

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, June 10, 2022

9:45 AM

REMOTE

In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with Assembly Bill 361's (Rivas) provisions allowing remote meetings, this meeting will be accessible via webcast, teleconference, and Zoom for all participants. 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/87344616739>

iPhone One-Tap: US: +13462487799,,87344616739# or +16699006833,,87344616739#

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

Webinar ID: 873 4461 6739

International numbers available: <https://bayareametro.zoom.us/j/kuqoE593M>

Detailed instructions on participating via Zoom are available at:

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

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

1. Call to Order / Roll Call / Confirm Quorum

Quorum: A quorum of this body shall be a majority of its regular voting members (9).

2. Consent Calendar

- 2a. [22-0906](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the May 13, 2022 Meeting

Action: Committee Approval

Attachments: [2a 2022-05-13_Joint_MTC_ABAG_Legislation_Committee_Meeting_Minutes_I](#)

- 2b. [22-0907](#) Legislative History

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

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [2b Handout-June Legislative History.pdf](#)

3. Local / Regional / State Legislation

- 3a. [22-0827](#) Assembly Bill 2594 (Ting): Toll Penalties and Payment Options

Lowers maximum toll penalties, requires payment plans for toll penalties, cash payment options, and sets forth minimum customer service hours of operation.

Action: Support If Amended / MTC Commission Approval

Presenter: Rebecca Long

Attachments: [3a_AB 2594 Ting Toll Penalties and Payment Options.pdf](#)

- 3b. [22-1007](#) Potential Regional Revenue Options for Housing and Transportation

Next steps in pursuit of a regional housing bond, authorization for a future regional transportation measure and identification of other transportation funding opportunities.

Action: Approval / ABAG Executive Board

Approval / MTC Commission

Approval / Bay Area Housing Finance Authority

Presenter: Rebecca Long

Attachments: [3bi Potential Regional Revenue Options for Housing and Transportation S](#)

[3bii PowerPoint Nov-2024 Revenue Measure Considerations.pdf](#)

[3biii Correspondence Received Joint LEGIS 2022-06-10.pdf](#)

3c. [22-0832](#) Assembly Bill 2011 (Wicks): Affordable Housing and High Road Act of 2022

Streamlines certain affordable housing development on underutilized commercial sites; Eligibility for streamlining subject to affordability, location, objective design and labor standards.

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

Presenter: Georgia Gann Dohrmann

Attachments: [3ci Assembly Bill 2011-Wicks Affordable Housing and High Road Act of 2022](#)
[3cii PowerPoint AB 2011\(Wicks\).pdf](#)

3d. [22-1011](#) Fiscal Year 2022-23 State Budget Update

Update on negotiations for the budget with a focus on transportation, housing, and climate adaptation provisions.

Action: Information

Presenter: Rebecca Long

Attachments: [3d Fiscal Year 2022-23 State Budget Update Summary Sheet and Attachments](#)

4. Federal Legislation

4a. [22-0908](#) Washington D.C. Legislative Update

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

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [4a MTC June 2022 Report.pdf](#)

5. Public Comment / Other Business

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

6. Adjournment / Next Meeting

The next meeting of the Joint MTC ABAG Legislation Committee will be Friday, July 8, 2022 at 9:45 a.m. 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 Spering*

Non-Voting Members

Dorene M. Giacomini and Vacant

Friday, May 13, 2022

9:45 AM

REMOTE (In person option available)

1. Call to Order / Roll Call / Confirm Quorum

Present: 11 - Committee Member Hudson, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Mitchoff, Committee Member Ramos, Committee Member Schaaf and Committee Member Fleming

Absent: 6 - Vice Chair Liccardo, Chair Arreguin, Committee Member Mar, Committee Member Canepa, Committee Member Dutra-Vernaci and Committee Member Rabbitt

Non-Voting Member Present: Commissioner Giacomini

Ex Officio Voting Members Present: Commission Chair Pedroza and

Commission Vice Chair Josefowitz

Ad Hoc Non-Voting Member Present: Commissioner Worth

2. Consent Calendar

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

Aye: 11 - Committee Member Hudson, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Mitchoff, Committee Member Ramos, Committee Member Schaaf and Committee Member Fleming

Absent: 6 - Vice Chair Liccardo, Chair Arreguin, Committee Member Mar, Committee Member Canepa, Committee Member Dutra-Vernaci and Committee Member Rabbitt

- 2a. [22-0767](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the April 8, 2022 Meeting

Action: Committee Approval

Attachments: [2a 2022-04-08 Joint MTC ABAG Legislation Committee Meeting Minutes Draft.pdf](#)

- 2b. [22-0768](#) Legislative History

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

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [2b May Legislative History.pdf](#)

3. State Legislation

- 3a. [22-0833](#) Assembly Bill 2237 (Friedman): Transportation Funding and State Climate Goals

Prohibits regions from funding projects not aligned with state climate goals and adds state climate goal alignment requirements to projects funded from local transportation tax measures.

Action: Oppose Unless Amended / MTC Commission Approval

Presenter: Georgia Gann Dohrmann

Attachments: [11a - 22-0833 - AB 2237 \(Friedman\).pdf](#)

Rich Hedges was called to speak.

Upon the motion by Committee Member Hudson and second by Committee Member Eklund, an oppose unless amended position AB 2237 (Friedman) was adopted to be forwarded to the Commission for approval. Staff requested Acting Chair Ramos to concur with the emergency procedure to communicate a position on AB 2237 (Friedman) prior to the Commission meeting date. Acting Chair Ramos indicated concurrence. This is in conformance with MTC Resolution No. 1058, Revised, MTC Commission Procedures Manual.

The motion carried by the following vote:

- Aye:** 11 - Committee Member Hudson, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Sperring, Committee Member Ahn, Committee Member Pedroza, Committee Member Mitchoff, Committee Member Ramos, Committee Member Schaaf and Committee Member Fleming
- Absent:** 6 - Vice Chair Liccardo, Chair Arreguin, Committee Member Mar, Committee Member Canepa, Committee Member Dutra-Vernaci and Committee Member Rabbitt

3b. [22-0825](#) Assembly Constitutional Amendment 14 (Wicks): Housing Opportunities for Everyone Act

Assembly Constitutional Amendment (ACA) 14 would dedicate five percent each year from the state's General Fund over a ten-year period to address California's affordable housing and homelessness crisis.

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

Presenter: Georgia Gann Dohrmann

Attachments: [11b - 22-0825 - ACA 14 \(Wicks\).pdf](#)

Upon the motion by Committee Member Hudson and second by Committee Member Eklund, a support position on ACA 14 (Wicks) was adopted to be forwarded to the ABAG Executive Board and Commission for approval. Staff requested Acting Chair Ramos to concur with the emergency procedure to communicate a position on ACA 14 (Wicks) prior to the ABAG Executive Board and Commission meeting dates. Acting Chair Ramos indicated concurrence. This is in conformance with MTC Resolution No. 1058, Revised, MTC Commission Procedures Manual. The motion carried by the following vote:

Aye: 11 - Committee Member Hudson, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Mitchoff, Committee Member Ramos, Committee Member Schaaf and Committee Member Fleming

Absent: 6 - Vice Chair Liccardo, Chair Arreguin, Committee Member Mar, Committee Member Canepa, Committee Member Dutra-Vernaci and Committee Member Rabbitt

3c. [22-0829](#) Fiscal Year (FY) 2022-23 State Budget Update

Update on FY 2022-23 State Budget Negotiations and Governor's FY 2022-23 May Revise Proposal.

Action: Information

Presenter: Rebecca Long

Attachments: [3c Fiscal Year 2022-23 State Budget Update.pdf](#)

4. Federal Legislation

4a. [22-0769](#) 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: [4ai MTC May 2022 MTC Report.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Joint MTC ABAG Legislation Committee will be Friday, June 10, 2022 at 9:45 a.m. Any changes to the schedule will be duly noticed to the public.



METROPOLITAN
TRANSPORTATION
COMMISSION

LEGISLATIVE HISTORY
MTC & ABAG Priority Bills
Wednesday, June 08, 2022



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
AB 162 Committee on Budget	Amended 2/16/2022	Senate Budget and Fiscal Review	Budget Act of 2022. Would express the intent of the Legislature to enact statutory changes relating to the Budget Act of 2022.		
AB 168 Committee on Budget	Amended 3/11/2022	Senate Budget and Fiscal Review	California Environmental Quality Act: public higher education: campus population. Current law makes the selection of a location for a particular campus of public higher education and the approval of a long-range development plan subject to CEQA, requires preparation of an EIR, and requires environmental effects relating to changes in enrollment levels to be considered for each campus or medical center of public higher education in the EIR prepared for the long-range development plan. Current law makes the approval of a project on a particular campus or medical center of public higher education subject to CEQA and authorizes it to be addressed in a tiered environmental analysis based upon a long-range development plan EIR. This bill would delete the provision requiring the environmental effects relating to changes in enrollment levels be considered in the EIR prepared for the long-range development plan. The bill would provide that enrollment or changes in enrollment, by themselves, do not constitute a project for purposes of CEQA.		
AB 267 Valladares	Amended 6/2/2021	Senate Environmental Quality	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 411 Irwin	Amended 1/24/2022	Senate Gov. & F.	<p>Veterans Housing and Homeless Prevention Bond Act of 2022. Existing law, the Veterans Housing and Homeless Prevention Bond Act of 2014 (the 2014 bond act), authorizes the issuance of bonds in the amount of \$600,000,000, as specified, for expenditure by the California Housing Finance Agency, the Department of Housing and Community Development, and the Department of Veterans Affairs to provide housing to veterans and their families pursuant to the Veterans Housing and Homeless Prevention Act of 2014 (VHHPA). This bill 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. This bill contains other related provisions.</p>		
AB 455 Wicks	Amended 6/6/2022	Senate Transportation	<p>San Francisco-Oakland Bay Bridge: bus speed and reliability performance targets. Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates the Bay Area Toll Authority as a separate entity governed by the same governing board as the commission and makes the authority responsible for the administration of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Current law requires the Department of Transportation to collect tolls, operate, maintain, and provide rehabilitation of all state-owned toll bridges in the San Francisco Bay area, and makes the department responsible for the design and construction of improvements on those bridges in accordance with programming and scheduling requirements adopted by the authority. This bill would require the department, in consultation with the commission, the authority, relevant transit operators, and relevant local transportation agencies, to establish speed and reliability performance targets no later than July 1, 2024, for buses traveling in the eastbound and westbound directions through the San Francisco-Oakland Bay Bridge corridor. The bill would require the department to establish an online reporting process, in consultation with relevant transit operators, to publicly share bus speed and reliability performance results relative to the performance targets on no less than a quarterly basis.</p>	Support and Seek Amendment	

