(c)). 10 Budget must be submitted by Governor (Art. IV, Sec. 12(a)). 11 Legislature reconvenes (J.R. 51(a)(1)). 18 Martin Luther King, Jr. Day 22 Last day to submit bill requests to the Office of Legislative Counsel.	June 1-4 Floor session only. No committee may meet for any purpose except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees (J.R. 61(a)(7)). 4 Last day for each house to pass bills introduced in that house (J.R. 61(a)(8)). 7 Committee meetings may resume (J.R. 61(a)(9)). 15 Budget Bill must be passed by midnight (Art. IV, Sec. 12(c)(3)).
February 15 Presidents' Day 21 Last day for bills to be introduced (J.R. 61(a)(1), J.R. 54(a)).	July 2 Independence Day observed 14 Last day for policy committees to meet and report bills (J.R. 61(a)(10-11)). 16 Summer Recess begins upon adjournment of session, provided Budget Bill has been passed (J.R. 51(a)(3)).
March 25 Spring Recess begins upon adjournment (J.R. 51(a)(2)). 31 Cesar Chavez Day observed	August 16 Legislature reconvenes from Summer Recess (J.R. 51(a)(3)). 27 Last day for fiscal committees to meet and report bills (J.R. 61(a)(11-12)). 30-10 Floor session only. No committees may meet for any purpose, except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees (J.R. 61(a)(12-13)).
April 5 Legislature reconvenes from Spring Recess (J.R. 51(a)(2)). 30 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house (J.R. 61(a)(2)).	
May 7 Last day for policy committees to meet and report to the floor non-fiscal bills introduced in their house (J.R. 61(a)(3)). 14 Last day for policy committees to meet prior to June 7 (J.R. 61(a)(4)). 21 Last day for fiscal committees to meet and report to the floor bills introduced in their house (J.R. 61(a)(5)). Last day for fiscal committees to meet prior to June 7 (J.R. 61(a)(6)). 31 Memorial Day	September 3 Last day to amend bills on the floor (J.R. 61(a)(13-14)). 6 Labor Day 10 Last day for each house to pass bills (J.R. 61(a)(14-15)). Interim Recess begins upon adjournment (J.R. 51(a)(4)). October 10 Last day for Governor to sign or veto bills passed by the Legislature on or before Sept. 10 and in the Governor's possession after Sept. 10 (Art. IV, Sec. 10(b)(1)).

117th United States Congress, First Session (Tentative) Calendar*

January 1 New Year's Day 3 House and Senate reconvene 4-5 Senate district work period 4 Electoral College 7-19 Senate district work period 11-15 House district work periods 18 Martin Luther King, Jr. Day 20 Inauguration Day	July 1-4 House and Senate district work periods 5 Independence Day (Observed) 5-9 House and Senate district work periods
February 15 President's Day 15-19 House and Senate district work periods	August 2-27 House district work period 9-31 Senate district work period
March 29-2 House district work periods 29-9 Senate district work periods	September 1-10 Senate district work periods 5 Labor Day 6-8 House district work periods 15-17 House district work periods 16-17 Senate district work periods
April 1-9 House and Senate district work periods	October 11 Indigenous Peoples' Day 11-15 Senate district work periods
May 3-7 Senate district work periods 31 Memorial Day 31-4 House and Senate district work periods	November 1-8 House district work period 8-12 Senate district work periods 11 Veterans' Day 21-26 House district work periods 22-26 Senate district work periods 25 Thanksgiving Day
June 1-4 House and Senate district work periods 28-9 Senate district work periods	December 13-31 House empty calendar 13-31 Senate district work periods 25 Christmas day

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

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0649 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 4/12/2021 **In control:** Joint MTC ABAG Legislation Committee

On agenda: 5/14/2021 **Final action:**

Title: Upcoming Recruitment for Policy Advisory Council

Sponsors:

Indexes:

Code sections:

Attachments: [2c_Council Recruitment Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Upcoming Recruitment for Policy Advisory Council

Presenter:
Kỳ-Nam Miller

Recommended Action:
Information

Attachments:

Metropolitan Transportation Commission
Joint MTC ABAG Legislation Committee

May 14, 2021

Agenda Item 2c

Upcoming Recruitment for Policy Advisory Council

Subject: Policy Advisory Council (Council) Recruitment plan.

Background: Recruitment for the next cohort of Council Members will begin this summer, in time for the new Council to begin its four-year term in January 2022.

The recruitment period will last eight weeks from June 14 – August 13, 2021. MTC Resolution No. 3931, Revised (Attachment A), which created the MTC Policy Advisory Council, calls for recruitment and appointment of a new Council every four years. Current advisors are eligible for reappointment for a new term but must apply, along with new candidates.

Further Details: The Council consists of 27 members, one-third (9) representing communities of color, environmental justice, or low-income interests; one-third (9) representing senior or disabled interests; and one-third (9) representing economic and environmental interests.

Nine Council members — one from each county — are to represent low-income communities and communities of color, with four aligned with low-income communities, four representing communities of color, with the ninth member coming from either category. The same formula holds for the nine members representing seniors and persons with disabilities (one from each county, with four from each category and the ninth member coming from either category). These advisors are recommended for appointment by the Commissioners in their respective counties.

Of the nine members representing economic and environmental interests, four represent the economy and four represent the environment, with the ninth member selected from either category. These advisors are recommended for appointment by the Commission chair and vice chair on an at-large basis, with one member each from the five most populous Bay Area counties — Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara.

The recruitment efforts will include direct correspondence via emails, and related promotional material shared via social media and in display ads in local and regional newspapers across the Bay Area. We will work with our partner agencies, Community Based Organizations and other organizations we regularly work with for recruitment assistance. We also will invite Commissioners to help broadcast the opportunity to serve as a Council Member through their networks. Successful recruitment will result in a diverse pool of hundreds of applicants with robust representation across all nine counties.

- Follow up:** Staff will share recruitment materials with the Commission as the recruitment period opens and include regular updates to the Commission as part of the Executive Director Report. Please direct any questions you may have on the Council recruitment process to Ky-Nam Miller, Assistant Director of Public Engagement - kmiller@bayareametro.gov.
- Issues:** None identified
- Attachments:** Attachment A: MTC Resolution No. 3931, Revised


Therese W. McMillan

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

ABSTRACT

Resolution No. 3931, Revised

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RE: Commission Policy Advisory Council

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3931

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

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

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

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

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

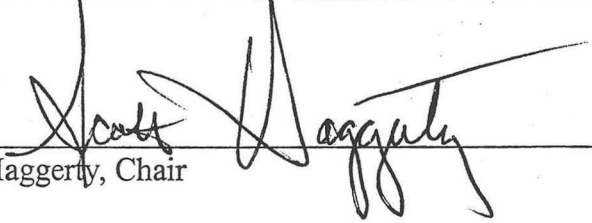
RESOLVED, that the members of the Policy Advisory Council will be appointed according to the process and shall have the role, tasks, membership and meetings as described in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

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

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

Attachment A
Resolution No. 3931
Page 1 of 4

Attachment A
Metropolitan Transportation Commission
Policy Advisory Council

A. Mission Statement

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

B. Roles/Expectations

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

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

2. Responsibilities

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

3. Council Work Plan

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

4. Reporting to the Commission

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

5. Limitations on Advisor Activities

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

6. Conflict of Interest Policy

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

7. Ethics Training

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

C. Membership

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

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

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

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

There shall be no alternates to the appointed membership.

D. Appointment Process

1. General

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

2. Terms of Appointment

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

E. Procedures

Attendance and Participation

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

2. Residency Requirements

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

3. Compensation

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

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

4. Meeting Frequency and Location of Meetings

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

5. Ad Hoc Working Groups

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

6. Quorum Requirements

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

7. Election of Council Chair and Vice Chair

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

8. Public Meetings

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

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

Attachment B
 Resolution No. 3931
 Page 1 of 1

Metropolitan Transportation Commission
Policy Advisory Council
Term: November 2017 – December 2021

Advisor Name	Representing	County	Appointing Commissioner(s)
Michael Baldini	Low-Income/Environmental Justice	Napa	Vice Chair Pedroza
Richard Burnett	Disabled	Solano	Spering
Carlos Castellanos	Low-Income/Environmental Justice	Alameda	Dutra-Vernaci, Haggerty and Schaaf
Rick Coates	Senior	Sonoma	Mackenzie
Abigail Cochran	Disabled	Alameda	Dutra-Vernaci, Haggerty and Schaaf
Anne Olivia Eldred	Environment	Alameda	Chair Haggerty and Vice Chair Pedroza
Veda Florez	Minority	Marin	Connolly
Bob Glover	Economy	At-Large	Chair Haggerty and Vice Chair Pedroza
Christina Gotuaco	Economy	At-Large	Chair Haggerty and Vice Chair Pedroza
Rich Hedges	Senior	San Mateo	Aquirre, Slocum
Michelle R. Hernandez	Disabled	Contra Costa	Glover, Worth
Wendi Kallins	Environment	Marin	Chair Mackenzie and Vice Chair Haggerty
Randi Kinman	Low-Income/Environmental Justice	Santa Clara	Bruins, Cortese, Liccardo
Adina Levin	Environment	San Mateo	Chair Mackenzie and Vice Chair Haggerty
Michael Lopez	Senior	Santa Clara	Bruins, Cortese, Liccardo
Marc Madden	Senior	Marin	Connolly
Adrian Mendoza	Minority	Sonoma	Mackenzie
Rahmon Momoh	Minority	Contra Costa	Glover, Worth
Cynthia Murray	Economy	Sonoma	Chair Mackenzie and Vice Chair Haggerty
Terry Scott	Senior	Napa	Vice Chair Pedroza
Benjamin Schweng	Environment	Alameda	Chair Mackenzie and Vice Chair Haggerty
Walter Wilson	Economy	At-Large	Chair Haggerty and Vice Chair Pedroza
Frank Welte	Disabled	San Francisco	Vice Chair Josefowitz and Ronen

Date: February 23, 2011
 W.I.: 1114
 Referred by: Legislation
 Revised: 07/25/12-C 07/24/13-C
 07/23/14-C 11/19/14-C
 03/25/15-C 09/23/15-C
 10/26/16-C 10/25/17-C
 04/24/19-C 07/24/19-C
 02/26/20-C 03/24/21-C

Attachment C
 Resolution No. 3931
 Page 1 of 2

Metropolitan Transportation Commission
Policy Advisory Council
Former Advisors and Their Replacements

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

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

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0686	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	4/23/2021	In control:		Joint MTC ABAG Legislation Committee	
On agenda:	5/14/2021	Final action:			
Title:	May Revise of the Fiscal Year (FY) 2021-2022 State Budget & Legislative Spending Proposals				
	Overview of key changes proposed by Governor Newsom to the FY 2021-2022 State Budget as well as new legislative spending proposals.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	3a_State Budget Update.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

May Revise of the Fiscal Year (FY) 2021-2022 State Budget & Legislative Spending Proposals

Overview of key changes proposed by Governor Newsom to the FY 2021-2022 State Budget as well as new legislative spending proposals.

Presenter:

Rebecca Long

Recommended Action:

Information

Attachments:

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

May 14, 2021

Agenda Item 3a

May Revise of the Fiscal Year (FY) 2021-2022 State Budget & Legislative Spending Proposals

Subject: Overview of key changes proposed by Governor Newsom to the FY 2021-2022 State Budget as well as new legislative spending proposals.

