

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, July 9, 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/82706335899>

iPhone One-Tap: US: +16699006833,,82706335899# or +14086380968,,82706335899#

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

Webinar ID: 827 0633 5899

International numbers available: <https://bayareametro.zoom.us/j/kcuAPkTd2y>

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 (9).

2. Consent Calendar

- 2a. [21-0874](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the June 11, 2021 Meeting

Action: Committee Approval

Attachments: [2a_Joint LEGIS_Minutes_June 11 2021.pdf](#)

- 2b. [21-0875](#) 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_LEGIS HIST_July.pdf](#)

3. Information

- 3a. [21-0927](#) Fiscal Year (FY) 2021-2022 State Budget Update

Update on the FY 2021-2022 State Budget with a focus on transportation, housing and climate adaptation funding.

Action: Information

Presenter: Rebecca Long

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

4. Federal Legislation

4a. [21-0928](#) Update on Surface Transportation Reauthorization

Status update regarding the reauthorization of the federal surface transportation law, including an update on the interplay between reauthorization and an infrastructure package.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [4a Update on Surface Transportation Reauthorization.pdf](#)

4b. [21-0878](#) 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 Report June Summit.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, September 10, 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.

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, Victoria Fleming,
Barbara Halliday, Dave Hudson, Gordon Mar,
Karen Mitchoff, Alfredo Pedroza, David Rabbitt,
Belia Ramos, Libby Schaaf, and Jim Spring*

Non-Voting Members

Dorene M. Giacopini and Vacant

Friday, June 11, 2021

9:45 AM

Board Room - 1st Floor (REMOTE)

1 Roll Call / Confirm Quorum

Present: 14 - Committee Member Connolly, Committee Member Spring, Committee Member Ahn, Committee Member Pedroza, Committee Member Mitchoff, Committee Member Ramos, Committee Member Canepa, Committee Member Dutra-Vernaci, Committee Member Schaaf, Committee Member Rabbitt, Committee Member Hudson, Chair Arreguin, Committee Member Halliday and Committee Member Eklund

Absent: 3 - Committee Member Mar, Committee Member Fleming and Vice Chair Liccardo

Non-Voting Member Present: Commissioner Giacopini

Ex Officio Voting Member 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 Spering, the Consent Calendar was unanimously approved. The motion carried by the following vote:

Aye: 14 - Committee Member Connolly, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Mitchoff, Committee Member Ramos, Committee Member Canepa, Committee Member Dutra-Vernaci, Committee Member Schaaf, Committee Member Rabbitt, Committee Member Hudson, Chair Arreguin, Committee Member Halliday and Committee Member Eklund

Absent: 3 - Committee Member Mar, Committee Member Fleming and Vice Chair Liccardo

- 2a.** [21-0785](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the May 14, 2021 Meeting

Action: Committee Approval

Attachments: [2a Joint LEGIS Minutes May 14 2021.pdf](#)

- 2b.** [21-0786](#) 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 June Legislative History With 2 Year Bills.pdf](#)

3. State Legislation

- 3a.** [21-0845](#) Fiscal Year (FY) 2021-2022 State Budget Update

Update on FY 2021-2022 State Budget with a focus on transportation, housing and climate adaptation funding.

Action: Information

Presenter: Rebecca Long

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

4. Federal Legislation

4a. [21-0847](#) Update on Surface Transportation Reauthorization

Status update regarding the reauthorization of the federal surface transportation law, including an overview of the five-year bill passed by the Senate Environment and Public Works Committee.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [4a Update on Surface Transportation Reauthorization.pdf](#)

4b. [21-0848](#) Update on Federal Housing Advocacy Strategy

Update on federal housing advocacy strategy, including support for housing production proposal that could unlock near term financing for tens of thousands of affordable housing units in California.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [4b Update on Federal Housing Advocacy Strategy.pdf](#)

4c. [21-0787](#) 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: [4c MTC Report May Summit.pdf](#)

5. Public Comment / Other Business

Roland Lebrun was called to speak.

6. Adjournment / Next Meeting

The next meeting of the Joint MTC ABAG Legislation Committee will be Friday, July 9, 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.



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
AB 43 Friedman	Amended 7/6/2021	Senate Transportation	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. Current law authorizes local authorities to consider additional factors, including pedestrian and bicyclist safety. This bill would authorize local authorities to consider the safety of vulnerable pedestrian groups, as specified.	Support	Support
AB 68 Quirk-Silva	Amended 6/1/2021	Senate Housing	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 5/24/2021	Assembly Inactive 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 5/24/2021	Senate Environmental Quality	Air Quality Improvement Program: electric bicycles. Current law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the production and use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Current law specifies the types of projects eligible to receive funding under the program. This bill would specify projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the program.		

AB 118 Kamlager	Introduced 12/18/2020	Senate Appropriations	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 6/30/2021	Senate Appropriations	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 either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and to pedestrians, as specified, and continue to yield the right-of-way to those vehicles and pedestrians until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection.		
AB 215 Chiu	Amended 6/23/2021	Senate Appropriations	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 6/2/2021	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 7/5/2021	Senate Judiciary	Local government: open and public meetings. The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. Under existing law, a member of the legislative body who attends a meeting where action is taken in violation of this provision, with the intent to deprive the public of information that the member knows the public is entitled to, is guilty of a crime. This bill would require local agencies to conduct meetings subject to the act consistent with applicable state and federal civil rights laws, as specified.		
AB 345 Quirk-Silva	Amended 6/16/2021	Senate Gov. & F.	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.		

AB 363 Medina	Amended 7/5/2021	Senate Transportation	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, upon appropriation by the Legislature, to develop project grant criteria and guidelines for a new On-Road Heavy-Duty Vehicle Incentive Program (VIP2) that shall provide additional incentives for projects eligible for program funding that are deployed in disadvantaged communities, as provided, and in low-income communities, as defined.		
AB 371 Jones-Sawyer	Amended 7/1/2021	Senate Insurance	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 5/24/2021	Senate 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 require the office to allocate funds, 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	Senate Elections and Constitutional Amendments	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 Wicks	Amended 5/20/2021	Senate Transportation	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 Ward	Amended 6/21/2021	Senate Appropriations	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.		

<u>AB 525</u> <u>Chiu</u>	Amended 6/24/2021	Senate Natural Resources and Water	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.		
<u>AB 561</u> <u>Ting</u>	Amended 4/6/2021	Senate Housing	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.		
<u>AB 571</u> <u>Mayes</u>	Amended 5/3/2021	Senate 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	Senate Appropriations Suspense File	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 6/30/2021	Senate Environmental Quality	Climate change: Extreme Heat and Community Resilience Program. Would establish the Extreme Heat and Community Resilience Program for the purpose of coordinating state efforts and supporting local and regional efforts to mitigate the impacts of, and reduce the public health risks of, extreme heat and the urban heat island effect, and would require the Office of Planning and Research to administer the program through the Integrated Climate Adaptation and Resiliency Program.		
AB 602 Grayson	Amended 7/5/2021	Senate Housing	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	Senate Appropriations	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 642 Friedman	Amended 6/30/2021	Senate Appropriations	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. Because the bill would impose additional duties on local agencies, this bill would impose a state-mandated local program.		
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 6/30/2021	Senate Environmental Quality	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 board to update, by July 1, 2023, Greenhouse Gas Reduction Fund 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 provided. The bill would require, among other things, administering agencies, on and after the adoption of the update to the funding guidelines, to give preference to applicants that demonstrate a partnership with an educational institution or training program targeting residents of under-resourced, tribal, and low-income communities, as defined, in the same region as the proposed project and to applicants that demonstrate the creation of high-quality jobs, as defined, by the proposed project.		

AB 713 Garcia, Cristina	Amended 5/24/2021	Senate Appropriations	State Air Resources Board: greenhouse gas emissions scoping plan: comprehensive health analysis. The State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse This bill would require the state board to conduct a comprehensive health analysis in conjunction with the development of each update of the scoping plan that includes a framework to provide an overview of the breadth of health impacts and health benefits that may accrue from the outcomes in the scoping plan, as specified.		
AB 758 Nazarian	Amended 5/3/2021	Senate Energy, Utilities and Communications	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	Amended 7/5/2021	Senate Transportation	Street closures and designations. Would authorize a local authority to adopt a rule or regulation by ordinance to implement a slow street program, which may include closures to vehicular traffic or through vehicular traffic of neighborhood local streets with connections to citywide bicycle networks, destinations that are within walking distance, or green space. The bill would require the local authority to meet specified conditions to implement a slow street, including a determination that closure or traffic restriction is necessary for the safety and protection of persons using the closed or restricted portion of the street, conducting an outreach and engagement process, and clearly designating the closure or traffic restriction with specific signage.		

AB 784 Quirk	Amended 7/5/2021	Senate Appropriations	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 6/23/2021	Senate Gov. & F.	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 6/29/2021	Senate Gov. & F.	Green Empowerment Zone for the Northern Waterfront area of the County of Contra Costa. Would, until January 1, 2028, authorize establishment of a Green Empowerment Zone for the Northern Waterfront area of the County of Contra Costa. The bill would authorize the Green Empowerment Zone to be composed of specified cities, 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 of Contra Costa in a coordinated effort to support the development of the clean energy economy.		