AB 660 Cooper	Introduced 2/12/2021	Senate Transportation	<p>Department of Motor Vehicles: records: pull-notice system. Current law requires a prospective employer of a driver of specified vehicles, such as a permitted taxicab, to obtain a report from the Department of Motor Vehicles that shows the driver's current public record. Current law requires an employer of a driver who drives a specified vehicle to participate in a pull-notice system, which is a process for the purpose of providing the employer with a report showing the driver's current public record, and any subsequent convictions, failures to appear, accidents, driver's license suspensions, driver's license revocations, or any other actions taken against the driving privilege or certificate, added to the driver's record while the employer's notification request remains valid and has not been canceled. Current law also requires the employer of the driver to obtain a periodic report from the department at least every 12 months. This bill would expand the applicability of these provisions, including the pull-notice system, to include drivers of vehicles operated in the service of a delivery network company, a transportation network company, a charter-party carrier, as defined, or operated for compensation in fulfillment of deliveries, as defined.</p>		
AB 682 Bloom	Amended 6/6/2022	Senate Housing	<p>Planning and zoning: density bonuses: shared housing buildings. 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, lower income, or very low income households and meets other requirements. This bill would additionally require that a density bonus be provided under these provisions to a developer who agrees to construct a housing development that is a shared housing building, as defined, that meets specified requirements and will contain either 10% of the units for lower income households, as defined, or 5% of the units for very low income households, as defined. The bill would specify that a shared housing building will only be eligible for one waiver or reduction of development standards, as specified, unless the city, county, or city and county agrees to additional waivers or reductions of development standards.</p>		

AB 983 Kalra	Amended 5/5/2022	Senate L., P.E. & R.	<p>Employee obligations: exclusivity options. Current law, except as specified, prohibits enforcement of a personal service contract beyond 7 years from the commencement of service under the contract. Under current law, an employee who is a party to a contract to render personal services in the production of specified phonorecords is prohibited from invoking this provision without first giving written notice to the employer that the employee, from and after a specified date, will no longer render service under the contract by reason of the above provision. Current law specifies that a party to a contract to render personal services in the production of specified phonorecords may still pursue an action for certain damages. This bill would authorize any music talent who is a party to a contract to render personal services in the production of specified phonorecords to invoke that limitation by giving written notice and paying a third party any contractual advances actually paid by the third party, as specified.</p>		
AB 1288 Quirk-Silva	Amended 5/17/2022	Senate Gov. & F.	<p>Income tax credits: low-income housing: California Debt Limit Allocation Committee rulemaking. Current federal law prescribes a volume ceiling on the aggregate amount of private activity bonds that may be issued in a state. Current law creates the California Debt Limit Allocation Committee (CDLAC) for the purpose of administering the volume limit for the state on private activity bonds through an allocation system. Current law authorizes CDLAC to adopt, amend, or repeal rules and regulations as emergency regulations in accordance with the rulemaking provisions of the Administrative Procedure Act. This bill, instead, would authorize CDLAC to adopt, amend, or repeal rules and regulations without complying with the procedural requirements of the Administrative Procedures Act, except as specified. The bill would make rules and regulations adopted, amended, or repealed by CDLAC effective immediately upon adoption.</p>		

AB 1322 Rivas, Robert	Amended 4/25/2022	Senate Environmental Quality	<p>California Global Warming Solutions Act of 2006: sustainable aviation fuel: production incentives plan. The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Current law requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board, on or before July 1, 2024, to develop a plan, consistent with federal law, that identifies augmentations of existing incentives and new incentives necessary to increase the production and use in the state of sustainable aviation fuel to no less than 1,500,000,000 gallons per year by 2030, thereby enabling a reduction in aviation greenhouse gas emissions and supporting the achievement of the state's goal of net-zero greenhouse gas emissions by 2045. The bill would require the state board, on or before December 31, 2025, to implement the plan to achieve these goals.</p>		
AB 1384 Gabriel	Amended 8/26/2021	Senate Third Reading	<p>Resiliency Through Adaptation, Economic Vitality, and Equity Act of 2022. Current law requires the Natural Resources Agency to release a draft of the state's climate adaptation strategy, known as the Safeguarding California Plan, by January 1, 2017, and every 3 years thereafter, to update the plan by July 1, 2017, and every 3 years thereafter, and to coordinate with other state agencies to identify vulnerabilities to climate change by sectors and priority actions needed to reduce the risks in those sectors. Existing law requires, to address the vulnerabilities identified in the plan, state agencies to maximize specified objectives. This bill would instead require the agency to release the draft plan by January 1, 2024, and every 3 years thereafter, and to update the plan by July 1, 2024, and every 3 years thereafter.</p>		

AB 1445 Levine	Amended 6/6/2022	Senate Appropriations	<p>Planning and zoning: regional housing need allocation: climate change impacts. The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other mandatory elements, a housing element. For the 4th and subsequent revisions of the housing element, existing law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region. Current law requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Current law requires that the final regional housing plan adopted by a council of governments, or a delegate subregion, as applicable, be based on a methodology that includes specified factors, and similarly requires that the department take into consideration specified factors in distributing regional housing need, as provided. Commencing January 1, 2025, this bill would require that a council of governments, a delegate subregion, or the department, as applicable, additionally consider among these factors emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change.</p>		
AB 1551 Santiago	Amended 1/13/2022	Senate Gov. & F.	<p>Planning and zoning: development bonuses: mixed-use projects. The Density Bonus Law requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Previously existing law, until January 1, 2022, required a city, county, or city and county to grant a commercial developer a development bonus, as specified, when an applicant for approval of a commercial development had entered into an agreement for partnered housing with an affordable housing developer to contribute affordable housing through a joint project or 2 separate projects encompassing affordable housing. This bill would reenact the above-described provisions regarding the granting of development bonuses to certain projects. The bill would require a city or county to annually submit to the Department of Housing and Community Development information describing an approved commercial development bonus. The bill would repeal these provisions on January 1, 2028.</p>		

AB 1602 McCarty	Amended 5/25/2022	Senate Rules	Student, faculty, and staff housing: California Student Housing Revolving Loan Fund Act of 2022. Would establish the California Student Housing Revolving Loan Fund Act of 2022 to provide zero-interest loans to qualifying applicants of the University of California, the California State University, and the California Community Colleges for the purpose of constructing affordable student housing and affordable faculty and staff housing, as specified. The bill would establish the California Student Housing Revolving Fund as a continuously appropriated fund in the State Treasury, thereby making an appropriation. The bill would state the intent of the Legislature to appropriate \$5,000,000,000 for purposes of the housing loans. The bill would require the California School Finance Authority and the California Educational Facilities Authority to submit a report, by March 15, 2024, to the Department of Finance and the budget committees of the Assembly and Senate containing information on the act, as provided. The bill would apply certain provisions of the California Educational Facilities Authority Act to the University of California and the California State University for purposes of housing projects, as defined.		
AB 1626 Nguyen	Introduced 1/10/2022	Assembly Print	Motor Vehicle Fuel Tax Law: limitation on adjustment. Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.		
AB 1640 Ward	Amended 5/19/2022	Senate Rules	Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans. Current law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the Office of Planning and Research 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 eligible entities with land use planning and hazard mitigation planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified.	Support and Seek Amendments	Support and Seek Amendments

AB 1644 Flora	Amended 3/30/2022	Senate L., P.E. & R.	<p>Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021. Current law, beginning in the 2022–23 fiscal year through the 2028–29 fiscal year, continuously appropriates \$200,000,000 from the fund to the Department of Forestry and Fire Protection for healthy forest and fire prevention programs and projects, and the completion of prescribed fire and other fuel reduction projects. The California Jobs Plan Act of 2021 requires the State Air Resources Board to work with the Labor and Workforce Development Agency to update, n or before July 1, 2025, Greenhouse Gas Reduction Fund funding guidelines for administering agencies to ensure that all applicants to grant programs funded by the fund meet specified standards, including fair and responsible employer standards and inclusive procurement policies, as provided. Current law exempts from these standards applicants for certain types of projects. This bill would exempt from these standards applicants for projects for healthy forest and fire prevention programs and projects, and the completion of prescribed fire and other fuel reduction projects.</p>		
AB 1654 Rivas, Robert	Amended 5/2/2022	Senate Housing	<p>Low-income housing: insurance tax: income tax: credits: farmworker housing. Current law requires the Department of Housing and Community Development to develop and publish specified reports, including an annual report containing specified information on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. This bill would additionally require the department to commission a study of farmworker housing conditions, needs, and solutions. The bill would also require the department to develop a comprehensive strategy for meeting the housing needs of the state’s farmworkers based on that study.</p>		

<p>AB 1680 Lee</p>	<p>Amended 3/24/2022</p>	<p>Senate Transportation</p>	<p>Transportation: prohibition orders. Current law authorizes the Sacramento Regional Transit District, the Los Angeles County Metropolitan Transportation Authority, the Fresno Area Express, and the San Francisco Bay Area Rapid Transit District (BART) to issue a prohibition order to any person who is cited 3 times within a period of 90 days for specified infractions committed in or on a vehicle, bus stop, or train or light rail station of a transit district or a property, facility, or vehicle upon which BART owes policing responsibilities, or to any person who is arrested or convicted for a misdemeanor or felony committed in or on a vehicle, bus stop, or light rail station of the transit district for acts involving violence, threats of violence, lewd or lascivious behavior, or possession for sale or sale of a controlled substance. Current law makes those prohibition orders subject to an automatic stay and prohibits a prohibition order from taking effect until the latest of 11 calendar days after delivery of the prohibition order, 11 calendar days after delivery of the results of a timely requested initial review of the prohibition order, or the date a hearing officer's decision is delivered if an administrative hearing was timely requested, as specified. This bill would instead prohibit a prohibition order from taking effect until the latest of 12, rather than 11, calendar days after delivery of the prohibition order, 12, rather than 11, calendar days after delivery of the results of a timely requested initial review of the prohibition order, or the date a hearing officer's decision is delivered if an administrative hearing was timely requested.</p>		
<p>AB 1695 Santiago</p>	<p>Amended 4/18/2022</p>	<p>Senate Housing</p>	<p>Affordable housing loan and grant programs: adaptive reuse. Current law establishes various programs and funding sources administered by the Department of Housing and Community Development to enable the development of affordable housing, including, among others, the Building Homes and Jobs Act, the Multifamily Housing Program, and the Housing for a Healthy California Program. This bill would provide that any notice of funding availability issued by the department for an affordable multifamily housing loan and grant program shall state that adaptive reuse of a property for affordable housing purposes is an eligible activity. The bill would define "adaptive reuse" for these purposes to mean the retrofitting and repurposing of an existing building to create new residential units.</p>		

AB 1713 Boerner Horvath	Amended 3/21/2022	Senate Transportation	<p>Vehicles: required stops: bicycles. Would require a person who is 18 years of age or older riding a bicycle upon a two-lane highway when approaching a stop sign at the entrance of an intersection with another roadway with two or fewer lanes, where stop signs are erected upon all approaches, to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and to pedestrians, as specified, and continue to yield the right-of-way to those vehicles and pedestrians until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. The bill would state that these provisions do not affect the liability of a driver of a motor vehicle as a result of the driver's negligent or wrongful act or omission in the operation of a motor vehicle. The bill would impose a warning citation for a first violation by a person who is under 18 years of age and fails to stop when approaching a stop sign at the entrance of an intersection.</p>		
AB 1721 Rodriguez	Amended 5/19/2022	Senate Rules	<p>Seismic retrofitting: soft story multifamily housing. Would establish the Seismic Retrofitting Program for Soft Story Multifamily Housing for the purposes of providing financial assistance to owners of soft story multifamily housing for seismic retrofitting to protect individuals living in multifamily housing that have been determined to be at risk of collapse in earthquakes, as specified. The bill would also establish the Seismic Retrofitting Program for Soft Story Multifamily Housing Fund, and its subsidiary account, the Seismic Retrofitting Account, within the State Treasury. Moneys in the fund would be available, upon appropriation by the Legislature, to the California Earthquake Authority for the purposes of distributing funds pursuant to the program. The bill would require the Controller, upon appropriation, to transfer \$400,000,000 annually to the fund. The bill would require OES and CEA to enter into or use a joint powers agreement to develop and administer the program, as specified. The bill would require OES and CEA to submit a specified report to the Legislature by July 1, 2042, regarding the implementation of the program. The bill would make these provisions inoperative on July 1, 2042, and would repeal them as of January 1, 2043.</p>		