Overview: The Governor's May Revision to the FY 2021-22 State Budget is expected on May 10, 2021 and early indications are that Governor Newsom will propose significant new spending proposals as a result of the General Fund surplus as well as the \$26 billion in new American Rescue Plan (ARP) funding, which must be spent by 2024. Additionally, Democratic leadership in both houses have proposed their own new spending priorities to take advantage of the tens of billions in uncommitted funding available, while transportation advocates and housing funding champions have initiated their own multi-billion dollar budget asks.

Discussion: **Legislative Proposals**

The Senate Democrats' proposal—Build Back Boldly (link following <https://sbud.senate.ca.gov/sites/sbud.senate.ca.gov/files/Build%20Back%20Boldly%20Senate%20Democrats%20Budget%20Priorities.pdf>)—includes some significant items of interest to MTC/ABAG noted below.

- \$20 billion over five years for homelessness prevention
- Housing affordability: provide funding for Senate housing package; provide emergency grants to low-income homeowners, incentivize earthquake retrofit with 75 percent funding match; financing tools for accessory dwelling units (ADUs); provide incentives to convert vacant or underused commercial and retail space to affordable housing
- New first-time homebuyer program to address the wealth gap
- Multi-year wildfire prevention funding
- Broadband – invest in infrastructure to achieve universal access. The ARP funds are specifically available for this purpose.
- \$2 billion to address the impacts of drought including access to drinking water, water efficiency, water conservation, groundwater management for agriculture and local and regional agencies, species protection, stormwater, and water recycling.

The Assembly Democrats' proposal—A Budget of Opportunity (link following <https://a19.asmdc.org/sites/a19.asmdc.org/files/pdf/budget-opportunity-fnl.pdf>)—includes a number of the same items listed in the Senate package (noted with an asterisk) as well as others of interest to MTC/ABAG including:

- At least \$500 million for zero-emission vehicles (ZEV) fueling and charging infrastructure and \$175 million from Greenhouse Gas Reduction Fund per year for three years to support the Clean Vehicle Rebate Program and help the state achieve the goal of 1.5 million ZEVs by 2025.
- \$20 billion over five years for homelessness prevention*
- Unspecified amount for affordable housing*
- Broadband: Eliminate gaps in service and make affordable*

- Unspecified funding for climate adaptation and investment in parks, urban greening, drought resiliency, wildfire prevention and clean transportation programs and infrastructure
- Fully fund active transportation project backlog to expand bicycle use and improve pedestrian safety

Staff will provide an update at your meeting on the latest with the May Revise and budget discussions.

Advocacy Organization Proposals

Transportation Transportation California (TC) has proposed a bold set of investments wholly consistent with our 2021 Advocacy Program. The full request is included as Attachment A. Most notably, they are supporting:

- \$2 billion for the Active Transportation Program
- \$1 billion for a new, Sustainable Communities Block Grant Program
- \$500 million for state and local transportation adaptation programs

The proposed Sustainable Communities Block Grant program builds on a \$250 million proposal advanced by Assembly Transportation Committee Chair Laura Friedman related to her bill AB 1147 which would establish such program. If the proposal gains momentum, the program would likely be established through a budget trailer bill instead. We and our fellow metropolitan planning organizations in Sacramento, San Diego and Southern California will send a joint letter of support for the TC proposal.

Housing There are multiple proposals being advanced within the Bay Area for additional affordable housing funding. The California Housing Partnership, Housing California, Nonprofit Housing Association of Northern California (NPH) and others have submitted a request for \$3 billion to support 140 shovel-ready affordable housing developments move to construction (Attachment B). Another request supported by those organizations as well as Enterprise Community Partners, Policy Link, Public Advocates and others is for \$500 million to fund the acquisition and preservation of occupied, currently unsubsidized multifamily housing so that it can be purchased and preserved as permanently affordable (Attachment C). In addition, our \$18.5 million budget request to support pilot programs to help launch the Bay Area Housing Finance Authority is under serious consideration and has been formally endorsed by 11 Bay Area legislators (Attachment D).

Climate Resilience In light of the surplus, there is also interest in funding climate adaptation needs through the budget process, rather than through a general obligation bond, such as proposed by AB 1500 (Item 3c on your agenda). To that end, staff have advocated that the budget include \$500 million for regional climate adaptation planning and infrastructure and have spearheaded a sign-on letter with other Bay Area agencies and organizations in support of this request. Note that this request is also included in the Transportation California budget proposal with a focus on transportation infrastructure.

Attachments: Attachment A: Transportation California budget proposal
Attachment B: \$3 billion housing request
Attachment C: \$500 million housing preservation request
Attachment D: Legislative sign-on letter for BAHFA Budget Request


Therese W. McMillan



Stimulate Economic Recovery, Create Living-Wage Jobs, and Further Progress on California's Climate Goals Through Strategic Investments in Transportation Infrastructure

Proposal for 2021-22 State Budget Investments

California's multimodal transportation system is the backbone of the state economy. The movement of goods and services, including moving agriculture from farm-to-market, is essential to overall quality of life in the Golden State. It is the way Californians will get back to work, go to school, recreate, and start living again in a post-pandemic environment. But the state's network of highways, roads, bridges, bikeways, pedestrian pathways, and transit systems is also our future. They play an integral role in fighting the effects of climate change, improving air quality, providing a path to prosperity, and creating sustainable, vibrant communities. Fairly investing in infrastructure is always a wise investment – creating living-wage jobs and profoundly positive ripple effects throughout the economy.

The state has a unique opportunity to strategically invest in transportation infrastructure in the 2021-22 State Budget to support economic recovery, invest in programs and projects that will accelerate meeting California's ambitious climate goals, increase opportunities for biking and walking, and fix aging infrastructure to support affordable infill housing development. California is not on track to meet its climate changes goals, and in particular greenhouse gas (GHG) emissions from the transportation sector continue to grow. Numerous climate-related transportation programs are significantly oversubscribed, and a one-time investment of state general fund could advance hundreds of projects to fast-track meeting our GHG emission reduction targets.

California can use a modest portion of its one-time General Fund revenues and federal American Rescue Plan funds to make the following one-time investments:

ACTIVE TRANSPORTATION PROGRAM (\$2 BILLION)

The Active Transportation Program (ATP) invests in transportation projects and programs to increase the use and safety of active modes of transportation, such as biking and walking. Since its inception in 2013, the ATP program has funded over 800 projects across the state; over 400 of these projects are Safe Routes to Schools projects; and more than 89% of funding benefits disadvantaged communities. Despite recent investments into the program, including \$100 million annually from SB 1 and the local share of SB 1, the ATP is significantly oversubscribed. The CTC reports that only 49 projects out of 454 applications (just 11 percent) were funded in the latest cycle, leaving millions of dollars' worth of high-quality, ready-to-go projects on the table. A one-time investment would advance pre-judged, already high-scoring ATP projects that are just waiting for funding. Funding could also be used to support innovative community wide pilot projects to create complete bikeway networks or walkable community connectivity.

SUSTAINABLE COMMUNITIES BLOCK GRANT PROGRAM (\$1 BILLION)

SB 375 (Chapter 328, Statutes of 2008) tasked California's 18 Metropolitan Planning Organizations (MPOs) with reducing GHG emissions from the transportation sector through transportation infrastructure investments and land use planning. While much progress has been made, regions are financially constrained in terms of advancing projects that will have transformative impacts in communities across California. The creation and funding of a dedicated Sustainable Communities Strategies Block Grant Program (SCSBG) to implement SB 375 is a game-changer. Regions could focus on the transformative projects that are most critical to create sustainable thriving low-GHG communities that can get overlooked in single-purpose funding programs. Examples include refurbishing underutilized retail spaces into walkable housing and retail neighborhoods, new transportation policies that connect key destinations (such as bus-rapid transit), active transportation projects including bicycle and pedestrian infrastructure, and expansion of transit services, just to name a few. A strict set of eligibility parameters ensures that all investments must help accelerate reductions toward the state's overarching climate, health, and equity goals. The SCSBG should also include a rural set-aside to ensure the program benefits the entire state and supports all regional sustainability efforts.

HIGHWAY BRIDGE PROGRAM — LOCAL BRIDGE AUGMENTATION (\$500 MILLION)

The state and local governments own and operate over 25,000 bridges. Local governments are responsible for 12,105 bridges, 2,663 of which need rehabilitation or replacement. The Federal Highway Administration (FHWA) reports that California is not on target to meet performance goals. If these targets are missed, California loses some flexibility in how it spends other federal transportation funds. Local bridge projects are expensive, take many years to fund, are funded in large part by federal transportation dollars, and require a costly local match. There are nearly \$400 million in local bridge replacement and rehabilitation projects that could very quickly proceed to construction with additional funding, and the Highway Bridge Program could quickly identify additional projects for the remaining funds given the list of over 800 bridge projects currently in the approximately 18-year program.

TRADE CORRIDOR ENHANCEMENT PROGRAM (\$300 MILLION)

The Trade Corridor Enhancement Program (TCEP) funds projects designed to move freight more efficiently on corridors with high volumes of freight. These projects increase the use of on-dock rail, improve safety by eliminating at-grade crossings, reduce impacts to surrounding communities, reduce border wait times, and increase rail capacity with double tracking. This is another program that was oversubscribed in the last funding round. This one-time investment of funds would fast-track high-scoring TCEP projects that improve the movement of goods on key freight corridors, increasing economic activity and the creation of jobs, while also reducing congestion, improving air quality, and reducing GHGs.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (\$300 MILLION)

The Solutions for Congested Corridors Program (SCCP) provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. Eligible projects include improvements to state highways, local streets and roads, rail facilities, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space. Program funds cannot be used to construct general purpose lanes on

a state highway. The CTC received project nominations totaling \$1.3 billion for an available \$494 million during the last funding cycle. A one-time investment of state funds will accelerate high-scoring projects that further progress on the state's congestion relief, air quality, and climate change goals.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (\$500 MILLION)

The State Transportation Improvement Program (STIP) is a major source of funding for state highway, intercity rail, and regional highway and transit capital improvements. The STIP includes projects that are nominated by Caltrans in its interregional transportation improvement program (ITIP) and a regional agency in its regional transportation improvement program (RTIP). STIP projects aid the state and regions in providing multimodal mobility options for Californians in every region across the state. Projects range from a new bikeway or roadway to a rail line expansion and help alleviate congestion, support the movement of goods and services, including agricultural products from farm to market and freight from our ports of entry, and living-wage jobs and a thriving economy. A one-time investment in the STIP will allow regions to accelerate high-priority multimodal transportation projects for their communities (often matching state dollars with local sales tax revenue) and fund critical Caltrans sponsored projects in the interregional transportation plan (this plan has been identified as a key source of funding to advance meeting the state's transportation related climate change goals).

HIGHWAY SAFETY IMPROVEMENT PROGRAM (\$250 MILLION)

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The HSIP is also underfunded and would benefit for a one-time state investment into safety projects that will make travel in the state safer. This is another area where failure to meet federal safety targets affects state discretion in spending other federal transportation funds. Thus, the investment preserves state flexibility to invest other federal funding on projects that align with other state goals, like climate and equity.