AB 897 Mullin	Amended 7/1/2021	Senate Natural Resources and Water	<p>Office of Planning and Research: regional climate networks: regional 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, through the program, 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.</p>	Support	Support
AB 917 Bloom	Amended 7/7/2021	Senate Judiciary	<p>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. Current laws makes these video image records confidential, and provides that these records are available only to public agencies to enforce parking violations. Current 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, if the examiner or issuing agency, as specified, of a violation allows for the reduction or waiver of parking penalties for indigent individuals, as defined. The bill would authorize a designated employee or law enforcement agency to decline to issue a ticket, if there is evidence in the video of hardship.</p>	Support	

AB 950 Ward	Amended 5/27/2021	Senate Environmental Quality	Department of Transportation: sales of excess real property: affordable housing, emergency shelters, and feeding programs. This bill 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	Amended 6/29/2021	Senate Housing	Building standards: electric vehicle charging infrastructure. Would require the Department of Housing and Community Development to, when considering proposed building standards for future electric vehicle charging infrastructure in existing multifamily dwellings, consider whether electric vehicle charging standards shall only apply to multifamily dwellings or during the time of construction activity requiring a building or electrical permit in order to minimize the cost of installing infrastructure, and whether to require up to 20% of parking spaces in existing multifamily dwellings to support future installation of electric vehicle charging infrastructure. The bill would require 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 nonresidential development, as specified.		
AB 970 McCarty	Amended 5/10/2021	Senate Gov. & F.	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.		

AB 978 Quirk-Silva	Amended 6/24/2021	Senate 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 983 Garcia, Eduardo	Amended 6/15/2021	Senate Gov. & F.	<p>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 in the Salton Sea geothermal resource area.</p>		

AB 984 Rivas, Luz	Amended 7/1/2021	Senate Judiciary	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 make this authorization applicable to environmental license plates and specialized license plates displayed on an alternative device, as specified.		
AB 989 Gabriel	Amended 7/5/2021	Senate Housing	Housing Accountability Act: appeals: Office of Housing Appeals. 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, until January 1, 2029, establish an Office of Housing Appeals (office) within the department, administered by the director of the department, to review housing development projects that are alleged to have been denied or subject to conditions in violation of the Housing Accountability Act. The bill would establish housing appeals panels, consisting of administrative law judges with specified qualifications, within the office.		
AB 1029 Mullin	Introduced 2/18/2021	Senate 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.		

AB 1035 Salas	Amended 6/28/2021	Senate Appropriations	<p>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, beginning January 1, 2023, a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to apply standard specifications that allow for the use of recycled materials in streets and highways, as specified. By increasing the duties of local agencies, this bill would impose a state-mandated local program.</p>		
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 1110 Rivas, Robert	Amended 7/7/2021	Senate 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 1143 Berman	Amended 6/14/2021	Assembly Concurrence	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 court determines at the hearing that, after a diligent effort, the petitioner has been unable to accomplish personal service, and that there is reason to believe that the respondent is evading service or cannot be located, then 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 7/5/2021	Senate Transportation	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, regional transportation agencies, and local governments to assist the council in completing the report.		

AB 1157 Lee	Amended 3/15/2021	Senate Appropriations	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 6/23/2021	Senate Gov. & F.	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 1220 Rivas, Luz	Amended 6/24/2021	Senate Housing	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 7/6/2021	Senate 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 eliminate that prohibition until January 1, 2029.		
AB 1297 Holden	Amended 5/20/2021	Senate Housing	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 6/21/2021	Senate Appropriations	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 6/21/2021	Senate Environmental Quality	California Global Warming Solutions Act of 2006: scoping plan: sustainable aviation fuels. Would require the State Air Resources Board, as part of the next scoping plan update, to develop a plan, consistent with federal law, to use sustainable aviation fuels to reduce greenhouse gas emissions from aircrafts in the state by 40% below 1990 levels by 2030 and to achieve net-zero greenhouse gas emissions by 2045. The bill would require, no later than January 1, 2023, the state board to undertake certain actions, including consulting with designated state agencies and, if feasible, commercial airports, commercial and business airlines that operate in the state, aircraft manufacturers, sustainable aviation fuels producers and developers, and infrastructure providers to develop the plan.		
AB 1329 Nazarian	Amended 6/30/2021	Senate Housing	Building codes: earthquakes: functional recovery standard. Would, in addition to making specified findings and declarations, require the Building Standards Commission and the Department of Housing and Community Development to develop, adopt, approve, codify, and publish building standards that would require buildings not already under the authority of a different state agency to be designed and built to a functional recovery standard, as defined, for earthquake loads, as specified. The bill would require the commission and the department to actively consult with interested parties, as specified, in proposing and adopting functional recovery standards.		
AB 1337 Lee	Amended 4/7/2021	Senate Appropriations Suspense File	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 Muratsuchi	Amended 5/24/2021	Senate 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 1365 Bonta	Amended 3/25/2021	Assembly Natural Resources	Public contracts: clean concrete. The State Contract Act governs the bidding and award of public works contracts by specific state departments and requires an awarding department, before entering into any contract for a project, to prepare full, complete, and accurate plans and specifications and estimates of cost. This bill would require the Department of General Services, on or before January 1, 2024, to establish and publish a maximum acceptable global warming potential for concrete, as specified. The bill would, beginning January 1, 2022, require an awarding authority to require a winning bidder for an eligible project to submit an Environmental Product Declaration developed in accordance with specified standards prior to installation of any concrete products..		
AB 1384 Gabriel	Introduced 2/19/2021	Senate Environmental Quality	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 6/28/2021	Senate Environmental Quality	<p>The California Climate Crisis Act. The California Global Warming Solutions Act of 2006 requires the State Air Resources 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, the California Climate Crisis Act, would declare the policy of the state to achieve net zero greenhouse gas emissions 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 board to work with relevant state agencies to ensure that by 2045 statewide anthropogenic greenhouse gas emissions are reduced to at least 90% below the 1990 level, to ensure that updates to the scoping plan identify and recommend measures to achieve these policy goals, identify a variety of policies and strategies that support nature-based climate solutions in California, as specified.</p>		
AB 1398 Bloom	Amended 7/5/2021	Senate Appropriations	<p>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.</p>		

AB 1401 Friedman	Amended 7/5/2021	Senate Housing	Residential and commercial development: remodeling, renovations, and additions: parking requirements. Would prohibit a public agency in a county with a population of 600,000 or more 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 1/2 mile, as specified, of public transit, as defined. The bill would prohibit a public agency in a city with of 75,000 or more located in a county with a population of less than 600,000 from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the project is located within 1/4 mile, as specified, of public transit, as defined. The bill would create authorizations in this regard for a city or a county to which these prohibitions do not apply.	Support	Support
AB 1409 Levine	Introduced 2/19/2021	Senate Appropriations	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.		

<u>AB 1499</u> <u>Daly</u>	Amended 5/24/2021	Senate Appropriations	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 extend the operation of these provisions until January 1, 2034. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2033, on its experience with design-build procurement.		
<u>AB 1500</u> <u>Garcia,</u> <u>Eduardo</u>	Amended 5/11/2021	Assembly Rules	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.	Support and Seek Amendments	Support and Seek Amendment
<u>ACA 1</u> <u>Aguilar-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.		

ACA 7 Muratsuchi	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.		
ACR 33 Friedman	Introduced 2/19/2021	Assembly Consent Calendar	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.		
SB 1 Atkins	Amended 6/24/2021	Assembly Appropriations	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.		

SB 5 Atkins	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.		
SB 7 Atkins	Chaptered 5/20/2021	Senate Chaptered	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 7/5/2021	Assembly Third Reading	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 or an urban infill site, as those terms are defined. The bill would prohibit a local government from adopting an ordinance pursuant to these provisions on or after January 1, 2029. 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. The bill would prohibit an ordinance adopted under these provisions from superceding a local restriction enacted or approved by a local initiative that designates publicly owned land as open-space land or for park or recreational purposes.	Support	Support

SB 12 McGuire	Amended 7/1/2021	Assembly Housing and Community Development	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 Inactive 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 5/27/2021	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 6/22/2021	Assembly Appropriations	North Coast Railroad Authority: right-of-way: Great Redwood Trail Agency: Sonoma-Marin Area Rail Transit District. Current law creates, within the Counties of Sonoma and Marin, the Sonoma-Marin 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 7/5/2021	Assembly Appropriations	Community Energy Resilience Act of 2021. Current law establishes within the Natural Resources Agency the State Energy Resources Conservation and Development Commission. Current law assigns the commission various duties, including applying for and accepting grants, contributions, and appropriations, and awarding grants consistent with the goals and objectives of a program or activity the commission is authorized to implement or administer. 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 by local governments.		
SB 222 Dodd	Amended 7/5/2021	Assembly 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 274 Wieckowski	Amended 4/5/2021	Assembly Appropriations	<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>		
SB 290 Skinner	Introduced 2/1/2021	Assembly Appropriations	<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>		

SB 330 Durazo	Amended 5/27/2021	Assembly Desk	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 additionally authorize a community college district to let to any nonprofit entity any real property, as specified. The 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.		
SB 339 Wiener	Amended 6/14/2021	Assembly Appropriations	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.		
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.		

<p>SB 477 Wiener</p>	<p>Amended 6/24/2021</p>	<p>Assembly Appropriations</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, 2024, 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 7/5/2021</p>	<p>Assembly Appropriations</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. This bill 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 physically preclude a housing development project from achieving the floor-to-area ratios described above.</p>		

SB 500 Min	Amended 6/23/2021	Assembly Appropriations	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, commencing January 1, 2030, and to the extent authorized by federal law, would prohibit the operation of certain new autonomous vehicles that are not zero-emission vehicles, as defined. The bill would also prohibit the DMV from commencing rulemaking for the adoption of regulations implementing this provision until January 1, 2027.		
SB 533 Stern	Amended 7/1/2021	Assembly Appropriations	Electrical corporations: wildfire mitigation plans: deenergization events. 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, and impact of, future deenergization of those circuits, including replacing, hardening, or undergrounding any portion of the circuit or of upstream transmission or distribution lines.		
SB 548 Eggman	Amended 4/5/2021	Assembly Third Reading	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 581 Atkins	Introduced 2/18/2021	Assembly Inactive File	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.		
SB 591 Becker	Amended 6/10/2021	Assembly Third Reading	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.		
SB 625 Caballero	Amended 5/28/2021	Assembly Jobs, Economic Development and the Economy	Community development financial institutions: grant program. Would establish the California Investment and Innovation Program, administered by the 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 the 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.		