AB 1738 Boerner Horvath	Amended 4/25/2022	Senate Rules	<p>Building standards: installation of electric vehicle charging stations: existing buildings. Current law requires the Department of Housing and Community Development to propose to the California Building Standards Commission for consideration mandatory building standards for the installation of future electric vehicle charging infrastructure for parking spaces in multifamily dwellings, as specified. Current law requires the commission to adopt, approve, codify, and publish mandatory building standards for the installation of electric vehicle charging infrastructure for parking spaces in multifamily dwellings and nonresidential development. Current law requires the commission to approve and adopt building standards and to codify those standards in the California Building Standards Code. This bill would recast these provisions to instead require mandatory building standards for the installation of electric vehicle charging stations with Level 2 or direct current fast charger electric vehicle supply equipment, as defined, to be researched, developed, and proposed for adoption (1) by the Department of Housing and Community Development for the installation in existing parking facilities serving multifamily dwellings, hotels, and motels and (2) by the commission for the installation in parking facilities serving existing nonresidential buildings, as specified.</p>		
AB 1771 Ward	Amended 3/22/2022	Assembly Revenue and Taxation	<p>The California Housing Speculation Act: income taxes: capital gains: sale or exchange of qualified asset: housing. The Personal Income Tax Law and Corporation Tax Law impose taxes upon income, including income generated from any gain from the sale or exchange of a capital asset. This bill would, for taxable years beginning on or after January 1, 2023, impose an additional 25% tax on that portion of a qualified taxpayer's net capital gain from the sale or exchange of a qualified asset, as defined. The bill would reduce those taxes depending on how many years has passed since the qualified taxpayer's initial purchase of the qualified asset.</p>		

AB 1778 Garcia, Cristina	Amended 3/24/2022	Senate Transportation	State transportation funding: freeway projects: poverty and pollution: Department of Transportation. Current law authorizes the Department of Transportation to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. Current law requires the department to prepare and submit to the Governor a proposed budget, as provided. This bill would require the department to consult the California Healthy Places Index, as defined, as a condition of using state funds or personnel time to fund or permit freeway projects, as provided. The bill would require the department to analyze housing and environmental variables through the index, as provided, and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 50th percentile on the housing and environmental variables analyzed through the index, as provided.		
AB 1850 Ward	Amended 6/6/2022	Senate Housing	Public housing: unrestricted multifamily housing. Would prohibit a city, county, city and county, joint powers authority, or any other political subdivision of a state or local government from acquiring unrestricted multifamily housing, as defined, unless the development meets specified criteria, including, among other things, that the aggregate initial rent for all units postconversion is at least 10% less than the average aggregate monthly rent charged for all units over the 12-month period prior to conversion and at least 20% less than the small area fair market rent for at least half of the units, and the public entity agrees to make public on its internet website all financial and monitoring reports applicable to the development within 120 days of receipt. The bill would specify that those provisions do not apply to a development that is or will be subject to a regulatory agreement with the California Tax Credit Allocation Committee or the Department of Housing and Community Development, or is located in a flood plain or sea level rise vulnerability zone, as specified.		
AB 1873 Boerner Horvath	Introduced 2/8/2022	Assembly Revenue and Taxation	Personal Income Tax Law: Corporation Tax Law: credits: electric vehicle charging stations. 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, 2025, and before January 1, 2030, 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, subject to certain maximum credit amounts. The bill would define various terms for these purposes. The bill would repeal these provisions as of December 1, 2030.		

AB 1909 Friedman	Amended 3/21/2022	Senate Transportation	Vehicles: bicycle omnibus bill. Current law prohibits the operation of a motorized bicycle or a class 3 electric bicycle on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail, as specified. Current law authorizes a local authority to additionally prohibit the operation of class 1 and class 2 electric bicycles on these facilities. This bill would remove the prohibition of class 3 electric bicycles on these facilities and would instead authorize a local authority to prohibit the operation of any electric bicycle or any class of electric bicycle on an equestrian trail, or hiking or recreational trail.		
AB 1911 Gabriel	Amended 4/19/2022	Assembly Appropriations Suspense File	Income taxes: credits: low-income housing. The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill, for taxable years beginning on or after January 1, 2023, and before January 1, 2028, would allow a credit against those taxes to a taxpayer that is transferred, and allocated, credits pursuant to the sale of a specified multifamily rental housing development to a qualified developer, that has received a credit reservation from the California Tax Credit Allocation Committee, in specified amounts. The bill would define a qualified developer for purposes of this bill, in part, as a specified entity that commits, at application to the committee and under penalty of perjury, to employing a tax credit reservation allowed by the bill in the acquisition of a qualified development. By expanding the crime of perjury, this bill would impose a state-mandated local program.		
AB 1919 Holden	Amended 5/19/2022	Senate Rules	Youth Transit Pass Pilot Program: free youth transit passes. Current law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by the department, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, and distributing free youth transit passes to persons 25 years of age and under, providing free transit service to holders of those passes, and administering and participating in the program, as specified. The bill would require the department to submit an interim report to specified committees of the Legislature on or before January 1, 2027, on, among other things, the outcomes of the program and the funding conditions associated with offering free youth transit passes, the status of transit pass programs statewide, and whether these provisions led to reductions in the emissions of greenhouse gases and vehicle miles traveled, as provided.		

AB 1935 Grayson	Amended 4/19/2022	Senate Environmental Quality	California Environmental Quality Act: redevelopment: Concord Naval Weapons Station. The California Environmental Quality Act (CEQA) establishes administrative procedures for the review and certification of the EIR for a project .This bill would require the lead agency to prepare and certify the EIR for the Concord Base Reuse Project, which the bill would define as any activity related to the approval and adoption of a specific plan for the former Concord Naval Weapons Station in the City of Concord, in a specified manner that includes the concurrent preparation of the record of proceedings. By increasing the duties of the lead agency, this bill would impose a state-mandated local program.		
AB 1938 Friedman	Amended 3/7/2022	Senate Transportation	Transit and Intercity Rail Recovery Task Force. Current law provides for the funding of public transit and intercity rail, including under the Transportation Development Act. This bill would require the Secretary of Transportation, on or before July 1, 2023, to establish and convene the Transit and Intercity Rail Recovery Task Force to include representatives from the department and various local agencies, academic institutions, and nongovernmental organizations. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit and intercity rail ridership and improve transit and intercity rail operations for users of those services.		
AB 1944 Lee	Amended 5/25/2022	Senate Rules	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. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely.	Support and Seek Amendments	Support and Seek Amendments

AB 1961 Gabriel	Amended 4/25/2022	Senate Rules	<p>Affordable housing: Department of Housing and Community Development. Current law establishes the Department of Housing and Community Development in the Business, Consumer Services, and Housing Agency and makes the department responsible for administering various housing programs throughout the state, including, among others, the Multifamily Housing Program, the Housing for a Healthy California Program, and the California Emergency Solutions Grants Program. This bill would require the department to create an online database of affordable housing listings, information, and applications, as provided. The bill would authorize the department to contract with one or more vendors to carry out this requirement. The bill would also require the department to cooperate and coordinate with relevant stakeholders, including specified public and private parties, and local, state, and federal governmental entities. The bill would make these provisions operable only upon appropriation by the Legislature, and would require the department to make the database accessible no later than 24 months after the appropriation.</p>		
AB 2011 Wicks	Amended 5/11/2022	Senate Environmental Quality	<p>Affordable Housing and High Road Jobs Act of 2022. The Planning and Zoning Law authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process and not subject to a conditional use permit if the development satisfies specified objective planning standards. This bill would make certain housing developments that meet specified affordability and site criteria and objective development standards a use by right within a zone where office, retail, or parking are a principally permitted use, and would subject these development projects to one of 2 streamlined, ministerial review processes. The bill would require a development proponent for a housing development project approved pursuant to the streamlined, ministerial review process to require, in contracts with construction contractors, that certain wage and labor standards will be met, including that all construction workers shall be paid at least the general prevailing rate of wages, as specified.</p>		

AB 2053 Lee	Amended 5/19/2022	Senate L., P.E. & R.	<p>The Social Housing Act. Would enact the Social Housing Act and would create the California Housing Authority, as an independent state body, the mission of which would be to produce and acquire social housing developments for the purpose of eliminating the gap between housing production and regional housing needs assessment targets, as specified. The bill would prescribe a definition of social housing that would describe, in addition to housing owned by the authority, housing owned by other entities, as specified, provided that all social housing developed by the authority would be owned by the authority. The bill would prescribe the composition of the California Housing Authority Board, which would govern the authority, and would be composed of appointed members and members who are elected by residents of social housing developments, as specified. The bill would prescribe the powers and duties of the authority and the board. The bill would provide that the authority is bound to revenue neutrality, as defined, and would require the authority to recover the cost of development and operations over the life of its properties through the mechanism of rent cross-subsidization, as defined. The bill would require the authority to prioritize the development of specified property, including vacant parcels and parcels near transit, and would prescribe a process for the annual determination of required social housing units.</p>		
AB 2061 Ting	Amended 4/18/2022	Senate Rules	<p>Transportation electrification: electric vehicle charging infrastructure. Current law requires the Public Utilities Commission (PUC), in consultation with the Energy Commission and the State Air Resources Board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to, among other things, reduce dependence on petroleum and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. The PUC is required to approve, or modify and approve, programs and investments in transportation electrification, including those that deploy charging infrastructure, through a reasonable cost recovery mechanism, if certain requirements are met. Beginning July 1, 2023, this bill would require an entity that receives an incentive funded by a state agency or through a charge on ratepayers to install, own, or operate a charging station, in whole or in part, to report charging station uptime, as defined, to the Energy Commission. The bill would require the Energy Commission, in consultation with the PUC, to develop a formula to calculate uptime to provide consistent, standardized reporting of information.</p>		