STATE AND LOCAL TRANSPORTATION ADAPTATION PROGRAM (\$500 MILLION)

Increasing temperatures, larger wildfires, heavier rainstorms, and rising sea levels and storm surges associated with climate change are posing a significant risk to the State's transportation infrastructure. Caltrans recently conducted a vulnerability assessment for the state highway system to examine various expected impacts due to climate change. Regional transportation planning agencies, counties, and cities have also evaluated climate related risk within their own communities and identified billions of dollars' worth of adaptation projects to protect communities, jobs, homes, and other critical assets. Building on the one-time adaptation grant program in SB 1, this program would support state and local transportation and other related infrastructure adaptation projects. Such investment would be an optimal use of one-time funding to make our transportation network more resilient to the impacts of climate change.

RESEARCH TO SUPPORT STATE CLIMATE CHANGE/TRANSPORTATION/HOUSING/HIGH-ROAD JOBS GOALS (\$10 MILLION)

The UC ITS recently released the results of a much-anticipated study they were selected to lead after the 2019 Budget Act appropriated \$1.5 million to the California Environmental Protection Agency (CALEPA) to identify strategies to significantly reduce emissions from vehicles and to achieve carbon neutrality in the sector by 2045. The results of the study lay the groundwork for aiding the state in identifying additional strategies to reduce GHG emissions and achieve carbon neutrality within the transportation sector; however, significant informational and data gaps remain that must be addressed to support sound and responsible policymaking, particularly those that emphasize new policy mechanisms (e.g., pricing and land use policies that prioritize active transportation, mixed use, densification, etc.) and social as well as racial equity.

With a \$10 million investment, the UC ITS will support evidence-based policymaking through a three-year research and technical assistance program that addresses the aforementioned informational gaps as well as four strategic areas not fully captured in the study on achieving carbon neutrality in transportation: 1) strategic actions to support public transit and shared mobility recovery and long-term resilience; 2) policies to accelerate the use of zero emission vehicles (powered by electricity and hydrogen); 3) integration of emerging transportation technologies and service models (e.g., mobility wallets, microtransit, shared micromobility, shared automated mobility) with California’s environmental, social, and economic policy priorities; and 4) policy trade-offs and implications for sustaining high road” jobs, supporting economic growth, and advancing social and racial equity while reducing GHG emissions from the transportation sector. An overarching focus is a technical assistance and knowledge transfer program across all four initiative areas to ensure research is translated into action.

INFILL INFRASTRUCTURE GRANT PROGRAM (\$500 MILLION)

The cost of infrastructure associated with infill development is one of the most significant cost drivers when attempting to build affordable infill housing. It is also a primary constraint for state climate policy. This proposal includes support for Governor Newsom’s January Budget proposal to fund the Infrastructure Infill Grant (IIG) Program with \$500 million in 2021-22. This funding should be used to fund the core infrastructure, like water, sewer, broadband, etc. that must be refurbished to rebuild neighborhoods and urban areas for the next century of living. By providing financial assistance for capital improvement projects to support infill housing development, this investment will support the development of critically needed affordable infill housing infill and dense development that supports robust transit, active transportation, public health, and equity goals.

ZERO-EMISSION VEHICLE INFRASTRUCTURE (\$1.5 BILLION)

Support the Governor’s January 2021-22 State Budget proposal to fund and accelerate the pace and scale of the construction of electric vehicle charging and hydrogen fueling stations necessary to accelerate zero-emission vehicle (ZEV) adoption. Provide \$1.5 billion total (\$1 billion for electric charging and \$500 million for hydrogen) to ensure adequate funding for ZEV infrastructure.



April 16, 2021

The Honorable Nancy Skinner
Chair, Senate Budget Committee

The Honorable Phil Ting
Chair, Assembly Budget Committee

The Honorable Anna Caballero
Chair, Senate Budget Subcommittee #4

The Honorable Wendy Carrillo
Chair, Assembly Budget Subcommittee #4

RE: Request for \$3 billion to allow 140 shovel-ready affordable housing developments to move immediately to construction

Dear Senators Skinner and Caballero, Assemblymembers Ting and Carrillo:

The undersigned members of the affordable housing community have coalesced around a primary budget request that would allow 140 shovel-ready affordable housing developments to move immediately to construction.

These developments all have received funding from the Department of Housing and Community Development (HCD) but are stuck waiting for oversubscribed low-income housing tax credits. A \$3 billion state investment could replace expected tax credit equity for these developments, allowing them to proceed. This investment would have the added benefit of unblocking the bottleneck at the Tax Credit Allocation Committee and the Debt Limit Allocation Committee, allowing future developments to access tax credits without delay. We have shared budget bill language with committee staff to accomplish this objective.

California has a historic opportunity to increase affordable housing production immediately and clear the decks for the next generation of developments. We strongly urge your support and are available for any questions or discussion. Thank you for your consideration.

Sincerely,

Mark Stivers
California Housing Partnership

Marina Wiant
California Housing Consortium

Chris Martin
Housing California

Rob Wiener
California Coalition on Rural Housing

Amie Fishman
Non-Profit Housing Association of
Northern California

Cesar Covarrubias
Kennedy Commission

Cathy Creswell
Sacramento Housing Alliance

Laura Nunn
San Diego Housing Federation

Frank Martinez
Southern California Association of
Non Profit Housing



EAST BAY ASIAN LOCAL
DEVELOPMENT CORPORATION



The Honorable Nancy Skinner, Chair
Senate Committee on Budget & Fiscal Review
State Capitol, Room 6026
Sacramento, CA 95814

The Honorable Phil Ting, Chair
Assembly Committee on Budget
State Capitol, Room 5019
Sacramento, CA 95814

The Honorable Anna Caballero, Chair
Senate Budget Subcommittee #4
State Capitol, Room 5052
Sacramento, CA 95814

The Honorable Wendy Carrillo, Chair
Assembly Budget Subcommittee #4
State Capitol, Room 4167
Sacramento, CA 95814

The Honorable Joaquin Arambula, Chair
Assembly Budget Subcommittee #1
California State Assembly
State Capitol, Room 5155
Sacramento, CA 95814

The Honorable Susan Talamantes Eggman, Chair
Senate Budget Subcommittee #3
California State Senate
State Capitol, Room 4052
Sacramento, CA 9581

Re: Request to Fund for Acquisition and Preservation of Unsubsidized Affordable Housing

Dear Chairpersons Skinner, Ting, Caballero, Carrillo, Arambula, and Eggman:

We, the undersigned California elected officials and organizations, respectfully request that you include \$500 million in the FY 2021 -2022 budget to provide funding for the acquisition and preservation of occupied, currently unsubsidized multifamily housing, which mission-driven organizations can purchase and preserve as permanently affordable.

Affordable, private market rental housing, where the overwhelming majority of low-income Californians live, is disappearing rapidly as residents are priced out and pushed out of their homes and communities.

This housing, referred to as “unsubsidized affordable housing” is essential; although not currently deed-restricted or publicly subsidized, it is rented at levels more affordable to low-income Californians. The Bay Area alone lost roughly 32,000 unsubsidized affordable homes annually between 2012-2017, and between 2000-2020 the City of San Diego lost an estimated 72 percent of its unsubsidized housing stock available to residents at very low-income levels. This loss of unsubsidized affordable housing stock is especially acute as small, more community-minded landlords sell buildings to larger, investor-owned real estate companies. As a result, there are fewer and fewer affordable options for low-income Californians, disproportionately people of color, and new affordable housing production is not keeping pace with this loss.

To stem this displacement and loss of affordability, local communities across California have begun acquiring this unsubsidized affordable housing and preserving it as permanently affordable housing. This successful, place-based strategy keeps vulnerable Californians housed while growing the supply of deed-restricted affordable housing. Acquisition and preservation leverages many of the same benefits of the State’s other preservation efforts, like Project Homekey, specifically speed, lower costs, and taking properties off of the speculative market and into permanent affordable stewardship by attaching long-term affordability restrictions. Washington, D.C., using similar strategies to the ones outlined below, preserved 3,500 homes between 2002-2018. Here in California, hundreds of homes have been acquired and preserved as affordable housing across San Francisco, Oakland, San Mateo County, and Los Angeles. These homes generally come under mission-driven stewardship by community development corporations, affordable housing developers, community land trusts, or residents. Local programs have demonstrated that acquisition and preservation is a fast and cost-effective strategy to prevent displacement and homelessness and expand the supply of affordable housing, but funding and policies to support these efforts are still limited.

Local jurisdictions are increasingly investing in this work, but State dollars are critical to leverage local enthusiasm and ensure equitable impact across the State. A new State investment would be the first time there is a dedicated State funding source for acquisition and preservation of occupied, currently unsubsidized affordable housing -- no State programs are currently designed specifically for this purpose.

Therefore, to meaningfully support this work across the state, we respectfully request a \$500 million investment in a holistic funding strategy for the acquisition and preservation of occupied, currently unsubsidized multifamily housing that mission-driven organizations can purchase and preserve as permanently affordable. This investment can help put our state on path for a more equitable recovery from the COVID-19 pandemic and for long-term resilience -- preventing current residents from displacement and homelessness and preserving more of our housing stock as permanently affordable to protect it from future shocks and speculation. This program would leverage the State’s partnerships with Community Development Financial Institutions (CDFI’s) to provide quickly deployable acquisition capital to efficiently purchase properties at the speed of the private market. The program would also provide mid- to long-term gap subsidy financing designed to ensure long-term affordability and sustainability for the spectrum of organizations engaged in this work, including traditional affordable housing developers, community development corporations, community land trusts, and more. Finally, in order to ensure effective and equitable implementation of new capital funding for acquisition and preservation, using a small portion of these funds (\$800,000) to resource an intentional investment in technical assistance and capacity building for organizations and public agencies engaged in this work is essential ([SB 490](#)).

Thank you for your consideration of this request.

Respectfully,

California Community Land Trust Network
California Housing Partnership
California Reinvestment Coalition
Chan Zuckerberg Initiative
East Bay Asian Local Development Corporation
Enterprise Community Partners
Housing California
Non-Profit Housing Association of Northern California
Northern California Land Trust
PolicyLink
Public Advocates
Sacramento Community Land Trust
SF Council of Community Housing Organizations
The Beverly-Vermont Community Land Trust



March 19, 2021

The Honorable Nancy Skinner
Chair, Senate Budget & Fiscal Review Committee
State Capitol, Room 5019
Sacramento, CA 95814

The Honorable Anna M. Caballero
Chair, Senate Budget Subcommittee #4
State Capitol, Room 5052
Sacramento, CA 95814

The Honorable Philip Y. Ting
Chair, Assembly Budget Committee
State Capitol, Room 6026
Sacramento, CA 95814

The Honorable Wendy Carrillo
Chair, Assembly Budget Subcommittee #3
State Capitol, 4167
Sacramento, CA 95814

RE: Budget Request: \$18.5 Million to Support Bay Area Affordable Housing Pilot Programs

Dear Senator Skinner, Senator Caballero, Assemblymember Ting and Assemblymember Carrillo:

As you well know, the Bay Area's housing crisis isn't just a San Francisco problem, an Oakland problem, a Silicon Valley problem, or a North Bay problem; it's a regional crisis that requires regional coordination and resources to make change at scale. This was the rationale for the establishment of the Bay Area Housing Finance Authority (BAHFA) by AB 1487 (Chiu, Chapter 598) in 2019. The bill authorizes BAHFA—which is jointly governed and staffed by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) - to provide technical assistance and coordination to local jurisdictions to meet their housing needs and enables regional ballot measures to help fund housing affordability and stability across the 3Ps of tenant **protection, production, and preservation**.