SB 649 Cortese	Amended 4/19/2021	Assembly Rules	<p>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.</p>		
SB 671 Gonzalez	Amended 6/15/2021	Assembly Appropriations	<p>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 1, 2023. The bill would require the assessment's findings and recommendations to be incorporated into the development of the California Transportation Plan. The bill would require the state freight plan to include a description of needed infrastructure, projects, and operations for the deployment of zero-emission medium- and heavy-duty vehicles and the development of freight corridors identified in the assessment.</p>		

SB 674 Durazo	Amended 7/7/2021	Assembly Appropriations	<p>Public Contracts: workforce development: covered public contracts. Would require the Labor and Workforce Development Agency to create 2 programs, to be known as the California Jobs Plan Program and the United States Jobs Plan Program. The bill would require the programs to meet specified objectives, including supporting the creation and retention of quality, nontemporary full-time jobs, as specified, and the hiring of displaced workers and individuals facing barriers to employment. The bill would require, as a component of applications for covered public contracts, as defined, the creation of forms for each program that state the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract. These components of the application would be known as the California Jobs Plan and the United States Jobs Plan, which the bill would define.</p>		
SB 726 Gonzalez	Amended 6/29/2021	Assembly Appropriations	<p>Alternative fuel and vehicle technologies: Sustainable Transportation Strategy. Would require the State Air Resources Board and the State Energy Resources Conservation and Development Commission, in coordination with specified public agencies, including local air pollution control districts and air quality management districts, if those districts choose to participate, 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 specify that the purpose of the strategy is to evaluate the plans, actions, and required funding needed to reach the state's various transportation greenhouse gas emissions and criteria pollutant reduction goals in a cost-effective, technology neutral, and efficient manner, specifically considering the role of sustainable transportation goals and programs.</p>		

SB 728 Hertzberg	Amended 4/15/2021	Assembly Appropriations	<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	Assembly Desk	<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 6/21/2021	Assembly Accountability and Administrative Review	<p>Buy Clean California Act: Environmental Product Declarations: concrete. Would require as part of the Buy Clean California Act, beginning July 1, 2022, an awarding authority to require a successful bidder for a contract for an eligible project, as separately defined for purposes of these requirements, to submit a current Environmental Product Declaration, as defined, for each concrete product before the product is installed in the project, as provided. The bill would require the awarding authority, beginning January 1, 2023, when letting contracts that include concrete for use in an eligible project to require all bids to include the global warming potential, as defined, for each concrete product that will be delivered, the total concrete production CO₂e, as defined, for all concrete products included in the bid, and an estimate of delivery emissions, as defined, from transporting the concrete. The bill would require the State Air Resources Board, on or before January 1, 2024, to establish, and the department to publish in the State Contracting Manual, in a department management memorandum, or on the department's internet website, the maximum global warming potential for concrete at the industry average global warming potential for concrete within each project region and performance class, as provided.</p>		
SB 780 Cortese	Amended 6/21/2021	Assembly Housing and Community Development	<p>Local finance: public investment authorities. Current law establishes enhanced infrastructure financing districts to finance public capital facilities or other specified projects of communitywide significance. Current law provides for the membership of the governing body of the district, referred to as the public financing authority. This bill would authorize the legislative bodies, as defined, 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.</p>		

SB 792 Glazer	Amended 5/20/2021	Assembly Appropriations	<p>Sales and use tax: returns: online transactions: local jurisdiction schedule. The Sales and Use Tax Law, administered and enforced by the California Department of Tax and Fee Administration, imposes 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. Current law authorizes the department to require the filing of reports by any person or class of persons with information relating to sales of tangible personal property the storage, use, or other consumption of which is subject to the use tax, as specified. Current law requires a retailer or purchaser subject to the sales and use tax to file, on or before the last day of the month following each quarterly period, a return for the preceding quarterly period. This bill, for reporting periods beginning on or after January 1, 2022, would require a qualified retailer whose annual qualified sales of tangible personal property transacted online exceeded \$1,000,000 for the previous calendar year to include with each tax return a schedule that reports for each local jurisdiction the gross receipts from the qualified sale of tangible personal property shipped or delivered to a purchaser in that jurisdiction.</p>		
SB 798 Wieckowski	Introduced 2/19/2021	Senate Rules	<p>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.</p>		

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 and Association of Bay Area Governments Joint MTC ABAG Legislation Committee

July 9, 2021

Agenda Item 3a

Fiscal Year (FY) 2021-2022 State Budget Update

- Subject:** Update on the FY 2021-2022 State Budget with a focus on transportation, housing and climate adaptation funding.
- Overview:** On June 28, 2021, the Governor signed AB 128, the original budget bill approved by the Legislature in mid-June and the Legislature approved a revised budget bill, SB 129, which makes further adjustments to the budget. The revised budget bill reflects an agreement to provide multi-year funding for several major policy changes, including an expansion of Medi-Cal coverage for undocumented immigrants age 50+, repayment of \$11 billion in K-14 education funding deferrals, 200,000 childcare slots for low-income households, and \$6 billion to expand access to broadband over multiple years. SB 129 also includes over \$1.2 billion in legislator requests ranging from affordable housing to libraries to fire prevention to transportation. Of that amount, approximately \$47 million are dedicated to Bay Area transportation projects, while about \$41 million is provided for housing and homelessness projects. A list of Bay Area projects receiving funding across all policy areas is included as Attachment B.
- Discussion:** SB 129 provides the following amounts for MTC/ABAG high priority areas:
- A new funding program to help implement the Sustainable Communities Strategies (SCS), titled “Housing Policy Development Program” under the Housing and Community Development: **\$600 million**. This was reduced from \$750 million in the original budget bill. A trailer bill specifying the details of the program had yet to be released when this memo was finalized.
 - An increase of **\$1 billion** for the Transit and Intercity Rail Capital Program (TIRCP) which has helped to fund many Bay Area transit and rail priorities.
 - A new climate adaptation planning and infrastructure program to be administered by Caltrans, split 50/50 between the state and local adaptation needs: **\$400 million**. A maximum of \$25 million is set-aside from the local portion for planning.
 - An increase of **\$500 million** for the Active Transportation Program with language specifying that it will not be made available until further legislation is enacted by October 10, 2021.
 - Significant new funding for affordable housing including **\$1.75 billion** for housing production through the Multifamily Housing Program, **\$300 million** for the preservation of existing affordable housing and **\$500 million** for a Foreclosure Intervention Housing Preservation program.
 - Two years of aid to local governments for homelessness: **\$1 billion** for both FY 2021-22 and FY 2022-23, plus **\$1.45 billion** for Project Homekey, the program that funds conversion of hotels and motels to housing for those experiencing or at risk of homelessness.

Zero-Emission Vehicles (ZEV) and Associated Infrastructure

SB 129 includes the following investments in electric vehicles and charging infrastructure:

- Clean Transportation Program - Light-, Medium-, Heavy-Duty Vehicle Infrastructure: \$660 million, including \$500 million to fund charging and hydrogen refueling for light, medium and heavy-duty vehicles and \$160 million for medium and heavy duty ZEV infrastructure
- Clean Vehicle Rebate Program: \$525 million, including \$10 million for e-bikes
- Zero-Emission Vehicle Manufacturing incentives: \$125 million
- Equity Transportation Programs (Clean Cars 4 All): \$150 million, with at least \$75 million for Clean Cars 4 All Program.
- Transit buses and charging infrastructure: \$100 million (\$70 million for vehicles, \$30 million for infrastructure), plus \$50 million for ZEV rail and transit demonstration projects
- School buses & charging infrastructure: \$150 million (\$130 million for vehicles, \$20 million for infrastructure)
- Local air districts – Medium and Heavy duty vehicles: \$45 million

Climate Adaptation

For FY 2021-22, SB 129 provides \$731 million for drought resilience, \$440 million for climate resilience and \$258 million for wildfire prevention and forest resilience. The budget agreement indicates that details for these expenditures are subject to further negotiation, but there is a commitment to invest \$3.7 billion over three years for climate resilience. As noted, AB 128 includes \$400 million for local and state adaptation as it relates to transportation infrastructure. MTC/ABAG and other Bay Area partners were strong proponents of this funding along with Transportation California. Funds are conditioned on adoption of legislation by October 10 specifying how funds will be distributed.

Funding for Port of Oakland-Related Improvements

AB 128 includes \$279.5 million for the Port of Oakland for improvements that “facilitate enhanced freight and passenger access and to promote the efficient and safe movement of goods and people.” Further details on how the funds are to be spent may be included in a subsequent trailer bill but we understand it is focused on improving safety and access improvements, including rail-related and pedestrian-focused projects.

Bay Area Housing Finance Authority (BAHFA) Pilot Programs

The revised budget bill, SB 129, includes a \$20 million line item to MTC for BAHFA, delivering one of our top budget priorities for 2021. These funds will enable us to launch five pilot programs across the 3Ps of protection, preservation and production. It is unclear whether a trailer bill will provide further guidance on the use of the funds or if such details will be worked out through a funding agreement.