AB 2075 Ting	Amended 5/2/2022	Senate Housing	<p>Energy: electric vehicle charging standards. Current law requires the California Building Standards Commission to adopt, approve, codify, and publish mandatory building standards for the installation of future electric vehicle charging infrastructure for parking spaces in multifamily dwellings and nonresidential development, as specified. Current law requires the California Building Standards Commission and the Department of Housing and Community Development, in proposing and adopting those mandatory building standards, to consult interested parties. This bill would specify the State Energy Resources Conservation and Development Commission (Energy Commission) is an interested party that the California Building Standards Commission and the Department of Housing and Community Development are required to consult with in proposing and adopting those standards. The bill would require the California Building Standards Commission, as part of each triennial California Building Standards Code rulemaking cycle that commences on or after January 1, 2023, to convene a workshop or other collaborative process on electric vehicle charging infrastructure standards, and would require the Energy Commission, as part of its participation in the workshop or collaborative process, to incorporate the most recent update to a specified statewide assessment of electric vehicle charging infrastructure, any relevant electric load forecasts, and the statewide transportation electrification goals, as specified.</p>		
AB 2094 Rivas, Robert	Amended 5/24/2022	Senate Appropriations	<p>General plan: annual report: extremely low-income housing. The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Current law requires the planning agency of a city or county to provide an annual report to certain specified entities by April 1 of each year that includes, among other information, the city or county's progress in meeting its share of regional housing needs and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing, as specified. This bill would additionally require a city or county's annual report to include the locality's progress in meeting the housing needs of extremely low income households, as specified.</p>		Support

AB 2097 Friedman	Amended 5/19/2022	Senate Rules	<p>Residential and commercial development: parking requirements. Would prohibit a public agency from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile of public transit, as defined. When a project provides parking voluntarily, the bill would authorize a public agency to impose specified requirements on the voluntary parking. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a new multifamily or nonresidential development to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities. The bill would exempt certain commercial parking requirements from these provisions if the requirements of the bill conflict with an existing contractual agreement of the public agency that was executed before January 1, 2023.</p>		
AB 2181 Berman	Amended 5/2/2022	Senate Transportation	<p>Santa Clara Valley Transportation Authority: board of directors. Current law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Current law vests the government of the VTA in a 12-member board of directors, which consists of 2 representatives of the County of Santa Clara who are members of, and appointed by, the county's board of supervisors, 5 representatives of the City of San Jose who are city council members or the mayor and appointed by the city council, and 5 representatives of the other cities in the county who are city council members or mayors of those cities as provided by agreements among those cities, whose terms of office are 2 years, as specified. This bill, on and after July 1, 2023, would revise the membership of the board of directors to instead consist of 2 representatives of the county who are community members and appointed by the president of the board of supervisors with board of supervisors approval, 5 representatives of the City of San Jose, including at least 2 city council members or the mayor and 2 community members, appointed by the mayor with city council approval, and 5 representatives of the other cities in the county, including at least 2 community members and 2 city council members or mayors of those cities, elected through a ranked choice voting process by the city councils of those cities, as specified.</p>		

AB 2186 Grayson	Amended 5/2/2022	Senate Housing	<p>Housing Cost Reduction Incentive Program. Would establish the Housing Cost Reduction Incentive Program, to be administered by the Department of Housing and Community Development, for the purpose of reimbursing cities, counties, and cities and counties for development impact fee reductions provided to qualified housing developments, as defined, and for the reasonable interest costs associated with impact fee deferrals. Upon appropriation, the bill would require the department to provide grants to applicants in an amount equal to 50% of the amount of development impact fee reduced for a qualified housing development and grants to applicants in an amount equal to the accrued interest on a deferred development impact fee, as provided. This bill would require the department to administer these grants by issuing a Notice of Funding Availability before December 31 of the year that the program receives funding, as specified, and accepting grant applications after the subsequent year. The bill would require a public entity that receives grant funds under the program to use those funds solely for those purposes for which the development impact fee that was reduced or deferred would have been used. The bill would require the department to adopt guidelines to implement the program and exempt those guidelines from the rulemaking provisions of the Administrative Procedure Act.</p>		
AB 2197 Mullin	Introduced 2/15/2022	Assembly Transportation	<p>Caltrain electrification project: funding. Would appropriate \$260,000,000 from the General Fund to the Transportation Agency for allocation to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project.</p>		

AB 2206 Lee	Amended 4/20/2022	Senate Transportation	Nonattainment basins: employee parking: parking cash-out program. Current law requires, in any air basin designated as nonattainment for certain air quality standards, an employer, defined as an employer of 50 persons or more that provides a parking subsidy to employees, to also offer a parking cash-out program. Current law defines "parking cash-out program" as an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. Current law defines a "parking subsidy" as the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space. This bill would revise the definitions of "employer," "parking cash-out program," and "parking subsidy." The bill would require a lessor that enters into or renews a lease on or after January 1, 2023, with a lessee that is an employer and that offers parking to the employer to list the market-rate parking costs as a separate line item in the lease, as provided, or to provide a list of parking costs to the employer within 30 days after the lease is entered into or renewed.		
AB 2218 Quirk-Silva	Amended 3/9/2022	Assembly Rules	California Environmental Quality Act: standing: proposed infill housing projects. The California Environmental Quality Act (CEQA) establishes procedures applicable to an action or proceeding brought to challenge a public agency's action on the grounds of noncompliance with CEQA. This bill would provide that a person does not have standing to bring an action or proceeding to attack, review, set aside, void, or annul acts or decisions of a public agency undertaken to implement a project involving the development of housing at an infill site, unless the person resides within 20 miles of the project.		
AB 2221 Quirk-Silva	Amended 6/6/2022	Senate Housing	Accessory dwelling units. The Planning and Zoning Law, among other things, provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. Current law requires a local ordinance to require an accessory dwelling unit to be either attached to, or located within, the proposed or existing primary dwelling, as specified, or detached from the proposed or existing primary dwelling and located on the same lot as the proposed or existing primary dwelling. This bill would specify that an accessory dwelling unit that is detached from the proposed or existing primary dwelling may include a detached garage.		

<p>AB 2233 Quirk-Silva</p>	<p>Amended 4/21/2022</p>	<p>Assembly Governmental Organization</p>	<p>Excess state land: development of affordable housing. Current law establishes the Department of General Services (DGS) in the Government Operations Agency for purposes of, among other things, planning, acquiring, constructing, and maintaining state buildings and property. Under current law, by executive order, the DGS was required to, among other things, create a digitized inventory of all excess state land, create screening tools for prioritizing affordable housing development on excess state land, and issue requests for proposals for and select affordable housing developments on excess state land, as described. This bill would require the DGS to develop, no later than September 1, 2023, a set of criteria to consistently evaluate state-owned parcels for suitability as affordable housing sites. The bill would also require, on or before July 1, 2024, and every 4 years thereafter, the DGS to, among other things, conduct a review of all state-owned property and identify state-owned parcels that are potentially viable for affordable housing based on those criteria. The bill would require the DGS to create, no later than April 30, 2024, a digitized inventory of all excess state land, as defined, by, among other things, conducting a comprehensive survey of all state-owned property.</p>		
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AB 2237 Friedman	Amended 5/19/2022	Senate Rules	<p>Transportation planning: regional transportation improvement plan: sustainable communities strategies: climate goals. Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization. Current law requires each regional transportation planning agency or county transportation commission to biennially adopt and submit to the California Transportation Commission and the Department of Transportation a 5-year regional transportation improvement program that includes, among other things, regional transportation improvement projects and programs proposed to be funded, in whole or in part, in the state transportation improvement program. This bill would require that those projects and programs included in each regional transportation improvement program also be consistent with the most recently prepared sustainable communities strategy of the regional transportation planning agency or county transportation commission and the state's climate goals, as defined. The bill would require each regional transportation planning agency or county transportation commission to rank all transportation projects and prioritize projects based on adherence to its most recently adopted sustainable communities strategy and the state's climate goals, prioritize funding and implementing projects in the order of prioritization, and submit the prioritized list to the state board and the California Transportation Commission.</p>	Oppose Unless Amended	
AB 2244 Wicks	Amended 3/24/2022	Senate Rules	<p>Religious institution affiliated housing: colocated place of worship. Current law prohibits a local agency from requiring the replacement of religious-use parking spaces, as defined, that a developer of a religious institution affiliated housing development project proposes to eliminate as part of that housing development project. Current law prohibits the number of religious-use parking spaces requested to be eliminated from exceeding 50% of the number that are available at the time the request is made. This bill would clarify that the definition of "religious-use parking spaces" applies to both existing parking spaces and those parking spaces required of a proposed development for a new place of worship. The bill would recast the provisions relating to the elimination of parking spaces to prohibit the number of spaces proposed to be eliminated in the case of a proposal for a newly constructed place of worship from exceeding 50% of the spaces that would otherwise be required.</p>		

AB 2264 Bloom	Amended 5/19/2022	Senate Rules	<p>Pedestrian crossing signals. Under current law, a pedestrian control signal showing a "WALK" or approved "Walking Person" symbol means a pedestrian may proceed across the roadway in the direction of the signal. Under current law, a pedestrian facing a flashing "DON'T WALK" or "WAIT" or approved "Upraised Hand" symbol with a "countdown" signal, as specified, means a pedestrian may start crossing the roadway in the direction of the signal but requires the pedestrian to finish crossing prior to the display of the steady "DON'T WALK" or "WAIT" or approved "Upraised Hand" symbol, as specified. This bill would require a traffic-actuated signal to be installed and maintained to have a leading pedestrian interval, upon the first placement or replacement of a state-owned or operated traffic-actuated signal. The bill would also require an existing state-owned or operated traffic-actuated signal capable of being implemented with remote installation or in-person programming to be programmed with a leading pedestrian interval when maintenance work is done on the intersection in which the traffic-actuated signal is located, if the signal is in a residence, business, or business activity district, a safety corridor, or an area with a high concentration of pedestrians and cyclists, as specified.</p>		
AB 2270 Seyarto	Introduced 2/16/2022	Senate Transportation	<p>Authorized emergency vehicles. Current law provides for the exemption of authorized emergency vehicles, as defined, from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven under specified conditions, including that the vehicle displays public agency identification and is being driven while responding to, or returning from, an urgent or emergency call. Under current law, an authorized emergency vehicle returning from being driven under those specified conditions is not exempt from a requirement to pay a toll or other charge imposed while traveling on a HOT lane. This bill would require the owner or operator of a toll facility, upon the request of the local emergency service provider, to enter into an agreement for the use of a toll facility.</p>		

AB 2295 Bloom	Amended 5/2/2022	Senate Rules	<p>Local educational agencies: housing development projects. Would deem a housing development project an allowable use on any real property owned by a local educational agency, as defined, if the housing development satisfies certain conditions, including other local objective zoning standards, objective subdivision standards, and objective design review standards, as described. The bill would deem a housing development that meets these requirements consistent, compliant, and in conformity with local development standards, zoning codes or maps, and the general plan. The bill, among other things, would authorize the land used for the development of the housing development to be jointly used or jointly occupied by the local educational agency and any other party, subject to specified requirements. The bill would exempt a housing development project subject to these provisions from various requirements regarding the disposal of surplus land. The bill would repeal its provisions on January 1, 2033.</p>		
AB 2305 Grayson	Amended 5/19/2022	Senate Rules	<p>Housing Finance: Coordinated Housing Finance Committee. Current law requires HCD to administer various programs intended to promote the development of housing, including the Multifamily Housing Program, pursuant to which HCD provides financial assistance in the form of deferred payment loans to pay for the eligible costs of development for specified activities. Current law also establishes the California Housing Finance Agency (CalHFA) within HCD with the primary purpose of meeting the housing needs of persons and families of low or moderate income. Current law also establishes the California Tax Credit Allocation Committee (CTCAC), composed of specified members, and requires that CTCAC, among other things, allocate specified federal low-income housing tax credits, as provided. This bill would establish the Coordinated Affordable Housing Finance Committee and would require that the committee be comprised of representatives from HCD, CalHFA, CTCAC, the Treasurer, and the Controller. This bill would require the committee to allocate state-controlled resources for the finance of affordable rental housing, as defined, through a single process and competition. This bill would require the committee to develop an application, threshold requirements, a rating and ranking system, as specified, for applicants seeking these resources.</p>		