We, the undersigned members, support the request by MTC and ABAG for BAHFA to receive \$18.5 million in general fund monies in this year's FY 2021-22 State Budget. This modest amount of one-time funding is a small down payment that will pay significant dividends in just a few years. While BAHFA had hoped to place a measure on the ballot last November, the pandemic caused voter support to fall below the two-thirds margin necessary for a successful regional housing measure. As a result, the Bay Area may have to wait until 2024 before voters will have the opportunity to approve significant new housing funds regionwide.

Despite this delay, there is an opportunity right now to empower the Bay Area to break ground on the transformative regional housing approach made possible with BAHFA. MTC and ABAG have identified five pilot programs that will enable the region to address urgent housing challenges facing Bay Area residents, such as the risks of displacement due to rent increases, while helping to ready the region to effectively and equitably deploy significant capital from a future regional ballot measure. A seed investment of \$18.5 million to launch the five pilot programs will work to sustain the momentum of grassroots support and philanthropic interest in BAHFA and begin to develop the programs and strategies that will ultimately be funded by a regional measure. The program could be funded by a modest contribution from the General Fund or other funding sources available for affordable housing. These five pilot projects are:

1. **Doorway – online platform to connect residents to opportunities for affordable homes across the region (\$5.3 million).** Through a coordinated regional housing online portal, Doorway will result in a simple and equitable way for residents to find and apply for affordable homes throughout the Bay Area – replacing an archaic project-by-project, paper-application system that exists in most of the region today. This tool will also provide useful data to inform effective housing policies and practices, such as local preference policies, and attract additional resources for affordable homes.
2. **Affordable Housing Pipeline – database to track the production and preservation of affordable homes (\$2 million).** Real-time data will allow the region to quantify the number of affordable homes in all stages of development and estimate the gap funding need across the nine Bay Area counties. The database will allow the region to develop a detailed financing strategy to most efficiently unlock 25,650 affordable homes that can house over 352,000 individuals and families for decades to come.
3. **Affordable Housing Preservation Strategy – financing and technical assistance to support and scale anti-displacement efforts (\$3.4 million), plus \$5 million in capital funding for property acquisition (Total \$8.4 million).** To help stop the rampant displacement and gentrification that has been displacing low-income, black, Indigenous and people of color communities, BAHFA will restructure and expand existing regional preservation finance tools for greater impact to help hundreds of Bay Area families remain in their homes and communities. BAHFA will also pilot preservation technical assistance collaboratives in partnership with local jurisdictions and community-based organizations pursuing acquisition-rehabilitation projects. With \$5 million in capital funding, BAHFA will be able to preserve existing affordable housing directly and apply this experience to the development of regional preservation financing tools.
4. **Rental Assistance Network – coordination and best practices for effective deployment of rental assistance (\$1.4 million).** BAHFA will develop a regional network of rental and mortgage assistance providers to deploy funds more efficiently and effectively. By developing standardized regional best practices and encouraging regionwide data collection and evaluation, BAHFA will ensure that Bay Area residents in greatest need of financial support to remain in their homes can better access the resources they need. This pilot will dovetail with the regional homelessness prevention system and position BAHFA as a nexus

March 19, 2021

Page 3

between the rental assistance and homelessness prevention networks to promote an integrated, enhanced social safety net to keep residents in their homes and off the streets.

5. **Homelessness Prevention System – integrated resources and services to keep people housed (\$1.4 million).** The Regional Homelessness Prevention System Pilot is an effort now underway to design and implement a coordinated homelessness prevention strategy across the Bay Area. This effort is currently led by the nonprofit All Home, with BAHFA joining as a partner to design the program. The pilot will unlock new opportunities to attract and leverage private funds and leverage state and federal funds to keep Californians housed.

To summarize, we request your support for this modest appropriation of \$18.5 million in funds for the five pilot projects described above. Collectively, these projects will help address the Bay Area's immediate affordable housing displacement challenges, coordinate the work of our 109 cities and nine counties across the 3Ps, and build the data tools and technical capacity at BAHFA so it can help create a future in the Bay Area where every resident has access to a safe, stable and affordable home. If you have any questions regarding this request, please contact Krista Pfefferkorn in Senator Wiener's office at (916) 806-0506.

Sincerely,



Scott Wiener
Senator, 11th District



David Chiu
Assemblymember, 17th District



Kevin Mullin
Assemblymember, 22nd District



Robert Rivas
Assemblymember, 30th District



Ash Kalra
Assemblymember, 27th District



Bill Quirk
Assemblymember, 20th District



Marc Berman
Assemblymember, 24th District



Buffy Wicks
Assemblymember, 15th District

March 19, 2021

Page 4

A handwritten signature in black ink, appearing to read "Josh Becker". The signature is fluid and cursive, with the first name "Josh" and last name "Becker" clearly distinguishable.

Josh Becker
Senator, 13th District

A handwritten signature in black ink, appearing to read "Dave Cortese". The signature is cursive, with "Dave" and "Cortese" written in a flowing style.

Dave Cortese
Senator, 15th District

A handwritten signature in blue ink, appearing to read "Rob Bonta". The signature is cursive, with "Rob" and "Bonta" written in a clear, flowing script.

Rob Bonta
Assemblymember, 18th District

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0687	Version:	1	Name:	
Type:	Assembly Bill	Status:		Commission Approval	
File created:	4/23/2021	In control:		Joint MTC ABAG Legislation Committee	
On agenda:	5/14/2021	Final action:			
Title:	Assembly Bill 897 (Mullin): Regional Climate Networks				

Authorizes the establishment of regional climate networks and adoption of regional climate adaptation action plans. Requires the Office of Planning and Research (OPR) to adopt guidelines as to how eligible entities may form such a network, its geographic boundaries, the content of plans, and governance.

Sponsors:

Indexes:

Code sections:

Attachments: [3b_AB 897 Mullin.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Assembly Bill 897 (Mullin): Regional Climate Networks

Authorizes the establishment of regional climate networks and adoption of regional climate adaptation action plans. Requires the Office of Planning and Research (OPR) to adopt guidelines as to how eligible entities may form such a network, its geographic boundaries, the content of plans, and governance.

Presenter:

Rebecca Long

Recommended Action:

Support and Seek Amendments / ABAG Executive Board Approval
Support and Seek Amendments / MTC Commission Approval

Attachments:

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

May 14, 2021

Agenda Item 3b

Assembly Bill 897 (Mullin): Regional Climate Networks

- Subject:** Authorizes the establishment of regional climate networks and adoption of regional climate adaptation action plans. Requires the Office of Planning and Research (OPR) to adopt guidelines as to how eligible entities may form such a network, its geographic boundaries, the content of plans, and governance.
- Overview:** AB 897 would formalize work already occurring in much of California related to regional climate adaptation planning by requiring OPR to provide guidance and technical assistance to regions interested in forming a state-sanctioned regional climate network. The bill would require that any network formed adopt a regional climate adaptation action plan that would be required to include content to be further specified by OPR in guidelines due by January 1, 2023. The Bay Area and many other parts of the state have already begun the critical work of climate adaptation planning, but AB 897 provides a valuable opportunity to formalize this work, identify key agency roles, and incentivizes those entities involved, whether public or nonprofit, to collaborate. Other pending legislation, AB 1500 (Garcia), includes references to regional climate networks and makes them eligible to receive state funds for climate adaptation.
- Recommendation:** Support and Seek Amendments
- Discussion:** AB 897 (Mullin) is very similar to AB 2927 (Mullin) on which MTC/ABAG took a “support if amended” position on last year. As most of our amendments were incorporated, we ultimately supported the bill. AB 897 incorporates most of the changes we sought to AB 2927, but there are a number of friendly amendments we are recommending to improve the bill and align it with our Regional Resilience/Climate Adaptation Advocacy Principles (Advocacy Principles, Attachment 1).

Regional Climate Networks: Membership, Geography AB 897 takes an inclusive and flexible approach to membership in a regional climate network, recognizing that not all regions are the same. Councils of government and metropolitan planning organizations are eligible members, and the bill encourages the inclusion of regional agencies with land use planning authority within a network. Additional eligible members include local jurisdictions, nonprofits, climate collaboratives, community-based organizations, as well as school districts and higher educational institutions.

The bill leaves it up to OPR to set guidelines as to how each network will govern itself but requires networks to identify the role of each entity within the network. We recommend an amendment requiring that the network also identify a public agency to serve as the lead convener of a multi-stakeholder process for development and adoption of the plan, consistent with Principle #1 of our Advocacy Principles.

Additionally, the bill does not prevent multiple regional climate networks from being formed in a given region. While its provisions do guarantee that for the Bay Area, “region” would include the nine counties, there could still be the potential for multiple regional climate networks to exist within the Bay Area. This would make planning and prioritization confusing and potentially result in *competing* rather than *coordinated* regional climate adaptation work across the Bay Area and statewide. We recommend an amendment to address this concern, consistent with Principle #1 of our Advocacy Principles.

Center Equity As adopted by MTC and ABAG in our Advocacy Principles, “equity must be centered as a factor for determining what stakeholders are included in the planning and prioritization process” for regional climate adaptation work. We recommend an amendment to emphasize the need to include community-based organizations focused on social equity in the OPR guideline process and for the networks’ governance procedures and policies to include public engagement strategies to incorporate and support input from underresourced communities.

Delegate Details to Adaptation Plan Guideline Process While the bill tasks OPR with developing guidelines for the content of the climate adaptation action plans, it includes very prescriptive language about what should be included in such plans, including “planning information from” 12 types of local and regional plans, including safety elements of general plans, local hazard mitigation plans, urban water management plans, coastal management programs and plans, etc. This comprehensive but not even exhaustive list could make the plans incredibly costly, time consuming and unwieldy, undermining their usefulness as *actionable* plans. We recommend instead the bill simply direct OPR to provide guidance on how the plans should consider and incorporate findings and recommendations from relevant local and regional plans.

OPR Plan Approval Requirement AB 897 requires that regional climate adaptation networks develop regional climate adaptation action plans and empowers OPR to approve the plans. Similar to our amendment requested to AB 2627, we recommend this provision be removed to avoid the concern that this could deter development of these plans in the first place and the risk of time-consuming back and forth with the state over the plans’ approval. If some form of approval requirement is necessary, it should be strictly limited to whether or not the plan has followed the OPR guidelines.