Housing/Homelessness

In addition to the items already noted, SB 129 includes a line item of \$10 million for the Department of Housing and Community Development to develop an incentive program for local agencies to convert idle commercial property to affordable housing. The budget supports Governor Newsom's request for 16 additional positions at the Department of Housing and Community Development to assist local government with their housing elements and strengthen housing law compliance.

Next Steps

Due to the historic surplus and the pandemic, this has been a highly unusual budget year with multiple bills and extended negotiations. At the time this memo was finalized, SB 129 had not yet been signed. As noted, further trailer bills are anticipated over the next few months providing more details related to the funding for the sustainable communities block grant (named the "Housing Policy Development Program"), climate adaptation, active transportation, the supplemental TIRCP funding. Staff will provide updates on any new developments at your meeting and in subsequent months.

Attachments:

Attachment A: The 2021-22 State Budget – June 28th Package
Attachment B: Bay Area project designations in SB 129


Therese W. McMillan



The 2021-22 State Budget June 28th Package

(All figures contained are preliminary, until final official scoring)

Senator Nancy Skinner

Chair, Committee on Budget & Fiscal Review

Assemblymember Phil Ting

Chair, Assembly Budget Committee

On Monday June 28th, the Legislature expects to act on changes to the Budget Act bill passed on June 14th, which together make what is called the June 28th Package.

The Legislature and the Governor are in agreement with the June 28th Package and it represents nearly the final budget agreement, with just a few key issues outstanding. Most notably, while there is agreement to increase child care rates and enact rate reform the specific details have not been finalized. In addition, as is typical, some statutory changes in various areas of the budget have not been finalized at this point either.

Nevertheless, once signed into law the June 28th Package results in the budget being in place for the start of the new fiscal year, on July 1.

The June 28th Package builds on priorities put forward in the Assembly's "A Budget of Opportunity" blueprint, the Senate's "Build Back Boldly" plan, and the Governor's May Revision to become the most responsible, most transformative, and boldest state budget in modern history.

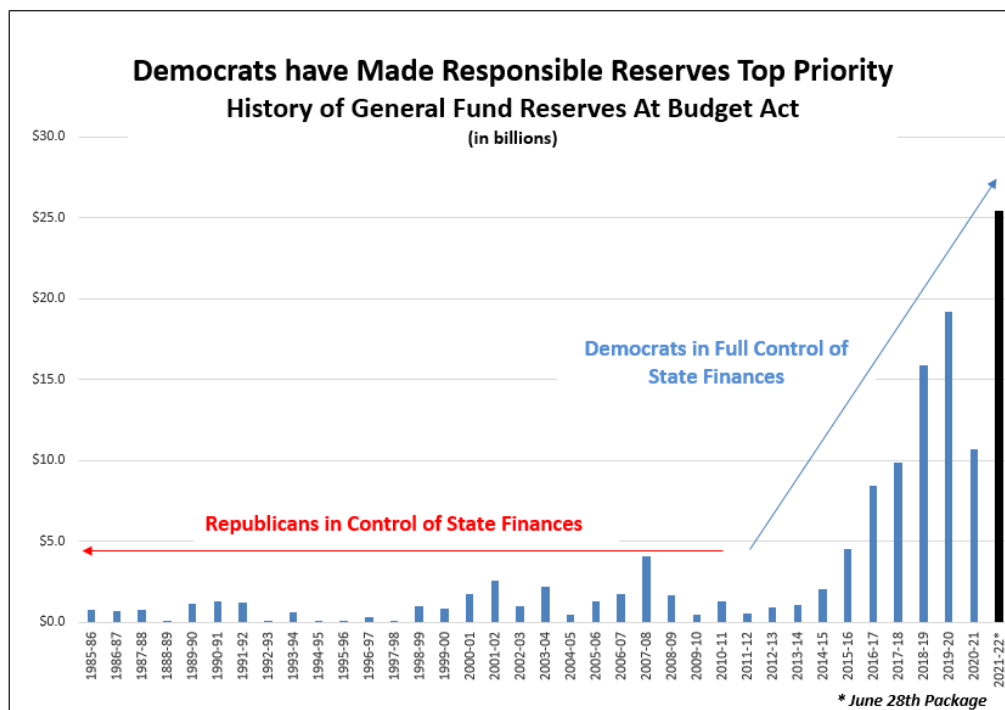
California is roaring back – but it is not by accident or due to good fortune. California's finances survived the COVID-19 economic crisis and have put the state in position to make transformative change due to:

- A decade of responsible budgeting – which began with voters putting Democrats in full control of the state's finances starting in 2011 – that provided the tools to get through the temporary downturn without having to impose economy harming cuts to programs or middle class tax increases;
- Robust federal stimulus actions that kept families afloat and prevented the economy from spiraling out of control; and
- A common sense, voter-approved, revenue system that requires all Californians to contribute, but relies more heavily on the wealthiest Californians that have benefited the most from California and can most afford to pay.

All told the June 28th Package reflects total spending of \$262.6 billion, of which \$196.4 is from the General Fund, and total General Fund reserves equaling a record \$25.2 billion.

Total Proposition 98 spending is a record, \$93.7 billion, including \$66.4 billion from the General Fund.

The following provides a summary of key aspects of the June 28th Package, followed by more detailed highlights by each subject area.



Top Budget Priority

Responsible Budgeting

Since Democrats took full control of the state's finances in 2011 responsible budgeting has become a top priority. Gone are the bad old days of perennial late budgets, careening from one fiscal crisis to the next without ever having a structurally balanced budget, and constantly slashing funding for schools and critical programs and squeezing the middle class.

California's finances survived the COVID-19 downturn in large part because of the responsible budgeting, the June 28th Package does more than ever before to protect state budget from the next inevitable downturn.

The following are key responsible budgeting elements of the June 28th Package:

- **Record Reserves.** Provides a total of \$25.2 billion in General Fund reserves, higher than any level in history. The reserves include:
 - \$4.0 billion in the Regular Reserve (SFEU).
 - \$0.9 billion in the Safety Net Reserve.
 - \$4.5 billion in the Prop 98 Reserve.
 - \$15.8 billion in the Rainy Day Fund (Budget Stabilization Account).

Should revenues perform near or at the forecast of the LAO, then reserves would naturally be significantly higher in the budget year and beyond.

- **Full Pay-Off of Prop 98 Deferrals.** Pays off \$11 billion of Prop 98 deferrals, include \$2.6 billion not proposed in the May Revision. Paying down deferrals gets local school and community college districts cash for their programs and replenishes an important budget tool to assist with the next economic downturn.
- **No Phony Suspensions.** Ends practice of building in phony suspensions into the out-years that would paint an unrealistic fiscal outlook. Instead, the ongoing costs of programs are fully accounted for in the out-years to present an accurate multi-year forecasts.
- **Under the Constitutional Appropriations Limit.** Maintains total spending as well below the constitutional appropriations limit for 2021-22. And over the two year period of the current year and budget year, combined the budget is below the appropriations limit.

Transformative Actions

Economic Stimulus, Relief for Families & Small Business/Non-Profits

While California's state finances have survived and bounced back after the COVID-19 downturn, many California families and small businesses continue to struggle.

June 28th Package builds on the historic investment in families and small businesses already provided by the federal and California governments with:

- ***\$8.1 Billion Golden State Stimulus 2.*** Provides \$8.1 billion in direct relief to Californians with income of up to \$75,000. This provide Californians with payments of \$500, \$600, 1,000 or \$1,100, depending on their filing status. Combined with early action, this totals approximately \$14.7 billion in relief for families and small businesses – a historic level of tax cuts/relief by any measure.
- ***\$1.5 Billion Small Business / Non-Profits Grants.*** Approves the Governor's proposed additional \$1.5 billion in small businesses and non-profit grants, bringing the total investment in the Small Business COVID-19 Relief Grant Program to \$4 billion.
- ***Additional Business Support.*** Provides \$50 million for grants for micro-businesses, includes \$150 million to create the California Venues Grant Program, provides tax credits that support small business hiring and the hiring of homeless individuals, augments the Cal Competes Tax Credit by \$110 million on a one-time basis, and includes \$120 million to establish the Cal Competes Grant Program.

Education

Early Care and Education. The June 28th Package makes historic and transformative improvements for Early Care and Education. Strong Early Care and Education investments are critical to healthy families, and it is critical that child care providers are compensated fairly. Key Early Care and Education improvements include:

- ***Child Care Slots.*** Increases child care access by 200,000 slots – beginning is 120,000 in 2021-22 and phasing in an additional 80,000 over the next four years – in Alternative Payment, General Child Care, Migrant Child Care, bridge program for foster children, and prioritizes ongoing vouchers for essential workers currently receiving short-term child care.

- **Child Care Rate Reform.** With details yet to be finalized the Budget Act of 2021 enables strong rate reform and rate increases for child care and state preschool providers which helps ensure providers can be fairly compensated and run successful businesses that provide vital services for families.
- **Universal Transitional Kindergarten.** Adopts universal Transitional Kindergarten (TK) as part of a mixed delivery system, phasing in expanded age eligibility to full implementation in 2025-26 and rebenching the Proposition 98 Guarantee to provide ongoing funding for the TK expansion of approximately \$2.7 billion at full implementation.
- **Key One-time Investments.** Provides a variety of one-time investments to stabilize providers growing out of the pandemic, including stipends, hold harmless policies. Provides \$250 million in one-time investments in child care facilities (\$100 million in federal funds, and \$150 million in General Fund).