AB 2319 Bonta, Mia	Amended 4/21/2022	Senate Gov. & F.	<p>Surplus land: former military base land. Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines "surplus land" for these purposes to mean land owned in fee simple by any local agency for which the local agency's governing body takes formal action declaring that the land is surplus and is not necessary for the agency's use. Current law provides that an agency is not required to follow the requirements for disposal of surplus land for "exempt surplus land" except as provided. Current law categorizes as "exempt surplus land" surplus land that a local agency is transferring to another local, state, or federal agency for the agency's use. This bill would add to the definition of "exempt surplus land," land that is a former military base conveyed by the federal government to a local agency, is subject to certain provisions governing the Alameda Naval Air Station and the Fleet Industrial Supply Center, and meets other specified conditions.</p>		
AB 2334 Wicks	Amended 5/2/2022	Senate Rules	<p>Density Bonus Law: affordability: incentives or concessions in very low vehicle travel areas: parking standards: definitions. The Density Bonus Law requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Current law requires that an applicant agree to, and the city, county, or city and county ensure, the continued affordability of all very low and low-income rental units that qualified the applicant for a density bonus, as provided. Current law, for developments where 100% of all units are for lower income households, except as provided, requires that rent for 20% of the units be set at an affordable rent and that rent for the remaining units be at an amount consistent with the maximum rent levels for a housing development that receives an allocation of state or federal low-income housing tax credits from the California Tax Credit Allocation Committee (CTCAC). Current law, with respect to a for-sale unit that qualified the applicant for a density bonus, also requires that the local government enforce an equity sharing agreement, as provided, unless it is in conflict with the requirements of another public funding source or law. This bill, with respect to the affordability requirements applicable to 100% lower income developments, would instead require the rent for the remaining units in the development be set at an amount consistent with the maximum rent levels for lower income households, as those rents and incomes are determined by CTCAC.</p>		

AB 2339 Bloom	Amended 5/2/2022	Senate Housing	<p>Housing element: emergency shelters: regional housing need. The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city that includes a housing element. Current law requires that the housing element identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, and make adequate provision for the existing and projected needs of all economic segments of a community. Current law also requires that the housing element include an analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels. This bill would revise the requirements of the housing element, as described above, in connection with zoning designations that allow residential use, including mixed use, where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit. The bill would delete language regarding emergency shelter standards structured in relation to residential and commercial developments and instead require that emergency shelters only be subject to specified written, objective standards.</p>		
AB 2357 Ting	Amended 4/5/2022	Senate Gov. & F.	<p>Surplus land. Current law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under current law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. This bill would also require the department to maintain on its internet website a listing of all entities, including housing sponsors, that have notified the department of their interest in surplus land for the purpose of developing low- and moderate-income housing.</p>		

AB 2367 Ward	Amended 4/27/2022	Senate Transportation	Regional transportation plans: implementation authority: San Diego Association of Governments. Current law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization. Existing law provides for the consolidation of certain regional transportation planning, programming, and related functions in the County of San Diego from various agencies. Current law provides for the consolidated agency, commonly known as the San Diego Association of Governments (SANDAG), to be governed by a 21-member board of directors, each of whom is selected by the governing body of a city in the county or the San Diego County Board of Supervisors, as specified. Current law authorizes SANDAG to exercise specified rights and powers including, among other things, adopting a regional transportation plan and issuing bonds, as provided. This bill would explicitly authorize SANDAG to implement every component of the regional transportation plan and to seek resources and funding for projects identified in the sustainable communities strategy, as provided. The bill would also authorize SANDAG to exercise its bonding authority to implement the regional transportation plan, as provided.		
AB 2387 Garcia, Eduardo	Amended 3/21/2022	Assembly Appropriations Suspense File	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 \$7,430,000,000 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.		
AB 2438 Friedman	Amended 3/21/2022	Senate Rules	Transportation funding: alignment with state plans and greenhouse gas emissions reduction standards. Current law provides for the funding of projects on the state highway system and other transportation improvements, including under the state transportation improvement program, the state highway operation and protection program, the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the program within the Road Maintenance and Rehabilitation Program commonly known as the Local Partnership Program. This bill would require the agencies that administer those programs to revise the guidelines or plans applicable to those programs to ensure that projects included in the applicable program align with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, and specified greenhouse gas emissions reduction standards.		

AB 2441 Kalra	Amended 6/2/2022	Senate Third Reading	<p>Public employment: local public transit agencies: new vehicle technology. Current law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matter subject to collective bargaining. This bill would require a public transit employer to provide written notice to the exclusive employee representative of the workforce affected by new vehicle technology of its determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy any new vehicle technology for public transit services that would eliminate job functions or jobs of the workforce to which the new vehicle technology applies not less than 12 months before commencing the process, plan, or deployment. The bill would require a public transit employer, upon a written request of the exclusive employee representative, to provide specified information to the exclusive employee representative, including the potential gaps in skills that may result from the new service.</p>		
AB 2449 Rubio, Blanca	Amended 5/23/2022	Senate Rules	<p>Open meetings: local agencies: teleconferences. 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. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would revise and recast those teleconferencing provisions and, until January 1, 2028, would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements that each teleconference location be identified in the notice and agenda and that each teleconference location be accessible to the public if at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction.</p>		

AB 2514 Dahle, Megan	Amended 5/19/2022	Senate Rules	<p>State Highway System Management Plan: underserved rural communities. Current law requires the Department of Transportation to prepare a State Highway System Management Plan that consists of both a 10-year state highway rehabilitation plan and a 5-year maintenance plan. Current law requires the department to make a draft of its proposed plan available to regional transportation agencies for review and comment, and requires the department to submit the draft plan to the California Transportation Commission for review and comment by February 15 of each odd-numbered year. Current law requires the department to transmit the final plan to the Governor and the Legislature by June 1 of each odd-numbered year. This bill would require the State Highway System Management Plan prepared by the department to also include a comprehensive evaluation of the current state of transportation in underserved rural communities and a transportation needs assessment of the cost to operate, maintain, and provide for the transportation system in underserved rural communities, as specified.</p>		
AB 2517 Bonta, Mia	Amended 4/19/2022	Senate Rules	<p>California Coordinated Neighborhood and Community Services Grant Program. Current law requires the Department of Community Services and Development to, among other things, plan and evaluate strategies for overcoming poverty in the state, mobilize resources in support of antipoverty and community services programs, and administer public and private funds designed to support antipoverty programs that are not currently administered by other departments. This bill, the It Takes a Village Act of 2022, subject upon an appropriation in the annual Budget Act or another statute for these purposes, would establish the California Coordinated Neighborhood and Community Services Grant Program to be administered by the State Department of Social Services or another department within the California Health and Human Services Agency. The bill would require the department to grant awards on a competitive basis to eligible entities that are Promised Neighborhoods, other community-based networks, or multineighborhood regional cradle-to-career networks, as those terms are defined, to either implement a comprehensive, integrated continuum of cradle-to-career solutions at the neighborhood level or support the civic infrastructure and backbone of cradle-to-career networks that support their network partners to accomplish systems change.</p>		

AB 2592 McCarty	Amended 4/25/2022	Senate Rules	<p>Housing: underutilized state buildings. Current law requires each state agency annually to review certain proprietary state lands over which it has jurisdiction to determine what land, if any, is in excess of its foreseeable needs and report this in writing to the Department of General Services. Current law requires the department to create a database of information on lands identified by a local government as suitable and available for residential development and information regarding the state lands determined or declared excess, as specified. Current law requires the department to report to the Legislature annually the land declared excess and to request authorization to dispose of the land by sale or otherwise. Current law authorizes the department to dispose of real property declared surplus by the Legislature, as specified. This bill would require, by January 1, 2024, the department to prepare and report to the Legislature a streamlined plan to transition underutilized multistory state buildings into housing for the purpose of expanding affordable housing development and adaptive reuse opportunities.</p>		
AB 2594 Ting	Amended 5/19/2022	Senate Rules	<p>Vehicle registration and toll charges. Current law requires the application for an original driver's license or renewal of a driver's license to contain specified information, including the applicant's name, age, gender category, mailing address, and residence address. Commencing January 1, 2027, this bill would require the application for an original driver's license or renewal of a driver's license to include a statement that the applicant may also need to change their address for purposes of their vehicle registration.</p>		

AB 2647 Levine	Amended 4/19/2022	Senate Gov. & F.	<p>Local government: open meetings. Current law makes agendas of public meetings and other writings distributed to the members of the governing board disclosable public records, with certain exceptions. Current law requires a local agency to make those writings distributed to the members of the governing board less than 72 hours before a meeting available for public inspection, as specified, at a public office or location that the agency designates. Current law also requires the local agency to list the address of the office or location on the agenda for all meetings of the legislative body of the agency. Current law authorizes a local agency to post the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting. This bill would instead require a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including the local agency immediately posts the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.</p>		
AB 2705 Quirk-Silva	Amended 5/23/2022	Senate Rules	<p>Housing: fire safety standards. Current law requires the State Fire Marshal to prepare, adopt, and submit building standards and other fire and life safety regulations to the California Building Standards Commission for approval establishing minimum requirements for the storage, handling, and use of hazardous materials. Current law requires the State Fire Marshal to seek the advice of the Secretary for Environmental Protection in establishing those requirements. This bill would prohibit the legislative body of a city or county from approving a discretionary entitlement, as defined, that would result in a new residential development project, as defined, being located within a very high fire hazard severity zone, unless the city or county finds that the residential development project will meet specified standards intended to address wildfire risks, as specified, and would provide that these provisions do not limit or prohibit a legislative body of a city or county from adopting more stringent standards.</p>		

AB 2805 Bauer-Kahan	Amended 4/18/2022	Senate Natural Resources and Water	<p>Department of Fish and Wildlife: advance mitigation and regional conservation investment strategies. Under current law, the Department of Fish and Wildlife has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. Current law authorizes the department, or any other public agency, to propose a regional conservation investment strategy, to be developed in consultation with applicable local agencies that have land use authority, for the purpose of informing science-based nonbinding and voluntary conservation actions and habitat enhancement actions that would advance the conservation of focal species and provide voluntary nonbinding guidance for various activities. Current law authorizes the department to approve a regional conservation investment strategy only if one or more state agencies request approval of the strategy through a letter sent to the Director of Fish and Wildlife, as prescribed. Current law requires the strategy to contain specified information and authorizes inclusion of a regional conservation assessment proposed by the department or any other public agency, and approved by the department, in the strategy. Existing law authorizes the department to approve a regional conservation investment strategy or amended strategy for an initial period of up to 10 years after a public meeting and a public comment period regarding the proposed strategy or amended strategy have been held and after it finds that the strategy meets certain requirements. This bill would authorize the department, any other public agency, or federally recognized tribe to propose a regional conservation investment strategy, as provided.</p>	Support	
AB 2807 Bonta, Mia	Amended 4/21/2022	Senate Transportation	<p>Transportation funding programs: eligibility: public transportation ferries. Current law establishes the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, which is administered by the State Air Resources Board, in conjunction with the State Energy Resources Conservation and Development Commission, to fund development, demonstration, precommercial pilot, and early commercial deployment of zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies. This bill would expand the purposes of the program to include the funding of the development, demonstration, precommercial pilot, and early commercial deployment of zero- and near-zero-emission public transportation ferry technologies.</p>		