In summary, staff recommends a “support and seek amendments” position on the bill as follows:

- Require that regional climate networks designate a public agency to serve as the lead convener and adopter of the plan and require that there be no more than one regional climate network within each region.
- Add provisions to strengthen the bill’s equity provisions
- Delegate to OPR guideline process guidance on how existing plans should be incorporated into regional climate adaptation action plans
- Remove or revise the OPR approval requirement

Bill Positions: See Attachment B

Attachments: Attachment A: Regional Resilience/Climate Adaptation Advocacy Principles
Attachment B: Bill Positions


Therese W. McMillan

MTC/ABAG Regional Resilience/Climate Adaptation Advocacy Principles

Adopted April 2021

1. **Build on Existing Regional Planning Processes and Authorities:** State law should ensure that regional climate adaptation plans are developed by a multi-stakeholder process managed and led by public agencies that are accustomed to tackling complex regional planning processes. Councils of government (COGs) and metropolitan planning organizations (MPOs) should be identified as potential agencies to serve in this role in partnership with other key stakeholders. Additionally, the geographic scope of regional climate adaptation networks should cover the entirety of a single region and there should not be multiple regional climate networks within a given region.
2. **Center Equity:** Equity should be a core consideration identified in legislation related to climate adaptation planning and any climate adaptation bond proposals. Many of the communities most vulnerable to the impacts of climate change lack the resources to engage in the critical planning work and local capacity building that is needed on the front end, not to mention the capital funds to construct the projects. To remedy this, equity must be centered as a factor for determining what stakeholders are included in the planning and prioritization process. Furthermore, a regional approach to climate adaptation planning and funding can help ensure that vulnerability assessments are conducted throughout the region, particularly in the most vulnerable communities often at the frontlines of risk.
3. **Define Appropriate Roles for Local, Regional and State Agencies:** Effective planning and implementation requires clarity about agency roles and responsibilities at all levels of government to avoid conflicts and duplication of effort while optimizing the use of taxpayer funds. The Legislature should provide clear direction regarding local, regional, and state government roles in adaptation planning, and build on areas where each level of government already has some level of authority and responsibility. At the same time, the Legislature should provide clear guidance for the important roles to be played by regional adaptation collaboratives, non-profits, community organizations, and academic institutions. Outside the legislative process, the Bay Area needs to identify the roles and responsibilities of the various local and regional agencies that have a stake in, and authority related to, climate adaptation.
4. **Support Engagement with and Provide Support for Nongovernmental Agencies Involved in Climate Adaptation:** Many nongovernmental entities in the Bay Area and statewide are making significant contributions to climate adaptation research, community engagement and planning. The establishment of regional climate networks in state law should encourage and support the public-private-nonprofit collaboration that is already underway in most regions of the state. While new planning responsibilities should reside with public agencies, nongovernmental organizations can make significant contributions to climate adaptation education, research and technological innovation, as well as convening stakeholders. Accordingly, nongovernmental agencies should be eligible to receive funding from new state or federal grant programs for these purposes and their work should be coordinated with that of local and regional agencies.

5. Support a Local/Regional/State Partnership Approach and Secure New Funding:

Successful climate adaptation planning and implementation will depend on action at both the local and regional levels with guidance – and where possible, funding – provided by the state and federal government. This is analogous to housing planning, where the state requires regions to develop an overarching methodology for growth that achieves specific goals but leaves it up to regions to work out the details of a regional strategy and to local jurisdictions to identify specific sites and make the zoning changes needed.

The following factors should be considered in the development of any new climate adaptation funding program(s):

- Funding is needed as soon as possible to begin the necessary local and regional planning work to identify, prioritize, and design a pipeline of climate adaptation projects that are ready to receive capital funding.
- Funding should be identified to support the entire lifecycle of a project: planning, design, engineering, permitting, construction, and monitoring. Where possible, funding program eligibility and timing guidelines should be designed to encourage projects to advance rapidly from one phase to the next.
- One-time funds can help jump start this effort in FY 2021-22, such as through a state climate resilience bond or federal stimulus funding, but to institutionalize resilience and fully integrate it into long-range local and regional planning, additional ongoing resources will be needed.
- To ensure that *all* regions and local jurisdictions statewide have adequate funding to conduct this work, the state should augment local and regional planning funding for this purpose. Additionally, a share of new climate adaptation capital funding should be distributed directly to regional climate networks to support cross-jurisdictional needs that are identified in regional climate adaptation plans.

AB 897 (Mullin) Bill Positions

Support:

Bay Area Council
Big Sur Land Trust
Bolsa Chica Land Trust
California Water Association
California Watershed Network
East Bay Regional Park District
Nature Conservancy, The
Professional Engineers in California Government
Save the Bay
Sierra Club
Sonoma Land Trust
Tree Care Industry Association
Trust for Public Land, The

Oppose:

None on file

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0688	Version:	1	Name:	
Type:	Assembly Bill	Status:		Commission Approval	
File created:	4/23/2021	In control:		Joint MTC ABAG Legislation Committee	
On agenda:	5/14/2021	Final action:			
Title:	Assembly Bill 1500 (Garcia): Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022				
	Authorizes the issuance of a \$7 billion climate adaptation general obligation bond.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	3c_AB 1500.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

Assembly Bill 1500 (Garcia): Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022

Authorizes the issuance of a \$7 billion climate adaptation general obligation bond.

Presenter:

Rebecca Long

Recommended Action:

Support and Seek Amendments / ABAG Executive Board Approval
Support and Seek Amendments / MTC Commission Approval

Attachments:

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

May 14, 2021

Agenda Item 3c

Assembly Bill 1500 (Garcia): Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022

Subject: Authorizes the issuance of a \$7 billion climate adaptation general obligation bond.

Overview: AB 1500 (Garcia), if approved by statewide voters in June 2022, would authorize the issuance of a bond in the amount of \$6.96 billion to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, and associated workforce development programs.

Recommendation: Support and Seek Amendments

Discussion: AB 1500 generates new funds to make necessary resilience investments to mitigate climate impacts to California's infrastructure and communities. The measure funds a range of different investments across the varied risks to California's population, targets funds towards low-income and disadvantaged communities, and ensures multi-benefit solutions that advance ecosystem resilience. Past statewide bonds to support wildfire, drought, and flooding have been successful with voters approving Proposition 68 in 2018 to raise \$4.1 billion for drought, water, and coastal protection and access projects. AB 1500 would focus specifically on adapting the state to climate risks that we are already experiencing and are forecast to grow more severe.

AB 1500 would provide funding opportunities for MTC, ABAG, local governments and other Bay Area partners to advance a suite of resilient investments. The bill has provisions that would support many Plan Bay Area 2050 environmental strategies, aiding the region in the following items:

- adapting to sea level rise
- reducing drought and wildfire impacts
- conserving at risk lands in a manner that reduces future exposure to flooding and fires
- park improvements in disadvantaged communities.

Benefits to Disadvantaged and Vulnerable Communities

The bill would require at least 25 percent of the funds to provide direct benefits to vulnerable and disadvantaged communities, with 10% of funds allocated to severely disadvantaged communities. Notably, the bill does not rely exclusively upon the CalEnviroScreen tool to define DACs, which has overlooked dozens of the Bay Area communities of concern. Instead, its definition of a DAC encompasses communities with a median income at or below 80 percent of the statewide median income; a severely disadvantaged community is one with a median household income at or below 60 percent of the statewide median income.

Bay Area Funding Opportunities AB 1500 would provide immediate funds to get important projects completed to reduce impacts as the region, state, and federal government develop new funding strategies for climate resilience needs. The bill dedicates approximately \$522 million to Bay Area needs, as follows:

- \$300 million for the San Francisco Bay Restoration Authority (SFBRA) for projects that are consistent with act establishing the SFBRA, including, but not limited to, projects that address sea level rise, flood management, and wetland restoration.
- \$100 million for the San Francisco Bay Conservancy Program
- \$102 million for regional climate adaptation projects, based on the Bay Area's share of a new program that would be distributed based on population
- \$20 million for the San Francisco Bay Conservation and Development Commission

In addition, over \$5 billion in bond proceeds are reserved for statewide competitive programs, providing another significant funding opportunity to address Bay Area adaptation needs. See Attachment A for funding program details.

Proposed Amendments

Broaden Local Government Access to Programs AB 1500 contains some provisions that could unnecessarily burden local governments applying for certain funds. The bill includes \$300 million in California Office of Emergency Services (CalOES) wildfire prevention grants that would be provided based on a Community Wildfire Protection Plan (CWPP). CWPPs cover most of the nine-county Bay Area, but are not the only planning document that outlines local wildfire priorities. Broadening the bill language to make wildfire strategies in a Local Hazard Mitigation Plan, or General Plan Safety Element also eligible will help communities access funds based on their most recent wildfire planning.

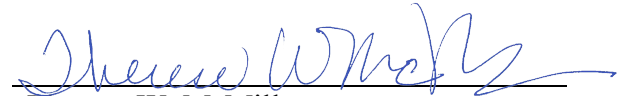
SGC Transformative Climate Communities Allocation The Bay Area currently has only three census tracts regionwide that are eligible for the Transformative Climate Communities making 100 cities and nine counties ineligible for this competitive grant program as it is limited to census tracts in the 95th percentile of CalEnviroScreen. This concern could be addressed by shifting these funds to the main regional-based allocation program.

Make On-Site Stormwater and Water Efficiency Measures More Prominent Different sections of AB 1500 discuss water efficiency and stormwater initiatives but do not highlight them in the list of eligible activities. Providing funds for on-site stormwater and water efficiency measures could help lower development costs of new construction and reduce water bills for current Bay Area residents. For these reasons, we recommend on-site stormwater and water efficiency are explicitly mentioned as primary activities in the *Drought Preparation and Flood Protection* section.

Consistent with our 2021 Advocacy Program to support funding opportunities for climate adaptation, staff recommends a support and seek amendment position on the bill, with amendments aimed at addressing the concerns described above.

Bill Positions: See Attachment B

Attachments: Attachment A: AB 1500 (Garcia) Funding Overview (April 14 version)
Attachment B: Bill Positions


Therese W. McMillan

AB 1500 (Garcia) Funding Overview (April 14 version)

Overview	Funding Amount	Percent
Bay Area	\$ 522	8%
Orgs Outside Bay Area	\$ 1,165	17%
Total Statewide	\$ 5,268	76%
For State agency projects	\$ 1,273	18%
For State grant money or competitive project	\$ 3,995	57%
Bill Totals	\$ 6,955	100%
Allocations to Specific Organizations	Funding Amount	Percent
Baldwin Hills Conservancy	\$ 10	
California Tahoe Conservancy	\$ 10	
Central Valley Flood Protection	\$ 35	
Coachella Valley Mountains Conservancy	\$ 10	
Direct funds to climate resilience (specific orgs)	\$ 210	
Invasive Species Council of California	\$ 20	
Project including participatory budgeting	\$ 2	
Sacramento-San Joaquin Delta Conservancy	\$ 10	
Salton Sea and surrounding communities	\$ 240	
Salton Sea Authority	\$ 30	
San Diego River Conservancy	\$ 10	
San Francisco Bay Conservation and Development Commission	\$ 20	
San Francisco Bay Restoration Authority	\$ 300	
San Francisco Bay Conservancy Program	\$ 100	
San Gabriel and Lower Los Angeles Mountains Conservancy	\$ 35	
San Joaquin River Conservancy	\$ 10	
Santa Monica Mountains Conservancy	\$ 35	
Sierra Nevada Conservancy	\$ 60	
Strategic Growth Council - Bay Area share by Population	\$ 102	
Strategic Growth Council - Other agency share by Population	\$ 408	
Tijuana River Border Pollution Control Project	\$ 30	
Total Bay Area	\$ 522	31%
Total other organizations	\$ 1,165	69%
Total Bay Area + Other organizations	\$ 1,687	100%

AB 1500 (Garcia) Bill Positions

Support:

Bay Area Council
Big Sur Land Trust
Bolsa Chica Land Trust
California Water Association
California Watershed Network
East Bay Regional Park District
Nature Conservancy, The
Professional Engineers in California Government
Save the Bay
Sierra Club
Sonoma Land Trust
Tree Care Industry Association
Trust for Public Land, The

Oppose:

None on file

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0689	Version:	1	Name:	
Type:	Assembly Bill	Status:		Commission Approval	
File created:	4/23/2021	In control:		Joint MTC ABAG Legislation Committee	
On agenda:	5/14/2021	Final action:			
Title:	Assembly Bill 1401 (Friedman): Residential and Commercial Parking Requirements Near Transit				
	Prohibits minimum parking requirements from applying to commercial or residential buildings located within one-half mile of a major transit stop or high quality transit corridor.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	3d_AB 1401 Friedman.pdf				
	3d_Corr Rec 1 Cory David.pdf				
	3d_Presentation Parking Policy.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

Assembly Bill 1401 (Friedman): Residential and Commercial Parking Requirements Near Transit

Prohibits minimum parking requirements from applying to commercial or residential buildings located within one-half mile of a major transit stop or high quality transit corridor.