TK-12 Public Education. A key part to California's pandemic recovery is the transformation of our public education system, and significant investments in California's children and our shared futures. In addition to TK expansion listed above, the June 28th Package includes over \$21,000 per-student spending and various initiatives to change the culture of public education including:

- **Community Schools.** Provides \$3 billion one-time Proposition 98 to launch a statewide initiative to build accessible community wellness and student health hubs on over 1,000 school campuses. The Community School model addresses students' and their families' most critical health and service needs, to support students in academic success. The Legislative Version adds universal meals to the education model, allowing all students who need a healthy breakfast or lunch at school, to receive one, year round at their local school.
- **Expanded Learning.** Creates an Expanded Learning program to provide funding for afterschool and summer school enrichment programming targeted at low-income students. In 2021-22, the budget provides \$1 billion ongoing Proposition 98, and \$753.1 million one-time Proposition 98 funds, growing to \$5 billion ongoing Proposition 98 funding at full implementation for all classroom-based local educational agencies. This improves the standard schedule for public schools to better meet the needs of working families
- **Special Education.** Provides \$396 million in ongoing Proposition 98 General Fund to increase the statewide base rate for the special education formula and \$260 million ongoing Proposition 98 to fund specified services for children ages 3-5 years old. In addition, one-time funds of \$550 million Proposition 98 are provided to invest in increased support for special education alternative dispute resolution

and learning recovery supports for special education students associated with impacts due to the COVID-19 pandemic.

- **Career and College Readiness.** Doubles high school student access to career and college-prep coursework and training.
- **School Nutrition.** Launches the Universal School Meals Program, with an increase in state meal reimbursements by \$54 million in the 2021-22 fiscal year and \$650 million ongoing Proposition 98 funding beginning in 2022-23, to cover the costs of offering breakfast and lunch for all students.

Access to Higher Ed, Financial Aid & Path to Debt Free College

Access to affordable higher education is a cornerstone of a strong middle class. While California has done a good job to keeping tuition low, and has been able to eliminate tuition entirely for the 55 percent of CSU and UC students that qualify for Cal Grants, non-tuition costs and out of date rules that shut out qualified students from Cal Grants has resulted in students relying on student debt.

The June 28th Package makes the biggest expansion to Cal Grants since its inception and reboots the Middle Class Scholarship to also supplement Cal Grants for the first time to cover non-tuition costs for students receiving Cal Grants.

Here are the Details:

- **Cal Grant Enrollment Expansion.** Provides \$155 million ongoing to end the age and time out of high school requirements for Community College students that for too long have locked deserving students out of the Cal Grant program. This will begin in the upcoming school year with \$154 million for 133,000 community college students.
- **Middle Class Scholarship Reboot (MCS 2.0).** Provides an additional \$515 million on top of existing \$117 million beginning in 2022-23 to reboot the Middle Class Scholarship to expand to supplement non-tuition costs for Cal Grant students and to ultimately become Debt Free grant to eliminate the de facto requirement for lower and middle income students to rely on student loans to attend the CSU and UC.

The MCS 2.0 will close the gap between the full cost of attendance – including non-tuition costs – and resources provided by other financial aid, earnings from a part-time job and of the full cost of attendance and traditional between traditional

financial and modest family contribution from families with over \$100,000 annual income.

The \$632 million is estimated to close the gap by 33 percent, with the intent to expand in future years to ultimately fill the gap by 100%, and finally provide debt free college.

The June 28th Package also provides \$180 million to increase resident enrollment at UC and CSU by more than 15,000 students, and launches a new program to replace nonresident students at UC Berkeley, UCLA and UC San Diego with California students.

Major Investments in Youth Behavioral Health, Behavioral Health Infrastructure, and Public Health

- **Youth Behavioral Health.** Invests \$4.4 billion dollars over five years to create a new, modern, and innovative behavioral health system for youth ages 0 to 25, including \$205 million for the Mental Health Student Services Act to fund school and county mental health partnerships to support the mental health and emotional needs of children and youth as they return to schools and everyday life.
- **Behavioral Health Continuum Infrastructure.** Invests \$2.2 billion for competitive grants to construct, acquire, and rehabilitate real estate assets to expand the community continuum of behavioral health treatment resources. These funds include an allocation of \$150 million, combined with \$55 million of federal funding, to support mobile crisis support teams to assist youth and adults experiencing a behavioral health crisis.
- **Public Health and Health Equity Infrastructure.** Builds the foundation for a 21st century public health system to address preventable death and disease, reduce health disparities, and support an agile public health workforce, with \$300 million annually beginning in 2022-23. These investments will be governed by statutory changes developed in collaboration with the Administration later in the legislative session.

Aging and Disability

The June 28th Package takes major action to improve services for the aged and those with disabilities. Legislative Democrats have long championed these efforts but with the strong fiscal condition of the state the Legislative Version makes progress far beyond any prior efforts. The improvements include:

- ***Medi-Cal at 50+, Regardless of Immigration Status.*** Provides ongoing funding growing to \$1.3 billion to expand Medi-Cal eligibility to all income eligible Californians 50-plus years of age, regardless of immigration status.
- ***Medi-Cal Asset Test removal.*** Eliminates the Medi-Cal asset test for seniors to remove the “senior savings” penalty, to expand access to more income eligible seniors.
- ***SSI/SSP Legacy Cut Restoration.*** Provides \$225 million in 2021-22 and \$450 million in 2022-23 to restore 50 percent of the remaining 2009 SSI/SSP grant cut, and anticipates the remaining 50 percent of the cut will be restored in the 2023-24 budget year. This restoration (combined with Governor’s May Revision proposal) will increase the SSP grant by approximately \$36 per month for individuals and \$92 per month for couples.
- ***Developmental Services Provider Rate Study.*** Phases in an ongoing \$1.2 billion to fully phase in the rate study provider increases over a five-year period. This will help ensure providers receive fairer compensation and that families will continue to have access to the vital services provided.
- ***Permanent Restoration of IHSS 7% Hours Cut.*** Finally ends the legacy of 7% cut in in-home care services to elderly and disabled Californians. While the cut was restored in prior years, the threat of the cut remained by it being added to the list of program “suspensions” that would have automatically taken effect in future years. The June 28th Package of the budget approves the Governor’s proposal to end this (and all) program suspensions.

Fighting Poverty and Hunger

The June 28th Package makes strides to ending poverty and fighting hunger across California by implementing sensible reforms to improve outcomes for participants in the CalWORKs program and making investments in our state’s food safety net. This includes:

- ***Increasing CalWORKs Income Standards for Applicants and Recipients.*** Provides \$135 million in ongoing support to raise the applicant earned income disregard from \$90 to \$450.
- ***CalWORKs Pregnancy Aid.*** Provides \$17 million ongoing to allow a pregnant person to receive aid to meet special needs resulting from pregnancy upon verification of pregnancy and increases the CalWORKs pregnancy supplement from \$47 to \$100.

- ***Food for All.*** Begins implementing expansion of state-funded nutrition benefits to those ineligible for CalFresh or the California Food Assistance Program solely due to immigration status. Automation changes to the program will begin immediately, and targeted enrollments will begin in 2023-24 once automation updates are completed.
- ***Aid for Food Banks.*** Provides close to \$300 million one-time to help food banks address the overwhelming need brought on by the COVID-19 pandemic and operate in the 2021-22 fiscal year.

Homelessness Package

The homelessness crisis impacts nearly every community in California. The June 28th Package builds on recent one-time spending efforts to make the largest ever commitment to address homelessness over a two year period, as well as on ongoing commitment to provide funding for local governments. This includes:

- ❑ ***Record-level Investment to Address Homelessness.*** Provides roughly \$12 billion in new funding for homelessness programs over the next two years.
- ❑ ***Local Multi-Year Support for Local Governments.*** Includes \$1 billion in support for local governments to address homelessness for both 2021-22 and 2022-23, with additional years upon appropriation. This is the first multi-year commitment made by the state and will come with strong oversight and accountability to ensure the funds are put to work to successfully alleviate homelessness.
- ❑ ***Sending More Resources to Front-Line Anti-Poverty Programs.*** Includes more than \$4 billion over two year for various programs operated out of the Department of Social Services. These housing and homelessness programs touch the most vulnerable in our state – seniors in poverty at risk of abuse and neglect, families with children, and children and guardians in our child welfare system.

Criminal Justice Reform and Access to Justice

- ***Reduces fines and fees debt on low-income Californians.*** Reduces the debt of low-income Californians by eliminating various criminal administrative fees, including the elimination of the civil assessment, subject to legislation enacted later this year. The budget agreement includes \$151 million General Fund in 2021-22, \$151 million in 2022-23, \$130 million in 2023-24, and \$120 million in 2024-25 and

ongoing to backfill the revenue associated with the eliminated fees. As well, includes \$12.3 million General Fund in 2021-22, \$25.1 million in 2022-23, \$47.0 million in 2023-24, and \$58.4 million annually thereafter for the Judicial Branch to support statewide court operations to allow individuals the ability to adjudicate all infractions online, including processing ability to pay determinations.