AB 2817 Reyes	Amended 5/19/2022	Senate Rules	<p>House California Challenge Program. Existing law establishes various programs to address homelessness. This bill, upon appropriation of funds by the Legislature, would establish the House California Challenge Program, to be administered by the California Health and Human Services Agency, for the purpose of providing direct rental assistance to help persons who are experiencing homelessness obtain housing. The bill would require the agency, upon appropriation of those funds by the Legislature, to allocate \$1,000,000,000 for purposes of the program each fiscal year for 5 years, beginning with the 2022–23 fiscal year. The bill would require 10% of the funds to be awarded as grants to recipients, as defined, for the purpose of helping participants locate and obtain permanent housing and would require 80% of the funds to be allocated by the agency for specified uses, including long-term rental assistance, master leasing of units, and short-term funds for prevention, self-resolution, and diversion services, as specified. The bill would authorize up to 10% of the funds to be used for administrative costs. Under the bill, and to the extent allowable under federal law, any assistance, services, or supports received pursuant to the program would not be considered income of the participant for purposes of determining eligibility for, or benefits pursuant to, any public assistance program. This bill contains other related provisions.</p>		
AB 2949 Lee	Amended 6/6/2022	Senate Transportation	<p>Vehicles: toll exemptions. Under current law, a person who enters a vehicular crossing becomes liable for any tolls imposed. Current law prescribes the means by which a toll may be collected or paid, including by the use of an electronic transponder or by means of capturing a license plate number and billing the registered owner. Current law prohibits a person from evading, or attempting to evade, the payment of tolls on any vehicular crossing or toll highway. A violation of this prohibition is subject to civil penalties, but it is not a crime. This bill would exempt a vehicle that is registered to a veteran, displaying a specialized veteran license plate, as specified, and registered to a transponder or other electronic toll payment device from payment of a toll or related fines on a toll road, toll bridge, toll highway, a vehicular crossing, or any other toll facility, except a high-occupancy toll lane.</p>		

<u>ACA 1</u> <u>Aguiar-Curry</u>	Introduced 12/7/2020	Assembly Local Government	<p>Local government financing: affordable housing and public infrastructure: voter approval. The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.</p>		
<u>ACA 7</u> <u>Muratsuchi</u>	Introduced 3/16/2021	Assembly Print	<p>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.</p>		

ACA 14 Wicks	Amended 5/12/2022	Assembly Appropriations	Homelessness and affordable housing. The California Constitution authorizes the development, construction, or acquisition of developments composed of urban or rural dwellings, apartments, or other living accommodations for persons of low income financed in whole or in part by the federal government or a state public body, or to which the federal government or a state public body extends assistance, if a majority of the qualified electors of the city, town, or county in which the housing is proposed to be located approves the project by voting in favor thereof, as specified. This measure, the Housing Opportunities for Everyone (HOPE) Act, would create an account in the General Fund into which, beginning in the 2024–25 fiscal year, and each fiscal year thereafter until September 30, 2033, a sum would be transferred from the General Fund equal to or greater than 5% of the estimated amount of General Fund revenues for that fiscal year, as specified. The measure would require the moneys in the account to be appropriated by the Legislature to the Business, Consumer Services, and Housing Agency, and would authorize that agency to expend the moneys to fund prescribed matters related to homelessness and affordable housing, including housing and services to prevent and end homelessness.	Support	Support
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SB 12 McGuire	Amended 6/6/2022	Assembly Housing and Community Development	<p>Local government: planning and zoning: wildfires. The Planning and Zoning Law requires the legislative body of a city or county to adopt a comprehensive, long-term general plan that includes various elements, including, among others, a housing element and a safety element for the protection of the community from unreasonable risks associated with the effects of various geologic and seismic hazards, flooding, and wildland and urban fires. Current law requires the housing element to be revised according to a specific schedule. Current law requires the planning agency to review and, if necessary, revise the safety element upon each revision of the housing element or local hazard mitigation plan, but not less than once every 8 years to identify new information relating to flood and fire hazards and climate adaptation and resiliency strategies applicable to the city or county that was not available during the previous revision of the safety element. Current law requires that the Office of Planning and Research, among other things, coordinate with appropriate entities, including state, regional, or local agencies, to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities, as provided. This bill would require the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after 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</p>		
SB 234 Wiener	Amended 5/19/2022	Assembly Housing and Community Development	<p>Transition Aged Youth Housing Program. Would establish the Transition Aged Youth Housing Program for the purpose of creating housing for transition aged youth under 26 years of age, who have been removed from their homes, are experiencing homelessness unaccompanied by a parent or legal guardian, or are under the jurisdiction of a court, as specified, and would require the council to develop, implement, and administer the program.</p>		

SB 490 Caballero	Amended 4/22/2021	Assembly Housing and Community Development	Housing acquisition and rehabilitation: technical assistance. Would, upon appropriation by the Legislature, establish the Housing Acquisition and Rehabilitation Technical Assistance Program, with the purpose of providing technical assistance to qualified entities engaged in acquisition-rehabilitation projects. The bill would defined "acquisition-rehabilitation project" as a project to acquire and preserve unsubsidized housing units and attaching long-term affordability restrictions on the housing units. The bill would define "qualified entity" to include an eligible nonprofit corporation, community land trust, public housing authority, a nonprofit, limited-equity, or workforce housing cooperative, a resident association or organization, and a local or regional government agency administering an acquisition-rehabilitation project funding program.		
SB 513 Hertzberg	Amended 6/6/2022	Assembly Housing and Community Development	Homeless and domestic violence shelters grants: pets and veterinary services. Current law establishes the California Emergency Solutions and Housing Program, under the administration of the Department of Housing and Community Development and requires the department to, among other things, provide rental assistance and housing relocation and stabilization services to ensure housing affordability to people who are experiencing homelessness or who are at risk of homelessness. This bill would require the department, subject to an appropriation in the annual Budget Act, to develop and administer a program to award grants to qualified homeless shelters and qualified domestic violence shelters, as described, for the provision of shelter, food, and basic veterinary services for pets owned by people experiencing homelessness or escaping domestic violence.		
SB 561 Dodd	Amended 5/27/2022	Assembly Accountability and Administrative Review	State surplus property: digital inventory: long-term leases: affordable housing. Current law requires each state agency annually to review certain proprietary state lands over which it has jurisdiction to determine what land, if any, is in excess of its foreseeable needs and report this in writing to the Department of General Services. Current law requires the department to create a database of information on lands identified by a local government as suitable and available for residential development and information regarding the state lands determined or declared excess, as specified. Current law requires the department to report to the Legislature annually the land declared excess and to request authorization to dispose of the land by sale or otherwise. Current law authorizes the department to dispose of real property declared surplus by the Legislature, as specified. This bill would require the department to, by June 1, 2023, develop a criteria to evaluate the suitability of state-owned parcels determined or declared excess to be used for affordable housing.		

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 Housing and Community Development	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 771</p> <p>Becker</p>	<p>Amended 6/8/2022</p>	<p>Assembly Health</p>	<p>Prenatal screening program. Existing law requires the State Department of Public Health to administer a statewide program for prenatal testing for genetic disorders and birth defects, including, but not limited to, ultrasound, amniocentesis, chorionic villus sampling, and blood testing. Existing law requires the department to expand prenatal screening to include all tests that meet or exceed the current standard of care as recommended by nationally recognized medical or genetic organizations. Existing law requires a clinical laboratory performing laboratory tests or examinations classified as moderate or high complexity under the federal Clinical Laboratory Improvement Amendments of 1988 (CLIA) to obtain a clinical laboratory license from the department. Existing law generally exempts specified clinical laboratories from rules and regulations of the department, including clinical laboratories owned and operated by the United States and certified under CLIA. Under existing regulations, a certificate of accreditation issued by the United States Department of Health and Human Services is considered a state license or registration issued by the department, as specified. Existing law requires a city or county public health laboratory, as specified, to be approved by the department and to comply with the requirements of CLIA. This bill would prohibit the department, by way of rule, regulation, contract, or any other manner, from preventing a laboratory with both a CLIA certificate of accreditation and a current state clinical or public health laboratory license from offering noninvasive prenatal tests to pregnant persons who have an order from a prenatal care provider, as defined, and have opted out of the California Prenatal Screening Program or have chosen to have testing done in addition to the genetic tests offered as part of the California Prenatal Screening Program. The bill would also prohibit the department from limiting the number of noninvasive prenatal tests that the laboratory may provide. This bill contains other related provisions and other existing laws.</p>		
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SB 778 Becker	Amended 5/24/2022	Assembly Accountability and Administrative Review	Buy Clean California Act: Environmental Product Declarations: concrete. Would require, as part of the Buy Clean California Act, beginning July 1, 2023, an awarding authority to require a successful bidder for a contract for an eligible project, as defined, to submit a report, within 90 days of the completion of the project, that includes the amount used and an Environmental Product Declaration, as defined, that is current at the time of installation for each concrete product used in the project. The bill would require a concrete supplier that is providing concrete products to a successful bidder to provide the successful bidder with an Environmental Product Declaration for each concrete product provided by the supplier to the project. The bill would require the Department of General Services, in consultation with the State Air Resources Board, on or before January 1, 2025, to establish and publish in the State Contracting Manual, in a department management memorandum, or on the department's internet website, global warming potential (GWP) benchmarks for each performance class of concrete at the regional industry average global warming potential for concrete within each project region, as provided. The bill would require the department, in consultation with the state board, to update, at least once every 3 years, the GWP benchmarks for each performance class of concrete within each project region, as provided.		
SB 843 Glazer	Amended 3/21/2022	Assembly Revenue and Taxation	Taxation: renters' credit. The Personal Income Tax Law authorizes various credits against the taxes imposed by that law, including a credit for qualified renters in the amount of \$120 for spouses filing joint returns, heads of household, and surviving spouses if adjusted gross income is \$50,000, as adjusted, or less, and in the amount of \$60 for other individuals if adjusted gross income is \$25,000, as adjusted, or less. Current law requires the Franchise Tax Board to annually adjust for inflation these adjusted gross income amounts. For 2020, the adjusted gross income limit is \$87,066 and \$43,533, respectively. Current law requires any bill authorizing a new tax credit to contain, among other things, specific goals, purposes, and objectives that the tax credit will achieve, detailed performance indicators, and data collection requirements. This bill, for taxable years beginning on or after January 1, 2022, and before January 1, 2027, and only when specified in a bill relating to the Budget Act, would increase the credit amount for a qualified renter to \$1,000 for spouses filing joint returns, heads of households, and surviving spouses and \$500 for other individuals, as provided. In the event the increased credit amount is not specified in a bill relating to the Budget Act, the existing credit amounts of \$120 and \$60, as described above, respectively, would be the credit amounts for that taxable year.		