Presenter:

Rebecca Long

Recommended Action:

Support / ABAG Executive Board
Support / MTC Commission Approval

Attachments:

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

May 14, 2021

Agenda Item 3d

Assembly Bill 1401 (Friedman): Residential and Commercial Parking Requirements Near Transit

Subject: Prohibits minimum parking requirements from applying to commercial or residential buildings located within one-half mile of a major transit stop or high quality transit corridor.

Overview: AB 1401 prohibits local governments from imposing or enforcing minimum parking requirements for residential, commercial and other developments if the parcel is located within one-half mile walking distance of a high-quality transit corridor or a major transit stop. If the bill were to take effect, a developer would still have the option to provide parking but would do so based on their assessment of need, rather than as a condition of development. Local jurisdictions would not need to modify their existing requirements to comply with the bill; they would simply be unenforceable within the specified areas.

Recommendation: Support

Discussion: Minimum parking requirements are customary—even sacrosanct—in local planning rules in California and indeed nationwide, but change is underway as local jurisdictions reckon with the impact these requirements have on climate change and housing affordability. In January 2021, the cities of Berkeley and Sacramento eliminated their minimum parking requirements, following the elimination of minimums in San Francisco and San Diego within the last few years. The City of San Jose has been evaluating their parking requirements, a direct result of Climate Smart San Jose, the city’s sweeping climate plan passed in early 2018, in which the city pledged to reduce greenhouse gas emissions to the levels outlined in the Paris Agreement and ensure that by 2040, no more than 25% of commute trips are made by residents driving alone. AB 1401 (Friedman) would not interfere with any of these efforts but would establish some consistency statewide for where minimum parking requirements would not apply—namely areas with decent public transit service.

Existing Requirements Often Produce More Parking Than Needed Minimum parking requirements often result in an oversupply of parking. TransForm’s Greentrip Parking Database (link following <https://www.transformca.org/greentrip/parking-database>) (partially funded by MTC) shows that in 80 multifamily developments across the Bay Area, 28 percent of the developments’ parking was not being used, which is equivalent to 1.1 million sq ft of space and a cost of \$198 million to supply that unused parking. The City of Berkeley found that nearly 50 percent of off-street parking provided for housing projects was vacant, which supported their recent elimination of parking requirements.

Parking Reform is Strongly Aligned with Plan Bay Area 2050 Goals The elimination of minimum parking requirements where there are reasonable alternatives to driving, such as near high quality transit, is strongly aligned with the goals of Plan Bay Area 2050 related to climate, equity and safety. Since the availability of parking is strongly associated with higher rates of vehicle ownership and vehicle miles traveled, it is also a clear contributor to greater greenhouse gas and other air quality pollutants, vehicle-related injuries and deaths, and higher transportation costs. A recent study (link following <https://www.sightline.org/2021/01/28/more-parking-isnt-harmless-it-actually-makes-us-drive-more/>) of San Francisco's affordable housing program by the Sightline Institute found that projects with more on-site parking induce more auto ownership, leading to more driving, less transit use, and less walking. Parking also directly takes up land that could be used for other uses, such as more housing. For example, parking requirements in Los Angeles reduced the number of units in an apartment building by 13 percent according to a study (link following shoup.bol.ucla.edu/HighCost.pdf) by the renowned parking policy scholar Professor Don Shoup, with UCLA.


Parking Requirements Drive Up Cost of Housing A recent Turner Center study (link following californialanduse.org/download/Mawhorter_Housing_Policies_in_California_Cities.pdf) found that places with higher parking requirements were associated with limited housing supply, resulting in higher prices and lower rates of homeownership and household formation among young people. The study also found that reducing parking requirements is one of *the most* significant steps a city can take to facilitate the construction of more housing because it is such a significant cost of housing development. A SPUR (link following <https://www.spur.org/news/2020-04-27/sheltering-place-reveals-how-much-parking-dominates-our-cities-and-lives>) survey of Bay Area developers released in April 2020 found that parking costs between \$30,000-\$75,000 per parking spot ranging from surface parking at the low-end and underground parking at the high-end. Given how costly housing construction is in the Bay Area, elimination of minimum parking requirements is an incredibly cost-effective tool to incentivize the construction of more housing.

Where Would the Bill Apply? AB 1401's provisions would apply within one-half mile of a major transit stop or a high quality transit corridor. In these areas, commercial and residential developers could still build parking based on their assessment of market need, but would not be required to do so. Current law defines a "major transit stop" as an existing rail or bus rapid transit station; a ferry terminal served by either a bus or rail transit service; or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak-commute periods. A "high-quality transit corridor" means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. An illustration of where these areas are located in the Bay Area is included as Attachment A.

Consistent with our Plan Bay Area 2050 climate goals and our 2021 Advocacy Program's goals to support proposals to lower the cost of affordable housing production and reduce single-occupancy vehicle travel, staff recommends the Committee forward a support position on AB 1401 to the Commission and the ABAG Executive Board.

Bill Positions: See Attachment B

Attachments: Attachment A: Map – Transit Priority Areas & High-Quality Transit Corridors (January 2020 Transit Service)
Attachment B: Bill positions



Therese W. McMillan



TRANSIT PRIORITY AREAS & HIGH-QUALITY TRANSIT CORRIDORS JANUARY 2020 TRANSIT SERVICE

- Transit Priority Area*
- High-Quality Transit Corridor (1/2 MI Buffer)**

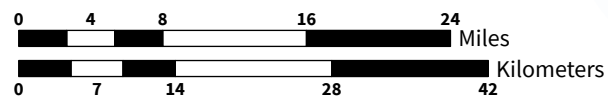
*A Transit Priority Area is defined as an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan.

**A High-Quality Transit Corridor is defined as an:
- Existing fixed-route bus corridor with headway of 15 minutes or better during both the morning and evening peak periods; or
- Fixed-route bus corridor with headway of 15 minutes or better during both the morning and evening peak periods in an adopted RTP

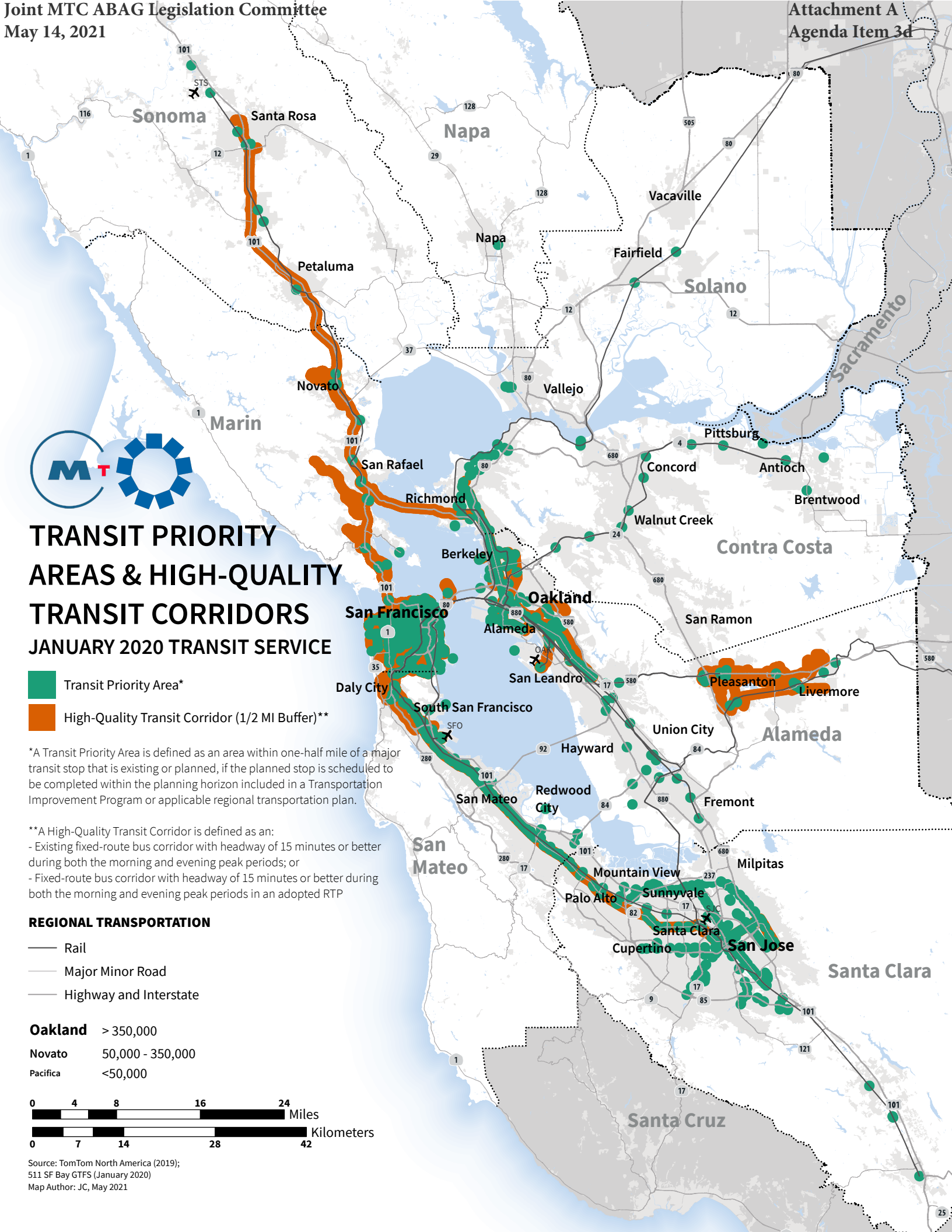
REGIONAL TRANSPORTATION

- Rail
- Major Minor Road
- Highway and Interstate

Oakland > 350,000
Novato 50,000 - 350,000
Pacifica <50,000



Source: TomTom North America (2019);
511 SF Bay GTFS (January 2020)
Map Author: JC, May 2021



**AB 1401 (Friedman) Bill Positions
(As of 4/29/21)**

Support

Abundant Housing LA (Co-Sponsor)
California YIMBY (Co-Sponsor)
Council of Infill Builders (Co-Sponsor)
SPUR (Co-Sponsor)
350 Bay Area Action
AARP
Active SGV, a Project of Community Partners
Bay Area Council
Bay Area Rapid Transit (BART)
Cal Asian Chamber of Commerce
California Downtown Association
California Interfaith Power & Light
California Restaurant Association
California State University, Pomona,
College of Environmental Design
Casita Coalition
CBIA
Central City Association
Chan Zuckerberg Initiative
Circulate San Diego
City Council Member, City of Gilroy
Civic Enterprise
Coddling Enterprises
East Bay for Everyone
Fieldstead and Company, INC.
Greenbelt Alliance
Habitat for Humanity California
Hello Housing
Housing Action Coalition
Independent Hospitality Coalition
LISC San Diego
Local Government Commission
Long Beach YIMBY
MidPen Housing
Modular Building Institute
Mountain View YIMBY
Natural Resources Defense Council
Northern Neighbors
Parkade

Peninsula for Everyone
People for Housing - Orange County
Related California
San Fernando Valley YIMBY
San Francisco YIMBY
Santa Cruz YIMBY
Silicon Valley Leadership Group
South Bay YIMBY
Streets for All
Streets for People Bay Area
Terner Center for Housing Innovation at the
University of California, Berkeley
The Two Hundred
TMG Partners
Transform
UC Berkeley School of Law's Center for
Law, Energy, and the Environment
UCLA Department of Urban Planning
Urban Environmentalists
Urban Mix Development
West Third Street Parking and Public
Improvement Association
YIMBY Action

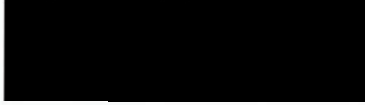
Support If Amended

American Planning Association, California
Chapter

Opposition

Albany Neighbors United
California Cities for Local Control
California Contract Cities Association
Century Glen HOA
City of Corona
City of Fountain Valley
City of Pleasanton
Livable California
Town of Truckee
Ventura Council of Governments

Cory Alan David



MTC/ABAG
San Francisco, CA.
Cc: South San Francisco City Council

To whom it may concern:

To be perfectly honest, as I have been trying to develop a strategy to address, what I consider unlawful, state and local municipalities' attempts to make material changes to home purchase contracts utilizing SB9 and 10, I am anything but pleased to learn of AB1401.