- **Access to Justice.** Expands essential legal service resources through an Access to Justice package. This specifically includes:
 - \$50 million General Fund in 2021-2022 and \$20 million ongoing General Fund augmentations to the Equal Access Fund to provide resources to legal aid organizations.
 - \$10 million General Fund in 2021-22 to address pandemic-related operational costs and dependency caseload increases. Additionally the budget includes up to \$30 million in 2021-22 and ongoing to correct for any shortfall in federal funding.
 - \$16.5 million General Fund in each of 2021-22 and 2022-23 to the County Law Libraries to backfill lost revenue.
 - \$200,000 General Fund in 2021-22 to Funding of Court Appointed Special Advocate LA to provide advocacy for youth in foster care in LA County's child welfare system.
 - \$200,000 General Fund in 2021-22 for a committee to study and recommend changes to structure and operation of the Commission on Judicial Performance.
- **Legal Aid for homeowners and renters.** Delivers \$80 million ARPA funds over three years to fund legal aid services for renters and homeowners to avoid eviction and foreclosure.
- **Support for Court Operations.** Restores \$200 million ongoing General Fund to the Judicial Branch to re-open temporarily closed courtrooms and process case backlogs which have accumulated during the pandemic. Provides an additional \$72 million to ongoing General Fund to support trial court operations and a separate, additional, \$60 million for allocation by the Judicial Council to trial courts to address backlogs and workload delays resulting from the COVID-19 Pandemic.
- **Pre-Trial Services.** Provides \$140 million in 2021-22 and \$70 million ongoing from the General Fund to support programs and practices statewide that reduce pre-trial detention.

- ***Investments in rehabilitation, re-entry, and recidivism reduction strategies.*** Includes a “Rehabilitation, Re-entry and Recidivism Reduction” package of \$200+ million for career development, rehabilitative programming, family connection, local support for individuals to remain out of the criminal justice system, and removal of barriers to successful re-entry.
- ***Violence Reduction, Intervention, and Prevention.*** Provides \$211 million General Fund for violence reduction, intervention, and prevention efforts across the state.
- ***Office of Youth and Community Restoration (OYCR).*** Provides \$27.6 million General Fund in 2021-22 and \$7 million ongoing for the new OYCR under the Health and Human Services Agency to support the youth justice continuum in the state to improve youth outcomes, reduce and eliminate racial disparities, and enhance public safety. Of the amount provided in the budget year, \$20 million shall be available to the OYCR to provide technical assistance, disseminate best practices and issue grants to counties and probation departments for the purpose of transforming the juvenile justice system to improve outcomes for justice involved youth.

Historic Resources Investments

California continues to be impacted by climate change, and the June 28th Package works to address this with historic investments to address the Wildfire and Drought crisis and with a major Climate Resiliency Package. This includes:

- ***Wildfire Package:*** Provides approximately \$1 billion over multiple years for various wildfire prevention and response efforts to wildfires. Details of the package will continue to be worked out through the three-party negotiations.
- ***Drought Package:*** Provides approximately \$3 billion to address and get ahead of the emerging drought, this was the amount proposed by the Governor’s May Revision. Details of the package will continue to be worked out through the three-party negotiations.
- ***Climate Resiliency Package:*** Provides approximately \$3.7 billion over three years to make needed climate resiliency investments, this is \$2.4 billion more than what was proposed in the Governor’s May Revision. Details of the package will continue to be worked out through the three-party negotiations.

Infrastructure

The June 28th Package builds on the Governor's efforts to invest in infrastructure throughout the state. Key highlights of infrastructure investments in the June 28th Package include:

- **Broadband.** Appropriates \$6 billion over a multi-year period for broadband infrastructure and improved access to broadband services throughout the state, including \$3.75 billion for middle-mile infrastructure in unserved communities. Details will continue to be worked out through three party negotiations. Administrative flexibilities will enable the appropriated funds to be accelerated to ensure they are available as needed to fund the expansion and improvements.
- **Early Care and Education and K-12 Facilities.** Provides almost \$1 billion for Early Care and Education and K-12 infrastructure, including: \$250 million for child care infrastructure, \$490 million for preschool/transitional kindergarten/kindergarten facilities, and \$250 million for school facilities.
- **Higher Ed Facilities, Acquisition and Student Housing.** Creates a new \$2 billion fund for CSU and UC facilities and for student housing at Community Colleges, CSU, and UC. Specific details of the program will be established through legislation enacted later this year.
- **Transportation.** Provides billions of dollars in new spending for transportation infrastructure, including \$3 billion in funding for transportation infrastructure across the state, including for active transportation projects and projects identified for completion prior to 2028, \$2 billion for streets, roads, and highway projects, and \$400 million for a State and Local Transportation Adaptation program. Much of the transportation investments will require legislation enacted later this year.
- **Affordable Housing.** Provides \$1.75 billion to alleviate the backlog in affordable housing construction, \$300 million for the preservation of existing affordable housing, \$130 million for the development, maintenance, and preservation of farmworker housing, and \$600 million for planning and implementation grants to help local governments plan for and meet their goals under their Sustainable Community Strategies.
- **Civic and Cultural Institutions.** Includes investments in civic institutions that support our communities and celebrate California's diversity and cultural heritage. This includes \$390 million for support for libraries and \$250 million for local park projects.

Investing in Communities

- Invests over \$1 billion one-time funds in targeted investments in local communities. From parks, to cultural institutions, to infrastructure, to needed local programs, these one-time investments will directly improve lives of Californians at the local level.

Bills Expected on Floors for June 28th

- The following bills are expected to be heard by both houses of the Legislature on June 28th. These bills are in print and the analysis will be available over the weekend.
 - AB/SB 129 Budget Bill Jr.
 - AB/SB 139 Golden State Stimulus II
 - AB/SB 142 Memorandum of Understanding I
 - AB/SB 146 Public Safety: Facilities Financing
 - AB/SB 147 Budget Act of 2020: Supplemental Appropriations Bill
 - AB/SB 152 Elections
 - AB/SB 158 Toxics
 - AB/SB 159 Memorandum of Understanding II

Section 236	Amount (in thousands)
(17) Santa Clara Valley Transportation Authority for worker assistance, including mental health and retraining	\$ 10,000
Section 273	
Project Description (number in parentheses corresponds with item's listing in Section 273)	
(2) City and County of San Francisco for SF Live and Asian and Pacific Islander community business recovery.	\$ 3,500
(3) Oakland Fund for Public Innovation for the California Entrepreneurship Capital in the Community Initiative.	
(6) North Coast Rail Authority and make plans for reuse of its assets.	\$ 16,500
(7) Santa Clara Valley Transportation Authority for worker support and facility improvements.	\$ 10,000
(16) City of Redwood City for the Ferry Terminal.	\$ 5,000
(17) City of San Jose for the Warm Springs Quiet Zone.	
(21) City of Fremont for the Mission Boulevard Interchange Modernization Project.	\$ 7,200
(25) City of Emeryville for site remediation of former Corporation Yard to prepare site for affordable housing project.	\$ 2,500
(27) City and County of San Francisco for Department of Public Health for a Drug Sobering Center.	\$ 4,200
(35) City and County of San Francisco for Meals on Wheels SF and the Mission Food Hub.	\$ 2,000
(36) Monument Crisis Center for support acquisition of a building and parking area.	\$ 3,700
(37) First 5 Solano.	\$ 2,000
(41) City of Pacifica to repair the Pacifica Municipal Pier.	\$ 500
(46) City of Orinda for the San Pablo Creek Pedestrian Trail.	\$ 125
(50) City of Lafayette for the Safe Pathway for Children Trail.	\$ 238
(56) City of Menlo Park for the Haven Avenue Streetscape Project.	\$ 600
(77) City and County of San Francisco for the Recreation and Park Department for the Buchanan Mall project between McAllister Street and Fulton Street.	\$ 4,800
(78) City of Pacifica for the Esplanade Infrastructure Seawall Project.	\$ 7,750
(79) Midpeninsula Regional Open Space District for Cloverdale Ranch.	\$ 8,000
(94) County of Santa Clara to the Consumer and Environmental Protection Agency for litter abatement removal.	\$ 2,000
(97) East Bay Regional Park District for dead tree removal.	\$ 10,000
(98) County of Santa Clara to purchase the Laguna Seca property .	\$ 10,000
(99) Midpeninsula Regional Open Space District to complete the plans, specifications, and estimates phase of the Highway 17 Wildlife and Trail Crossing Project.	\$ 2,000
(101) City of Fremont to restore the nursery, the President's House, and visitors' facility at the California Nursery Historical Park.	\$ 2,000
(102) City of Fremont to build out a panhandle park to connect to a bicycle and pedestrian pathway between the existing Central Park and a bicycle and pedestrian pathway.	\$ 2,900
(109) County of Contra Costa for the Moraga Adobe for Friends of Joaquin Moraga Adobe for preservation of the oldest surviving building in the county.	\$ 250
(110) Alameda County Flood Control and Water Conservation District for Stiver's Lagoon Marsh restoration.	\$ 2,160
(111) Marin Municipal Water District for drinking water infrastructure.	\$ 1,000
(119) Chinese Cultural Center of San Francisco for anti-Asian hate grants.	\$ 1,000
(122) City of Pittsburg for the historic California Theater renovation.	\$ 400
(133) City of Hayward for the South Hayward Youth Family Center Project.	\$ 1,000
(139) City of Millbrae for the Millbrae Recreation Center.	\$ 2,000
(148) City and County of San Francisco for Improvements to Peace Plaza at Buchanan Center Mall, Japantown.	\$ 5,000
(161) City of Oakland for the Oakland MACRO Project.	\$ 10,000
(164) City of Antioch for renovation of the Nick Rodriguez Community Center and Senior Center.	\$ 2,200
(166) RRYSE Youth Program Capitol for the initial operation costs for new youth facility providing mental health, trauma mitigation, tutoring, and job placement services for low-income Richmond and Contra Costa County youth.	\$ 5,000
(168) West Bay Filipino Multi-Service Center for building rehabilitation.	\$ 2,000
(169) City of Sausalito for North Bay Children's Center.	\$ 1,000
(171) City of Benicia for Kyle Hyland Foundation.	\$ 5,000
(173) County of San Mateo for the Big Lift Early Learning Initiative.	\$ 1,000
(178) City of Larkspur for Larkspur Library.	\$ 1,000
(179) City of San Rafael for the San Rafael Library.	\$ 1,000