<p>SB 844 Min</p>	<p>Amended 3/16/2022</p>	<p>Assembly Emergency Management</p>	<p>California Cybersecurity Integration Center: cybersecurity improvement: reports. Existing law establishes the California Cybersecurity Integration Center within the Office of Emergency Services, the primary mission of which is to reduce the likelihood and severity of cyber incidents that could damage California's economy, its critical infrastructure, or computer networks in the state. Current law requires the center to serve as the central organizing hub of state government's cybersecurity activities and to coordinate information sharing with local, state, and federal agencies, tribal governments, utilities and other service providers, academic institutions, and nongovernmental organizations. This bill would require the center to create four reports, to be delivered to the Legislature, as specified, for the 2021–22, 2022–23, 2023–24, and 2024–25 fiscal years that describe all expenditures made by the state within a single fiscal year pursuant to the federal State and Local Cybersecurity Improvement Act.</p>		
<p>SB 847 Hurtado</p>	<p>Amended 4/28/2022</p>	<p>Assembly Judiciary</p>	<p>COVID-19 relief: tenancy: grant program. The COVID-19 Tenant Relief Act, until October 1, 2025, establishes procedural requirements and limitations on evictions for nonpayment of rent due to COVID-19 rental debt, as defined. Current law, among other things, prohibits a tenant that delivers to a landlord or files with the court a declaration, under penalty of perjury, of COVID-19-related financial distress, as defined, from being deemed in default with regard to the COVID-19 rental debt, as prescribed. This bill would, until January 1, 2025, create a grant program under the administration of the department and would require the department to, among other things, award a program grant, as defined, to a qualified applicant who submits a complete application, as defined, on a first-come, first-served basis, except that the bill would require the program to provide grants to all tier one applicants, as defined, before processing the applications of other applicants, as specified. The bill would define "qualified applicant" to mean a landlord who satisfies certain criteria, including that the landlord has applied for rental assistance funds pursuant to the State Rental Assistance Program and either received a negative final decision, as specified, or the landlord has been notified that an application to the State Rental Assistance Program was submitted, as specified, but 20 days have passed without a final decision being rendered.</p>		

<p>SB 852</p> <p>Dodd</p>	<p>Amended 6/6/2022</p>	<p>Assembly Local Government</p>	<p>Climate resilience districts: formation: funding mechanisms. Would authorize a city, county, city and county, special district, or a combination of any of those entities to form a climate resilience district, as defined, for the purposes of raising and allocating funding for eligible projects and the operating expenses of eligible projects. The bill would deem each district to be an enhanced infrastructure financing district and would require each district to comply with existing law concerning enhanced infrastructure financing districts, unless the district is specified as otherwise. The bill would require a district to finance only specified projects that meet the definition of an eligible project. The bill would define "eligible project" to mean projects that address sea level rise, extreme heat, extreme cold, the risk of wildfire, drought, and the risk of flooding, as specified. The bill would establish project priorities and would authorize districts to establish additional priorities.</p>		
<p>SB 867</p> <p>Laird</p>	<p>Amended 5/31/2022</p>	<p>Assembly Appropriations</p>	<p>Sea level rise: planning and adaptation. Would require a local government, as defined, lying, in whole or in part, within the coastal zone, as defined, or the jurisdiction of the San Francisco Bay Conservation and Development Commission, as defined, to address sea level rise planning and adaptation through either a local coastal program, as defined, or a San Francisco Bay shoreline coastal resiliency plan, as applicable, by January 1, 2026, and to update that planning and adaptation every 5 years, as prescribed. By imposing additional requirements on local governments, the bill would impose a state-mandated local program. The bill would require, on or before December 31, 2023, the California Coastal Commission and the San Francisco Bay Conservation and Development Commission, in close coordination with the Ocean Protection Council and the California Sea Level Rise State and Regional Support Collaborative, to establish guidelines for the preparation of that planning and adaptation.</p>		

<p>SB 878</p> <p>Skinner</p>	<p>Amended 4/18/2022</p>	<p>Assembly Education</p>	<p>School transportation. Current law authorizes the governing board of a school district to provide for the transportation of pupils to and from school whenever, in the judgment of the board, the transportation is advisable and good reasons exist to do so. Current law permits the governing board of a school district to allow the transportation of preschool or nursery school pupils in schoolbuses owned or operated by the school district. Under existing law, a state reimbursement may not be received by a school district for the transportation of preschool or nursery school pupils. This bill instead would require the governing board or body of a school district, county office of education, entity providing services under a school transportation joint powers agreement, or regional occupational center or program, beginning in the 2027–28 school year, to offer to transport all pupils to and from their neighborhood school, as defined, except as provided.</p>		
<p>SB 886</p> <p>Wiener</p>	<p>Amended 5/19/2022</p>	<p>Assembly Natural Resources</p>	<p>California Environmental Quality Act: exemption: public universities: university housing development projects. Would, until January 1, 2030, exempt from CEQA a university housing development project, as defined, carried out by a public university, as defined, on real property owned by the public university if the project meets certain requirements and the project is not located, in whole or in part, on certain sites, including a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway as determined by the Federal Emergency Management Agency, as provided. The bill, with respect to a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway, would prohibit a local government from denying an application on the basis that a public university did not comply with any additional permit requirement, standard, or action adopted by that local government applicable to the site if the public university is able to satisfy all applicable federal qualifying criteria in order to demonstrate that the site meets these criteria and is otherwise eligible to be exempt from CEQA pursuant to the above requirements.</p>		

SB 896 Dodd	Amended 5/5/2022	Assembly Natural Resources	Wildfires: defensible space: grant programs: local governments. Current law requires the Director of Forestry and Fire Protection to establish a statewide program to allow qualified entities, including counties and other political subdivisions of the state, to support and augment the Department of Forestry and Fire Protection in its defensible space and home hardening assessment and education efforts. Current law requires the director to establish a common reporting platform that allows defensible space and home hardening assessment data, collected by the qualified entities, to be reported to the department. This bill would require any local governmental entity that is qualified to conduct these defensible space assessments in very high and high fire hazard severity zones, as specified, and that reports that information to the department, to report that information using the common reporting platform. The bill would require the department, on December 31, 2023, and annually thereafter, to report to the Legislature all defensible space data collected through the common reporting platform, as provided.		
SB 897 Wieckowski	Amended 5/19/2022	Assembly Housing and Community Development	Accessory dwelling units: junior accessory dwelling units. The Planning and Zoning Law authorizes a local agency, by ordinance or ministerial approval, to provide for the creation of accessory dwelling units in areas zoned for residential use, as specified. Current law authorizes a local agency to impose standards on accessory dwelling units that include, but are not limited to, parking, height, setback, landscape, architectural review, and maximum size of a unit. This bill would require that the standards imposed on accessory dwelling units be objective. For purposes of this requirement, the bill would define "objective standard" as a standard that involves no personal or subjective judgment by a public official and is uniformly verifiable, as specified.		
SB 917 Becker	Amended 4/18/2022	Assembly Transportation	Seamless Transit Transformation Act. Current law creates the Metropolitan Transportation Commission, as a local area planning agency and not as a part of the executive branch of the state government, to provide comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma. This bill would require the commission to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified.	Support	

SB 922 Wiener	Amended 5/11/2022	Assembly Natural Resources	California Environmental Quality Act: exemptions: transportation-related projects. The California Environmental Quality Act (CEQA) until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would delete the requirement that the bicycle transportation plan is for an urbanized area. The bill would extend the exemption to an active transportation plan or pedestrian plan. The bill would define "active transportation plan" and "pedestrian plan." The bill would specify that individual projects that are a part of an active transportation plan or pedestrian plan remain subject to the requirements of CEQA unless those projects are exempt by another provision of law.	Support	
SB 930 Wiener	Amended 6/2/2022	Assembly Governmental Organization	Alcoholic beverages: hours of sale. Would, beginning January 1, 2025, and before January 2, 2030, require the Department of Alcoholic Beverage Control to conduct a pilot program that would authorize the department to issue an additional hours license to an on-sale licensee located in a qualified city that would authorize, with or without conditions, the selling, giving, or purchasing of alcoholic beverages at the licensed premises between the hours of 2 a.m. and 4 a.m., upon completion of specified requirements by the qualified city in which the licensee is located. The bill would impose specified fees related to the license to be deposited in the Alcohol Beverage Control Fund. The bill would require the applicant to notify specified persons of the application for an additional hours license and would provide a procedure for protest and hearing regarding the application. The bill would require the Department of the California Highway Patrol and each qualified city that has elected to participate in the program to submit reports to the Legislature and specified committees regarding the regional impact of the additional hours licenses, as specified. The bill would provide that any person under 21 years of age who enters and remains in the licensed public premises during the additional serving hour without lawful business therein is guilty of a misdemeanor, as provided. The pilot program would apply to the Cities of Cathedral City, Coachella, Fresno, Oakland, Palm Springs, and West Hollywood, and the City and County of San Francisco.		
SB 932 Portantino	Amended 5/4/2022	Assembly Local Government	General plans: circulation element: bicycle and pedestrian plans and traffic calming plans. Current law states the Legislature's intention that a county or city general plan and the elements and parts of that general plan comprise an integrated, internally consistent and compatible statement of policies for the adopting agency. This bill would emphasize the intent of the Legislature to fight climate change with these provisions.		

SB 942 Newman	Introduced 2/8/2022	Assembly Transportation	<p>Low Carbon Transit Operations Program: free or reduced fare transit program. Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Current law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys, as specified. This bill would authorize a transit agency that uses program moneys to fund a free or reduced fare transit program and that demonstrates compliance with the above-described requirements in its initial program application to continue to use those moneys to maintain that program on an ongoing basis without demonstrating continued compliance with those requirements.</p>	Support and Seek Amendment	
SB 948 Becker	Amended 5/19/2022	Assembly Housing and Community Development	<p>Housing finance programs: development reserves. Current law establishes various programs and funding sources administered by the Department of Housing and Community Development to enable the development of affordable housing, including the Building Homes and Jobs Act, the Multifamily Housing Program, the Housing for a Healthy California Program, and the Veterans Housing and Homeless Prevention Act of 2014. Under current law governing the State Community Development Block Grant Program, the department is required to distribute funds made available under the program in order to provide decent housing, a suitable living environment, and expand economic opportunities, consistent with federal requirements. Current federal law also establishes the HOME Investment Partnership Program to, among other things, expand the supply of affordable housing. Existing law designates the department as the state agency responsible for administering the HOME Investment Partnership Act. This bill would prohibit the department from requiring a project-specific transition reserve, as defined, for any unit subject to a qualified project rental or operating subsidy. This bill would create the Pooled Transition Reserve Fund and would continuously appropriate moneys in that fund to the department for the purpose of maintaining a pooled transition reserve to mitigate the impacts on tenant rents from the loss or exhaustion of rental or operating subsidies.</p>		