I read the detailed justifications for allowing a developer to decline to provide automobile parking for residential housing within one half mile of defined public transportation, if he sees fit. Of course, if he feels magnanimous, he can do so at considerable expense. Not likely. This waiver is predicated on the assumption that proximity to adequate transit means that no residents of these developments will own cars as the proximity to transit will supersede this need. You also have stated that the parking needs addressed in existing projects have often been excessive and wasteful. This is not evident in my community as parking is always in short supply. While I would agree that public transit might adequately address transportation needs for work, I would vehemently disagree that public transit is equipped to facilitate the many ways to enjoy Northern California. I believe that many new residents of these "parking free" projects will still need to own and operate a car and need a parking space.

If you will permit me to speak for the cynics among us, I don't believe that this elimination of previously mandated parking requirements is anything other than a transparent attempt to lower building costs for the developer and allow him to squeeze even more high density housing into a defined space. The lower cost, increased square footage and associated profit will find its way to the developer. As the figures of \$30,000-\$75,000 per parking space is considerable, the incentive to increase profit is highly evident. There is absolutely no guarantee that these savings will find their way to the end user.

So the same cynicism is going to assume that the "powers that be" will force this legislation through without consideration of the desires of the existing residents of the affected communities. That being the case, I'd like to call your attention to the fact that current homeowners historically were forced to comply with stringent parking requirements, often at considerable expense. You are not requiring future housing developments to do the same predicated on a number of assumptions. As those of us in opposition to this failure to address parking will be at the mercy of these assumptions, I would like to offer a plan to make absolutely sure that current residents are not saddled with the consequences of any miscalculation. I believe a mandated parking permit program be instituted within five miles of these projects that have neglected to provide parking. Further studies could adjust this distance up or down when it is determined how resourceful these new residents will be when searching for a place to park a car. If you find parking permits off putting, perhaps homeowners should be instructed to contact the police should an unfamiliar vehicle repeatedly find its way into a neighborhood and be parked overnight. A simple check of the registered address, (assuming it is up to date, if it is from outside the area, that is telling in itself) indicating the owner resides at a housing development in proximity that did not provide parking and a patrol officer could call in a tow truck and have the vehicle impounded. Now as this might seem extreme to address a problem that you have openly implied will not exist, you have absolutely nothing to lose by instituting and enforcing these measures. I will assume you would never expect taxpaying members of the existing community to subsidize the developer by allowing him to rely on publicly funded and maintained street parking for his tenants. Remember, he chose not to provide parking as you gave him permission.

Thank you in advance for providing an ear to these concerns and I would hope you would validate my efforts with a response. Cory A. David

MINIMUM PARKING REQUIREMENTS

Joint MTC ABAG
Legislation Committee
May 14, 2021



WHY ADDRESS PARKING POLICY?

VMT and Emission Reduction

- Parking increases vehicle miles traveled, resulting in more traffic, more emissions, and reduced safety

Focused Growth and Vibrant Communities

- Parking takes up space that could be used for other purposes

Affordable Housing and Transportation

- Parking increases costs and hinders equitable development and access

Regional & Local Policies and Priorities

- *VMT mitigation (SB 743, TDM Ordinances, PDAs and transit-oriented developments)*
- *GHG mitigation (Plan Bay Area 2050, Climate Action Plans)*
- *Health and safety (Vision Zero, AB 617 and air quality improvement)*
- *Mobility and activation improvements (Complete Streets, Slow Streets, multimodal and emerging mobility planning)*
- *Housing planning and development (PDA, RHNA, General Plan and Housing Element)*
- *Equity goals (affordability, transportation accessibility, Environmental Justice)*

PARKING
TAKES
UP A
LOT OF
SPACE





\$75,000 \$75,000 \$75,000 \$75,000 \$75,000 \$75,000 \$75,000 \$75,000 \$75,000 \$75,000

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\$75,000 \$75,000 \$75,000

PARKING COSTS A LOT
TO BUILD



**PARKING COSTS A LOT
FOR RESIDENTS**

SPACE
&
COST

AT THE EXPENSE
OF OTHER
USES



28% UNUSED SPACES
= 1.1 M SQ FT
= \$198 M



Aligning Parking Requirements with Goals

VMT and Emission Reduction

- Parking increases vehicle miles traveled, resulting in more traffic, more emissions, and reduced safety

Focused Growth and Vibrant Communities

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
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Legislation Details (With Text)

File #: 21-0631 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 4/6/2021 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 5/14/2021 **Final action:**
Title: Washington D.C. Legislative Update

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

Sponsors:

Indexes:

Code sections:

Attachments: [4a_MTC April Washington Report.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Washington D.C. Legislative Update

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

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Information

Attachments:

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

May 14, 2021

Agenda Item 4a

Washington D.C. Legislative Update

Subject: April 2021 Report from Washington, D.C. advocate.

Recommendation: Information

Attachments: **Attachment A:** Summit Strategies Team Report – April 2021


Therese W. McMillan



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Memorandum

From: Summit Strategies Team
To: Therese McMillan, Executive Director
Date: May 7, 2021
Subject: Federal Policy Monthly Report

-
- **MTC and ABAG 2021 Washington, D.C. Advocacy Trip**
 - **Build Back Better/American Jobs Plan Infrastructure Update**
 - **Department of Transportation (DOT) Appointments**
 - **Fixing America's Surface Transportation (FAST) Act Reauthorization Update**
 - **Senate Environment and Public Works (EPW) Chair Carper Unveils Highway Equity Bill**
 - **Transit Advocates Challenge the 80-20 Split**
 - **House Earmark Process Continues; Senate Finalizes Process**
 - **Appropriations and Budget Update**
 - **Competitive Grant Update**
-

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

MTC and ABAG 2021 Washington, D.C. Advocacy Trip

During the month of April your MTC and ABAG leadership along with staff and your D.C. advocates participated in a virtual fly-in to Washington, D.C., meeting with those members of the Bay Area congressional delegation that sit on key transportation and infrastructure committees as well as new Biden Administration appointees at the U.S. Department of Transportation (USDOT) and at the U.S. Department of Housing and Urban Development (HUD).

During April, your delegation met with the following Members of Congress and their staff:

- Representative DeSaulnier (House Transportation and Infrastructure Committee)
- Representative Garamendi (House Transportation and Infrastructure Committee)
- Representative Huffman (House Transportation and Infrastructure Committee)
- Representative Lee (House Appropriations Committee)
- Representative Thompson (House Ways and Means Committee)
- Senator Padilla (Senate Environment and Public Works Committee)
- Senator Feinstein's office (Senate Appropriations Committee)

In addition, members of your team met with USDOT Deputy Secretary Polly Trottenberg and other DOT staff to learn about this administration's transportation goals, thank them for their work with us to date, to learn about how MTC and ABAG can continue to work with them. We also met with Joe Carlile, Senior Advisor on Budget and Policy to HUD Secretary Marcia Fudge, to discuss federal housing policy and to provide an update on the Bay Area's expanded housing portfolio, including an introduction to the Bay Area Housing Finance Authority. And finally, staff met with key officials at the White House Council on Environmental Quality to discuss the administration's efforts on disadvantaged communities, and to share the lessons learned with respect to California's definition of disadvantaged communities based on CalEnviroScreen.

In these meetings we shared MTC and ABAG's policy priorities and how federal programs were being implemented on the ground while also learning about their policy goals. The discussions focused on several key policy priorities that MTC is leading and supportive of including support for increased funding allocated to the region, emphasis on sustainability and resiliency as well as housing matters. In the meetings we discussed the importance of the upcoming reauthorization of the FAST Act as well as President Biden's American Jobs Plan, which would allocate funding to critical infrastructure needs.

The delegation from MTC and ABAG were also able to thank the members of Congress for their action to support transit during the COVID pandemic. MTC and its team continues to have ongoing dialogue with the delegation and other key members of Congress on how the region is utilizing the funding.

The region's blue-ribbon panel on the future of transit was also a topic of discussion. The MTC staff and team will provide an update to the delegation on the panel and its actions.

The first MTC and ABAG virtual fly-in allowed us to connect with important policymakers in DC, but we hope that we will be able to conduct the next fly-in in person.

Build Back Better/American Jobs Plan Infrastructure Update

Update

After a lukewarm reception from across the aisle, President Biden entertained several bipartisan envoys to discuss his \$2.25 trillion infrastructure proposal, known as the American Jobs Plan (AJP). The White House continues to advocate for a cooperative process with GOP lawmakers. Demands from the Democratic caucus illustrate the challenges ahead, with many swing-district members in Democratic states insisting that any legislation eliminates the state and local taxes (SALT) deduction cap. These developments have increased the likelihood that a scaled-down, surface transportation specific measure moves separately from other elements of the multi-trillion-dollar framework. Additionally, critical swing-vote Senator Joe Manchin (D-WV) has expressed opposition to a corporate tax rate increase as significant as the one called for by President Biden, which is being used to pay for much of the President's plan.

Senate Republican Counter Proposal

While there are many obstacles to a transformative infrastructure bill, Environment and Public Works (EPW) Ranking Member Senator Shelly Moore Capito (R-WV) and her colleagues released a counter-proposal last week, providing a basis for negotiations. The outline includes approximately \$570 billion for infrastructure investment over the next five years, including:

- \$299 billion for roads and bridges
- \$61 billion for transit
- \$20 billion for rail
- \$13 billion for safety
- \$35 billion for water infrastructure
- \$17 billion for ports
- \$44 billion for airports
- \$65 billion for broadband
- \$14 billion for water storage

It is important to note that the AJP proposes a one-time infrastructure investment above the current Congressional Budget Office (CBO) baseline investment levels. The Senate Republican proposal for surface transportation programs includes the amounts in the CBO baseline.

Negotiations and Next Steps

Some Democrats have emphasized the value of negotiating in good faith around this baseline. Senators Chris Coons (D-DE) and Joe Manchin expressed their support for splitting the White House proposal into multiple pieces. House Transportation and Infrastructure Committee Chair Peter DeFazio (D-OR) said, "that's not an insignificant amount of money" about GOP proposals. Some Republicans have also acknowledged a willingness to negotiate above the \$570 billion suggestion.