(180) County of Sonoma for Roseland Library.	\$	1,000
(189) City of San Francisco for Harvey Milk Plaza.	\$	1,500
(197) Sonoma County Transportation Authority for Highway 37 final design.	\$	3,000
(198) Stiles Hall for Experience Berkeley.	\$	150
(202) City of Mountain View for an affordable housing project.	\$	8,000
(206) City of Hayward Navigation Center.	\$	662
(209) City and County of San Francisco for the Candlestick Point Safe Parking Program.	\$	5,600
(213) Metropolitan Transportation Commission for the Bay Area Housing Finance Authority.	\$	20,000
(214) Homeward Bound of Marin to end Marin veteran homelessness.	\$	4,000
(222) Town of Los Gatos for the West Valley Cities wildfire and public safety response.	\$	7,000
(235) East Bay Regional Park District for firefighting equipment.	\$	3,500
(237) County of Napa for fuel reduction, suppression, and critical drinking water supply and wildfire safety improvements.	\$	7,580
(238) County of Solano for fuel reduction, alert warning systems, and fire preparedness public engagement and education.	\$	1,900
(239) County of Sonoma – Sonoma Valley Wildlands Collaborative for fuel reduction, perimeter fuel reduction, roadside fuel breaks, defensible space, and fuel break maintenance.	\$	500
Total	\$	212,915

Section 274

East Palo Alto JobTrain Center for Economic Mobility (Labor Agency)	\$	3,000
Food Bank of Contra Costa and Solano Counties for expansion of the volunteer service area, including improvements to the production line, storage, and safety, and for additional trucks for delivery. (Department of Social Services)	\$	1,500
Department of General Services for the Sonoma Developmental Center Cemetery for Americans with Disabilities Act parking and memorial improvements.	\$	250
Mount Diablo State Park to improve bicycle and vehicle safety.	\$	1,500
John Marsh Ranch House for preservation and reconstruction of the historic John Marsh Ranch House at Marsh Creek State Park in the County of Contra Costa.	\$	1,400
Hastings College of Law for the California Scholars Program.	\$	4,500
Total	\$	12,150

Section 146

(26) Alameda Point Collaborative for the construction of a medical respite and health clinic building at the Alameda Wellness Center.	\$	15,000
---	----	--------

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

July 9, 2021

Agenda Item 4a

Update on Surface Transportation Reauthorization

Subject: Status update regarding the reauthorization of the federal surface transportation law, including an update on the interplay between reauthorization and an infrastructure package.

Overview: ***Congress Makes Progress on a Long-Term Transportation Bill***
The Fixing America's Surface Transportation (FAST) Act—the law that guides federal transportation policy and spending priorities—is set to expire on September 30, 2021. Over the past two months, Congress has been making progress on FAST Act reauthorization discussions; On July 1, the House approved their five-year \$547 billion surface transportation bill, *Investing in a New Vision for the Environment and Surface Transportation in America Act* (INVEST) while the Senate has advanced through policy committees the highway, rail, safety and multimodal projects portions of their transportation bill. Summaries of the House bill and Senate highway title are posted on MTC's website and a summary of the Senate's rail, safety and multimodal projects proposal is forthcoming. As is standard practice, the Senate's transit policy and revenue measures—which are still under development—will ultimately be merged with the surface transportation policy provisions into one Senate surface transportation reauthorization bill.

Encouragingly, the House and Senate proposals released thus far are largely consistent with Plan Bay Area 2050 investment priorities and reflect most of our transportation reauthorization priorities. Importantly, both the House and Senate proposals would build on the existing FAST Act program structure and, as shown in the chart below, would substantially increase federal funding commitments over five years.

Comparison of Transportation Authorization Funding Levels (\$ in Billions)			
	FAST Act (FY 2015-2020)	House INVEST in America Act (FY 2022-2026)	Senate Proposals (FY 2022 – 2026)
Highways, Bridges, Multimodal Transportation, Major Projects	\$225	\$334	\$332 ¹
Transit	\$ 61	\$109	TBD
Intercity and Freight Rail	\$ 10	\$ 95	\$35
Other (<i>safety, misc.</i>)	\$ 9	\$ 10	\$13
TOTAL²	\$305	\$547	TBD

¹ Includes the \$303.5 billion in the highway title and \$28 billion in the multimodal nationally and regionally significant transportation and freight grant programs

² Totals may not sum due to rounding.

Consistent with our federal advocacy program, the bills would establish stronger federal leadership—paired with more resources—on climate and resilience. Less concrete but perhaps more transformational, the House bill would incrementally shift the focus of the federal program—which has historically been oriented around highways and State Departments of Transportation—toward longstanding MTC priorities, including transit, climate, bike/ped, and state of good repair. For example, the House bill grows the existing core transit formula programs and the bike/ped program at faster rates than the traditional highway programs, creates new climate and resilience formula and discretionary programs (though the formula programs are reserved solely for state departments of transportation), modifies the largest highway programs to make eligible resilience investments, and requires that states invest in state of good repair. It also targets expands the Federal Transit Administration’s State of Good Repair program and makes policy changes to encourage investment in transit and operational improvements over highway capacity expansion. We are hopeful this shift will similarly be reflected in the final Senate bill, as the transit title is developed, and the highway and rail portions of the proposal continue to be refined.

Of note, there is *still room for improvement* in both chamber’s bills as it relates to bringing federal government on as a stronger partner on climate not just to states *but also to regions like the Bay Area*.

Next Steps and Timing

Lawmakers hope to have a long-term (i.e., five-six years) reauthorization bill approved in advance of the September 2021 FAST Act expiration. While they are making meaningful progress toward that goal, paying for a transportation bill is typically the most challenging aspect of delivering a multi-year authorization and this year will be no exception. The INVEST Act would require **roughly \$200 billion** above anticipated Highway Trust Fund (HTF) revenues over the five-year period. Though the House bill is widely expected to be the high-water mark, any long-term bill will require significant new revenues since simply *maintaining baseline spending* for the next five years will require an infusion of an additional **\$70 billion**. One option to overcome this hurdle is incorporating a long-term bill into an infrastructure package that is part of a broader, “must-pass” deal. Notably, restoring the long-term solvency of the HTF so that its annual outlays match its incoming revenues through a gas tax increase is not part of the reauthorization discussion and the Biden Administration has publicly opposed it.

Surface Transportation Reauthorization and an Infrastructure Bill

The President and a bipartisan group of Senators last week unveiled an outline of a bipartisan infrastructure deal which would fund \$578 billion in new transportation, resilience, water, power, and broadband infrastructure spending paid. Of the \$312 billion dedicated to transportation, \$252 billion would be directed to surface transportation and vehicle electrification investments (on top of baseline spending) and the remainder would fund airports, ports, waterways, and an infrastructure bank. A White House summary is linked [here](#). At the same time, Senate Democrats are laying the groundwork to proceed on a Democrat-only reconciliation bill that could fund areas not addressed in the bipartisan framework, including housing.


How a bipartisan infrastructure deal will sync up with a multi-year transportation bill is unclear, but at the time that this memo was drafted, the most likely scenario is that a reauthorization bill will serve as the major “transportation investment” component of an infrastructure bill, with the bulk of the \$252 billion proposed for transportation and vehicle electrification incorporated into a long-term reauthorization bill. Interestingly, this could result in a transportation bill at the scale of the House-passed INVEST in America Act, which represents a \$242 billion *increase* above FAST Act spending levels.

Hurdles Remain – Paying for a Deal and Funding Other Infrastructure Priorities

Although the President’s backing of the bipartisan infrastructure deal creates some strong political momentum, as with a traditional transportation bill, paying for it will be a challenge. The bipartisan framework identified a list of more than a dozen potential “pay fors” that could fund the \$578 billion in new spending, but many of the suggested categories—cutting down on tax evasion, repurposing unused COVID relief funds, auctioning the 5G spectrum that today is dedicated to transportation uses—are questionable as far as their viability and will still draw opposition, albeit less so than many other options. Of note, if the surface transportation bill is the vehicle for the transportation portion of the infrastructure deal, the total price tag would need to grow by an additional \$70 billion to address the shortfall needed to maintain baseline surface transportation funding levels, as described above.

As noted above, many categories that President Biden had proposed in his original American Jobs Plan (AJP)—including housing—are not included in the bipartisan framework. In addition, the framework pared down the climate-focused infrastructure investments the President proposed in the AJP (reducing electric vehicle investments by 90 percent, clean power grid investment by about 30 percent, and eliminating proposed investments in clean buildings, among other changes) and excluded “people focused” health care and childcare options that are a top priority for many progressive leaders in Congress. Though these could be considered in a reconciliation bill, the path forward remains uncertain.

Attachments: None


Therese W. McMillan

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

July 9, 2021

Agenda Item 4b

Washington D.C. Legislative Update

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

Recommendation: Information

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


Therese W. McMillan



**SUMMIT
STRATEGIES**

440 1st Street, NW, Suite 440
Washington, DC 20001
(202) 638-3307 main
(202) 595-9192 fax
www.summitstrategies.us

Memorandum

From: Summit Strategies Team
To: Therese McMillan, Executive Director
Date: July 1, 2021
Subject: Federal Policy Monthly Report

-
- **Overview**
 - **Bipartisan Infrastructure Deal**
 - **House Passes Investing in a New Vision for the Environment and Surface Transportation in America Act (INVEST Act)**
 - **Senate Commerce Committee Moves Surface Reauthorization**
 - **Agency Confirmations**
 - **Agency Actions and Competitive Grants Update**
-

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

Bipartisan Infrastructure Deal

While both the House and Senate committees of jurisdiction have been moving their versions of surface transportation legislation through regular order this year, infrastructure negotiations between the White House and a group of bipartisan Senators have been ongoing. After months of negotiations, these Senators reached an agreement with President Biden last week. The White House announced support for a two-page framework calling for \$579 billion in additional infrastructure spending. This agreement to date contains only topline funding numbers, without any of the underlying policy provisions the different committees have been working on.

While it is unclear at this point how this bipartisan agreement will work with, or instead of the House and Senate surface transportation legislation, your team has remained in regular contact with USDOT, House and Senate leadership and the congressional committees with jurisdiction over aspects of the agreement, and the Bay Area congressional delegation advocating for MTC's policy objectives. Your team is also working with Senators from the bipartisan infrastructure group, as well as the California Senators, to ensure strong support for transit funding for the region and to help establish a resilience program to tackle comprehensive solutions to climate challenges.

House Passes Investing in a New Vision for the Environment and Surface Transportation in America Act (INVEST Act)

On July 1, 2021, the House passed on a near party line vote the INVEST Act. The \$547 billion surface transportation bill includes major increases for public transit and passenger rail, adds climate and resilience programs to the highway portion of the federal program, and increases the amount of flexible highway funding that would be directed to MTC. Republican's arguments against the bill focused on the lack of a bipartisan process and concerns with the focus on climate change and resiliency.

Your team worked very closely with staff of the House Transportation and Infrastructure Committee to shape and develop policies and programs that benefit the Bay Area and provide technical assistance to the committee staff in drafting the legislation. We also worked to file an amendment to address regional resiliency issues, in line with the Resilient Communities Challenge concept that we have been working on in close coordination with the U.S. Department of Transportation. While the amendment was not incorporated into the bill, we are continuing conversations to advance resiliency issues as part of the larger infrastructure package.

The bill also includes funding for member designated projects. MTC secured three Bay Area regional projects in the legislation:

- \$3 million for the Bay Bridge Forward – I-80/Powell Street Transit Access and I-80 Westbound Bus Lane Extension;
- \$1.3 million for the Vista Point Bay Trail in Sausalito; and
- \$5 million for the San Francisco Bay Area Regional Advance Mitigation Program (RAMP).

We worked closely with the staff of Congresswoman Lee on the I-80 Bus Lane Extension, Congressman Huffman on the Vista Point Bay Trail, and Congresswoman Lofgren on the RAMP project. We also worked with the House Transportation & Infrastructure Committee staff to confirm that these projects were eligible for funding and ensure the staff had all the information they needed on the projects. While hurdles remain before this legislation can become law, Chairman Peter DeFazio (D-OR) suggested that House Democrats expect to use this bill to negotiate with the Senate.

Senate Commerce Committee Moves Surface Reauthorization

The Senate Commerce Committee voted on the rail portion of the surface transportation reauthorization bill earlier in June. The legislation would allocate \$78 billion toward transportation programs under the committee's jurisdiction. The bill, which passed the Committee on an overwhelmingly bipartisan 25-3 vote, includes \$36 billion for rail, \$28 billion for multimodal and freight, and \$13 billion for safety initiatives.

Notable provisions include the following:

- **Multimodal Discretionary Grants**
 - \$10 billion for a multimodal Projects of National Significance Grant Program, including integrated intercity and passenger rail projects;
 - \$7.5 billion for the multimodal TIGER/BUILD/RAISE Grant Program which would fund important regional and local projects;
 - \$6 billion for a multimodal freight discretionary grant program
- **Intercity and Passenger Rail**
 - \$19 billion for Amtrak
 - \$7.5 billion for Intercity Passenger Rail grants (formerly called the Federal-State Partnership for State of Good Repair)
 - \$320 million for the Railroad Rehabilitation and Improvement Financing Program;
- **Safety**
 - \$5 billion for Consolidated Rail Infrastructure and Safety Improvements Grants;
 - \$2.5 billion for a new rail crossings safety program

We worked closely with the Committee to include significant funding increases for passenger rail and multimodal grant programs to fund projects of national and regional significance. This included work to clarify these programs to improve Bay Area competitiveness.

Senators Ted Cruz (R-TX), Mike Lee (R-UT), and Rick Scott (R-FL) voted against advancing the legislation after their amendments failed to pass. Senator Lee proposed language to remove a mandate that all new vehicles feature lane-keeping technology as well as increasing DOT's reporting requirements related to projects being evaluated under the National Environmental Policy Act. Senator Scott offered several amendments unrelated to rail and safety, such as repurposing unspent COVID relief funds and limiting the EV tax credit.

The Banking Committee with jurisdiction over transit programs has yet to act on their portion of the surface transportation bill.

Agency Confirmations

On Tuesday, June 15, 2021, the U.S. Department of Transportation (DOT) announced that the Senate confirmed Nuria Fernandez as the 15th Administrator of the Federal Transit Administration (FTA). Fernandez brings a wealth of transit experience, including as General Manager and CEO of the Santa Clara Valley Transportation Authority (VTA) in San Jose, California. Before leading VTA, Fernandez served in leadership positions at some of the busiest transit agencies in America, including the New York Metropolitan Transportation Authority, Chicago Transit Authority, and the Washington Metropolitan Area Transit Authority.

On Monday, June 14, 2021, the U.S. Department of Housing and Urban Development (HUD) announced the swearing in of Adrienne Todman as Deputy Secretary. Most recently, Deputy Secretary Todman served as the CEO of the National Association of Housing and Redevelopment Officials. Previously, she served as Executive Director of the District of Columbia Housing Authority (DCHA) and served in several career positions at HUD.

Agency Actions and Competitive Grants Update

HUD Awards \$1.1 Billion in American Rescue Plan Funds for Emergency Housing Vouchers

On Thursday, June 10, 2021, HUD announced the awarding of the first round of American Rescue Plan Act (ARPA) funds for Emergency Housing Vouchers (EHVs) for individuals and families who are experiencing homelessness or at risk of homelessness. Specifically, HUD is awarding 70,000 vouchers for 626 public housing authorities.

DOT Releases Spring Regulatory Agenda

On Friday, June 11, 2021, the DOT announced upcoming regulation proposals:

- **Safer and More Equitable Roadways & Vehicles-** This includes requiring heavy and light vehicles to include Automatic Emergency Braking and revising the manual on Uniform Traffic Control Devices for Streets and Highways.
- **Safer Workers and Workplaces-** DOT's spring regulatory agenda includes actions such as requiring a safe minimum train crew size and ensuring that flight attendants on certain flights receive a scheduled rest period.
- **Climate and Environmental Justice-** DOT is advancing enhance pipe safety and reducing environmental impact and re-establishing a Greenhouse Gas Emissions Performance Measure for state and metropolitan planning.

Transportation Secretary Buttigieg Announces the Allocation of \$250 Million in American Rescue Plan Funding

On Friday, June 11, 2021, DOT Secretary Pete Buttigieg announced the allocation of \$250 million in [federal funding allocations](#) to help communities across the country protect the jobs of workers involved in constructing transit projects, ensuring the continued advancement of those critical facets of infrastructure, despite the COVID-19 pandemic. This includes \$21.9 million in Capital Investment Grant (CIG) Small Start funding for the San Francisco Van Ness Bus Rapid Transit project, which is currently under construction.

Secretary Fudge Outlines HUD Actions to Address Reentry Housing Needs and Increase Public Safety

On Wednesday, June 23, 2021, HUD released an outline of actions they are taking to improve public safety programs by addressing the housing needs of formerly incarcerated individuals and people with criminal records. The American Rescue Plan, through the emergency housing vouchers, provided HUD the opportunity to assist people who are at risk of facing homelessness due to their lack of sufficient resources.

HUD is also taking additional steps to meet the housing needs of the formerly incarcerated:

- Developing additional tools and guidance to assist private landlords, PHAs, and multifamily housing owners to ensure that their applicant screening and tenant selection practices avoid unnecessarily overbroad denial of housing to applicants based on criminal records that could lead to Fair Housing violations;

- Reviewing existing HUD policies and regulations that limit access to housing and HUD assistance among people with criminal conviction histories; and
- Publishing findings regarding best and promising practices on reentry housing, including through HUD's existing programs and demonstrations like the [Juvenile Reentry Assistance Program](#) and the [Pay for Success Permanent Supportive Housing Demonstration](#).

National Transportation News Roundup

- 4 Ways Transit Can Lure Back Post-Covid Commuters. [Bloomberg CityLab](#)
- Infrastructure plan calls for fixing the nation's existing roads. Some states are still focused on expansion. [Washington Post](#)
- Senate committee approves bipartisan \$78 billion rail and transportation safety bill. [Washington Post](#)
- How Climate-Proofing Mass Transit Can Make Cities More Equitable. [Bloomberg](#)
- White House mounts full-court press on infrastructure deal. [The Hill](#)
- Final EIR/EIS released for California High-Speed Rail Authority's Bakersfield to Palmdale project section. [Mass Transit](#)
- Governors praise bipartisan deal on infrastructure. [Progressive Railroading](#)
- Biden Administration Continues Fair Lending Efforts as HUD Announces Proposal to Restore the Discriminatory Effects Rule. [National Law Review](#)