In the final week of April, President Biden unveiled the second portion of his Build Back Better framework. The proposal outlined approximately \$1.8 trillion in domestic investments, including extending the enhanced child tax credit, providing funding for low-income childcare, paid leave, higher education, and nutrition assistance. It also included revenue-raising provisions, such as increasing the top marginal income tax rate, nearly doubling the capital gains tax, removing the carried interest deduction, and funding the IRS to boost tax collection efficacy. The tax-related measures would generate more than \$1.5 trillion, covering most of the proposed outlays. While this portion of the Build Back Better agenda is envisioned as moving through its own legislative vehicle, the proposal will most certainly factor into negotiations related to the Administration's more public works-focused infrastructure priorities outlined in the American Jobs Plan.

Department of Transportation (DOT) Appointments

On Thursday, April 15, 2021, DOT highlighted the Senate confirmation of Deputy Secretary of Transportation Polly Trottenberg. Trottenberg brings more than 25 years of public sector experience across all levels of government to the role, including extensive knowledge of transit-related issues.

Fixing America's Surface Transportation (FAST) Act Reauthorization Update

It remains unclear how FAST Act reauthorization will interact with the infrastructure proposal floated by President Biden as the relevant committee chairs take steps to advance their portions of a surface transportation reauthorization through regular order. Transportation and Infrastructure Committee Chair Peter DeFazio will move a measure later this month, with a markup likely occurring in the last week of May. H.R. 2: The Moving Forward Act ([link following https://www.congress.gov/bill/116th-congress/house-bill/2](https://www.congress.gov/bill/116th-congress/house-bill/2)), which passed the House last Congress and provided \$494 billion over five-years in investments in surface transportation, will serve as the basis for the coming legislation, although the committee is working on new provisions. Chairman DeFazio, like the Biden Administration, supports significant federal investment in transit and advocates for addressing inequities through the transportation system. The Senate Environment and Public Works Committee, which handles the bulk of the drafting in the upper chamber, also hopes to mark up their bill before Memorial Day. With a slim majority in the Senate, any infrastructure package that makes it through Congress will require bipartisanship.

Your federal lobbying team has continued to be in close contact with senior staff with the House Transportation and Infrastructure Committee, and the Senate Environment and Public Works, Commerce, and Banking Committees to ensure that MTC's views are heard. We have also been working closely with the Bay Area delegation, specifically Senator Padilla and Representatives Garamendi, Huffman, and DeSaulnier, on our transportation priorities for the FAST Act reauthorization.

Senate Environment and Public Works (EPW) Chair Carper Unveils Highway Equity Bill

In April, Senate EPW Committee Chair Tom Carper (D-DE) introduced legislation—cosponsored by California's Senator Padilla—to address past highway construction-related inequities. The bill, S.1202: The Reconnecting Communities Act ([link following https://www.epw.senate.gov/public/_cache/files/3/7/37f2a19b-440b-4cfb-b802-757612499603/146A3A0006DF45CBA0A812F551B2B38A.edw21423.pdf](https://www.epw.senate.gov/public/_cache/files/3/7/37f2a19b-440b-4cfb-b802-757612499603/146A3A0006DF45CBA0A812F551B2B38A.edw21423.pdf)), would create a Department of Transportation (DOT) grant program to allow communities to “identify and remove or retrofit highway infrastructure that creates obstacles to mobility and opportunity.” As the EPW Committee starts drafting its portion of FAST Act reauthorization legislation, it may include the Reconnecting Communities Act. The 2019 America's Transportation Infrastructure Act included a similar provision.

Transit Advocates Challenge the 80-20 Split

Pro-transit advocacy groups have begun lobbying lawmakers to equalize funding between highways and transit. Some Democrats, especially those from urban areas, are open to adjusting the existing “80-20” Highway Trust Fund split between highway and transit funding to provide additional federal support for transit providers. The significant pandemic-related hardships on public transportation systems have also contributed to growing support. While this policy will likely face strong GOP opposition, it aligns with the equity priorities the Biden administration continues to champion.

House Earmark Process Continues; Senate Finalizes Process

On Tuesday, April 28, 2021, lawmakers submitted their surface reauthorization earmark requests to the Transportation and Infrastructure (T&I) Committee. Though there has been no official pronouncement of how much funding the T&I Committee will make available for priority project funding, the committee has clarified that Members of Congress – both those on and off the T&I Committee regardless of political party - will likely receive the same funding allocation of up to \$20 million for all eligible priority projects in their congressional districts. While members have been allowed to submit an unlimited number of project funding requests, they have been asked to identify their top five priority requests. The deadline for House Appropriations Committee community funding project (earmark) requests was April 30, 2021.

MTC submitted requests for three regional projects: Bay Bridge Forward, Regional Advance Mitigation Program, and a Bay Trail gap closure at Vista Point. Working with MTC staff, your federal lobbying team supported congressional staff regarding these requests and each of them has been included in member priorities that were submitted to the House Transportation and Infrastructure Committee. (Bay Bridge Forward (\$3 million) - Representative Lee); Regional Advance Mitigation Program (\$5 million) - Representative Zoe Lofgren; Bay Trail – Vista Point (\$1.3 million) – Representative Jared Huffman.

The Senate Appropriations Committee is currently accepting earmark requests. While Senate Republicans decided not to vote on changes to their conference rules related to earmarks, conference rules are nonbinding, and several GOP members indicated they will be participating in the process. Individual Senators have started to set internal deadlines during the first week of May. The Senate EPW Committee has yet to set forth a process for earmarks.

Appropriations and Budget Update

President Biden released a preliminary budget request in April, which allowed lawmakers to jumpstart the appropriations process. The outline called for \$1.5 trillion in domestic spending, a meaningful increase from the previous fiscal year, further demonstrating his support for federal investment in social services. It also requested a 14% and 15% increase in DOT and HUD spending levels, respectively. Biden will likely release an official budget later this month. Congressional appropriators will use the figures to inform the process of crafting annual spending bills in the coming months. House and Senate Appropriations Committees and Subcommittees have held hearings to examine FY22 spending levels across federal agencies, including DOT and HUD.

Competitive Grants Update

DOT Announces \$1 Billion to Modernize and Create New American Infrastructure

On Tuesday, April 13, the U.S. Department of Transportation' (DOT) published a Notice of Funding Opportunity (NOFO) (link following <https://www.transportation.gov/RAISEgrants/raise-nofo>) to apply for \$1 billion in FY21 discretionary grant funding through Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. This program was originally the TIGER, and then the BUILD, program. Projects seeking RAISE funding will be evaluated based on merit criteria, including safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. Utilizing these criteria, the Department will prioritize projects that can demonstrate improvements to racial equity, reduce impacts of climate change and create good-paying jobs. For this round of RAISE grants, the maximum grant award is \$25 million, and no more than \$100 million can be awarded to a single State, as specified in the appropriations act. Up to \$30 million will be awarded to planning grants, including at least \$10 million to Areas of Persistent Poverty.

FTA Announces \$10 Million Funding Opportunity for Transit Planning to Address Climate Change and Equity in Communities Nationwide

On Wednesday, April 21, 2021, the U.S. Department of Transportation's Federal Transit Administration (FTA) announced the availability of approximately \$10 million in competitive grant funds through a Notice of Funding Opportunity (NOFO) (link following <https://www.transit.dot.gov/notices-funding/pilot-program-transit-oriented-development-planning-fy2021-notice-funding>) for FTA's Pilot Program for Transit-Oriented Development (TOD) Planning (link following <https://www.transit.dot.gov/TODPilot>). FTA's Pilot Program for TOD Planning funds comprehensive planning to increase transit access and encourage ridership with mixed-use and mixed-income development near public transportation projects. Eligible projects include comprehensive planning studies around station areas for new fixed guideway projects, including light rail, heavy rail, commuter rail, or bus rapid transit systems that have a designated right-of-way. Information on previously funded projects can be found at the following link <https://www.transit.dot.gov/grants/grant-programs/fiscal-year-2020-transit-oriented-development-tod-planning-projects>.

U.S. Department of Housing and Urban Development (HUD) Allocates \$5 Billion in American Rescue Plan Act Funds to Address Homelessness

On Thursday, April 8, 2021, HUD announced the allocation of nearly \$5 billion in American Rescue Plan funds to help communities across the country create affordable housing and services for people experiencing or at risk of experiencing homelessness. The supplemental funding is allocated through the HOME Investment Partnerships Program to 651 grantees, Bay Area local governments. A full list of allocations can be found at the following link <https://www.hud.gov/sites/dfiles/CPD/documents/HOME-ARP.pdf>.

U.S. Department of Housing and Urban Development (HUD) Allocates \$670 Million for Affordable Housing

On Tuesday, April 6, 2021, the HUD announced the allocation of approximately \$670 million in Housing Trust Fund (HTF) funds to promote affordable housing, including \$126 million for California. HUD allocated significantly more funds this year compared to last year. A full list of allocations can be found at the following link https://www.hud.gov/sites/dfiles/PA/documents/FY21_HTF_Grant_Amounts.pdf.

U.S. Department of Housing and Urban Development (HUD) Awards \$1.5 Million to Build Affordable Housing

On Friday, April 16, the HUD announced the award of \$1.5 million to build affordable housing in Colorado, California, and Oregon through grants funded by HUD's HOPE VI Main Street program. HUD's Main Street program seeks to rejuvenate older, downtown business districts while retaining the area's traditional and historic character by providing grants to smaller communities for the development of affordable housing undertaken in connection with an ongoing Main Street revitalization effort. A full list of awarded communities can be found at the following link https://www.hud.gov/press/press_releases_media_advisories/HUD_No_21_063, including the City of El Cerrito which received \$500,000 to help build affordable, residential units in the city's commercial district, in Contra Costa County, California.

National Transportation News Roundup

- Amtrak's proposed \$80 billion windfall: Too much or too little?
<https://www.rollcall.com/2021/04/21/amtraks-proposed-80-billion-windfall-too-much-or-too-little/>
- Focus group: Red flags for Biden infrastructure plan.
<https://www.axios.com/swing-voter-biden-infrastructure-bill-eed387f5-528e-4a57-8d64-aa49ea4ae386.html>
- Biden's infrastructure plan goes big on EVs, but his first budget starts small, analysts say.
<https://www.smartcitiesdive.com/news/bidens-infrastructure-plan-goes-big-on-evs-but-his-first-budget-starts-sm/598482/>
- The Case For a Transit-First Infrastructure Plan.
<https://www.bloomberg.com/news/articles/2021-04-13/biden-s-infrastructure-plan-must-put-transit-first?srnd=citylab-transportation>
- Senators Grill Cabinet Secretaries on American Jobs Plan.
<https://www.route-fifty.com/infrastructure/2021/04/senators-grill-cabinet-secretaries-american-jobs-plan/173500/>
- US House Leaders Plan Late May Highway Bill Markup.
<https://www.ttnews.com/articles/us-house-leaders-plan-late-may-highway-bill-markup>
- Amtrak receives \$1.69bn Covid-19 relief funding.
<https://www.railway-technology.com/news/amtrak-covid-19-relief-funding/>
- The politics of going big.
<https://www.vox.com/2021/4/28/22403670/biden-american-jobs-families-plan-politics>