SB 1010 Skinner	Amended 6/8/2022	Assembly Accountability and Administrative Review	Air pollution: state contracting: zero-emission vehicles. Existing law sets forth requirements for the acquisition of goods and services by state agencies and sets forth the various responsibilities of the Department of General Services and other state agencies in overseeing and implementing state contracting procedures and policies. This bill would require the department, on and after January 1, 2024, when seeking to procure vehicle or transportation services from a third-party vendor, to grant bid preferences to vendors based on the percentage of their vehicle or transportation services that would be provided using zero-emission vehicles. This bill would require the department, on and after January 1, 2024, when seeking to procure vehicle or transportation services from a third-party vendor, to grant bid preferences to vendors based on the percentage of their vehicle or transportation services that would be provided using zero-emission vehicles. rating rating rating department department department vehicles. vehicles. vehicles. conducting conducting conducting and implementing implementing implementing January 1, January 1, January 1, rating rating rating January 1, January 1, January 1, rating rating rating January 1, January 1, January 1, requirements and, requirements and, requirements and, these these these rating rating rating this this This bill contains other related provisions and other existing laws.		
SB 1049 Dodd	Amended 5/19/2022	Assembly Transportation	Transportation Resilience Program. Would establish the Transportation Resilience Program in the Department of Transportation, to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the commission to prioritize projects that meet certain criteria.	Support (Sponsor)	

SB 1050 Dodd	Amended 5/23/2022	Assembly Transportation	<p>State Route 37 Toll Bridge Act. The California Toll Bridge Authority Act makes the California Transportation Commission, together with the Department of Transportation, responsible for building and acquiring toll facilities and related transportation facilities. This bill would create the SR-37 Toll Authority as a public instrumentality governed by the same board as that governing the Bay Area Infrastructure Financing Authority. The bill would require the authority to operate and maintain tolling infrastructure, including by installing toll facilities, and to collect tolls for the use of the Sonoma Creek Bridge, and would authorize the authority to design and construct improvements on the bridge and a specified corridor of State Route 37 in accordance with programming and scheduling requirements adopted by the authority. The bill would authorize the authority to issue bonds payable from the revenues derived from those tolls. The bill would authorize revenues from the toll bridge to be used for specified purposes, including capital improvements to repair or rehabilitate the toll bridge, to expand toll bridge capacity, to improve toll bridge or corridor operations, to reduce the demand for travel in the corridor, and to increase public transit, carpool, vanpool, and nonmotorized options on the toll bridge or in the corridor, as specified.</p>	Support	
SB 1067 Portantino	Amended 5/19/2022	Assembly Housing and Community Development	<p>Housing development projects: automobile parking requirements. Would prohibit a city, county, or city and county from imposing any minimum automobile parking requirement on a housing development project, as defined, that is located within 1/2 mile of public transit, as defined. The bill, notwithstanding the above-described prohibition, would authorize a city, county, or city and county to impose or enforce minimum automobile parking requirements on a housing development project if the local government demonstrates to the developer, within 30 days of the receipt of a completed application, that the development would have a negative impact, supported by a preponderance of the evidence, on the city's, county's, or city and county's ability to meet its share of specified housing needs or existing residential or commercial parking within 1/2 mile of the housing development. The bill would create an exception from the above-described provision if the development either dedicates a minimum of 20% of the total number of housing units to very low, low-, or moderate-income households, students, the elderly, or persons with disabilities or contains fewer than 20 housing units.</p>		

SB 1075 Skinner	Amended 5/19/2022	Assembly Desk	<p>Hydrogen: green hydrogen: emissions of greenhouse gases. Would create the California Clean Hydrogen Hub Fund within the State Treasury under the administration of the I-Bank. The bill would authorize the moneys in the fund, upon appropriation by the Legislature, to be used to provide grants for clean hydrogen projects developed in California, to match federal funds granted to a regional clean hydrogen hub, or to fund or match research grants that may be necessary to meet the goal of affordably producing hydrogen from renewable feedstock at scale. The bill would require the I-Bank to prepare, and the I-Bank board to approve, criteria, priorities, and guidelines for the provision of grants under the fund in line with specified priorities and requirements of the federal Infrastructure Investment and Jobs Act as well as specified state goals.</p>		
SB 1078 Allen	Amended 5/19/2022	Assembly Natural Resources	<p>Sea Level Rise Revolving Loan Pilot Program. Would require the Ocean Protection Council, in consultation with the State Coastal Conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program for purposes of providing low-interest loans to local jurisdictions, as defined, for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property, as defined, located in specified communities, including low-income communities, as provided. The bill would require the council, before January 1, 2024, in consultation with other state planning and coastal management agencies, as provided, to adopt guidelines and eligibility criteria for the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program from the conservancy, in consultation with the council, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements imposed by the council. The bill would require the conservancy, in consultation with the council, to review the plans to determine whether they meet the required criteria and guidelines for vulnerable coastal properties to be eligible for participation in the program.</p>		

SB 1100 Cortese	Amended 6/6/2022	Assembly Local Government	<p>Open meetings: orderly conduct. 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. Current law requires every agenda for regular meetings of a local agency to provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public, before or during the legislative body's consideration of the item, that is within the subject matter jurisdiction of the legislative body. Current law authorizes the legislative body to adopt reasonable regulations to ensure that the intent of the provisions relating to this public comment requirement is carried out, including, but not limited to, regulations limiting the total amount of time allocated for public testimony on particular issues and for each individual speaker. Current law authorizes the members of the legislative body conducting the meeting to order the meeting room cleared and continue in session, as prescribed, if a group or groups have willfully interrupted the orderly conduct of a meeting and order cannot be restored by the removal of individuals who are willfully interrupting the meeting. This bill would authorize the presiding member of the legislative body conducting a meeting to remove an individual for disrupting the meeting. The bill, except as provided, would require removal to be preceded by a warning to the individual by the presiding member of the legislative body or their designee that the individual's behavior is disrupting the meeting and that the individual's failure to cease their behavior may result in their removal.</p>		
SB 1105 Hueso	Amended 4/25/2022	Assembly Housing and Community Development	<p>San Diego Regional Equitable and Environmentally Friendly Affordable Housing Finance Agency. The San Francisco Bay Area Regional Housing Finance Act establishes the Bay Area Housing Finance Agency to raise, administer, and allocate funding for affordable housing in the San Francisco Bay area, as defined, and provide technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production. This bill, the San Diego Regional Equitable and Environmentally Friendly Housing Act, would establish the San Diego Regional Equitable and Environmentally Friendly Affordable Housing Agency and would state that the agency's purpose is to increase the supply of equitable and environmentally friendly housing in the County of San Diego by providing for significantly enhanced funding and technical assistance across the regional level for equitable and environmentally friendly housing projects and programs, equitable housing preservation, and rental protection programs, as specified.</p>		

SB 1161 Min	Amended 5/2/2022	Assembly Transportation	<p>Transit operators: street harassment plans. Would require the University of California Institute of Transportation Studies to, on or before June 30, 2023, develop and make available to transit operators, as defined, a survey for the purpose of promoting consistency in the collection of specified survey data. The bill would require transit operators to, on or before June 30, 2025, develop and implement a plan to reduce the street harassment experienced by its riders, as specified, and to consider the safety concerns and needs of riders impacted by street harassment when planning, designing, and operating their systems. The bill would require transit operators to, on or before June 30, 2024, collect survey data for the purpose of informing the plan. The bill would require the plan to be developed in consultation with certain riders, and would require those transit operators to conduct outreach in multiple languages in order to reach limited-English-proficient persons impacted by street harassment, as specified. The bill would authorize these plans to include changes to policies, design, operations, or other aspects of transit systems, as specified.</p>		
SB 1217 Allen	Introduced 2/17/2022	Assembly Natural Resources	<p>State-Regional Collaborative for Climate, Equity, and Resilience. Would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the State Air Resources Board for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of the state board, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations, as specified. The bill would require, on or before December 31, 2025, the state board to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative.</p>		

SB 1250 Limón	Amended 4/19/2022	Assembly P. & C.P.	<p>Rental passenger vehicle transactions: fees: toll roads and bridges. Current law generally governs the transactions between a rental car company, also referred to as a rental company, and its customers, including, among other provisions, required disclosures by a rental company, mandatory contract provisions for a vehicle rental agreement, restrictions on a rental company's use of electronic surveillance technology, and authorization for a rental company to collect specific types of fees and charges from its customers. Under current law, a vehicle that enters into or upon a vehicular crossing immediately becomes liable for any tolls and other charges. This bill would require a rental company to provide a written notice to its customers stating the amount a customer may be charged by the rental company if tolls are not paid by the customer, whether there are any methods to avoid those charges, and if there are, instructions as to how the customer can use those methods, as specified.</p>		
SB 1251 Gonzalez	Amended 5/19/2022	Assembly Accountability and Administrative Review	<p>Office of the Zero-Emission Vehicle Equity Advocate. Would establish the Office of the Zero-Emission Vehicle Equity Advocate in the Governor's office to steer the development of a shared, cross-agency definition of equity, and to set an equity agenda for the deployment of light-, medium-, and heavy-duty zero-emission vehicles, the supporting infrastructure, and workforce development. The bill would require the office to provide guidance to state agencies by developing and adopting an equity action plan, to publish an update of the progress on its activities on its internet website every 2 years, and to notify the relevant policy committees of the Legislature of the information provided in that update. The bill would repeal these provisions on January 1, 2028.</p>		
SB 1252 Committee on Housing	Amended 4/6/2022	Assembly Housing and Community Development	<p>Housing. The Housing Accountability Act requires a housing development project to be subject only to the ordinances, policies, and standards adopted and in effect when a preliminary application is submitted, except as specified. Current law specifies the act does not prohibit a housing development project that is an affordable housing project from being subject to ordinances, policies, and standards adopted after the preliminary application was submitted if the project has not commenced construction within 3.5 years. Current law defines "affordable housing project" for purposes of those provisions to mean a housing development in which units within the development are subject to a recorded affordability restriction for at least 55 years, among other things. This bill would instead require units within the development to be subject to a recorded affordability restriction for at least 55 years for rental housing and 45 years for owner-occupied housing.</p>		

SB 1410 Caballero	Amended 5/2/2022	Assembly Natural Resources	<p>California Environmental Quality Act: transportation impacts. The California Environmental Quality Act (CEQA) requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Current law requires the office to recommend potential metrics to measure transportation impacts, as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. This bill would require the office, by January 1, 2025, to conduct and submit to the Legislature a study on the impacts and implementation of the guidelines described above relating to transportation impacts. The bill would require the office, upon appropriation, to establish a grant program to provide financial assistance to local jurisdictions for implementing those guidelines.</p>		
SB 1482 Allen	Amended 5/19/2022	Assembly Desk	<p>Building standards: electric vehicle charging infrastructure. Current law requires the Department of Housing and Community Development to propose to the commission for consideration mandatory building standards for the installation of electric vehicle charging infrastructure for parking spaces in multifamily dwellings and submit the proposed mandatory building standards. Current law requires the department and the commission, in proposing and adopting these standards, to actively consult with specified parties. This bill would require those mandatory building standards for the installation of electric vehicle charging infrastructure for parking spaces in multifamily dwellings to require that each dwelling unit with access to a parking space have access to a 208/240 volt branch circuit of at least 20 amperes terminating in a receptacle for use by an electric vehicle driver to charge their plug-in electric vehicle, specified signage for those electric vehicle parking spaces, and electrical wiring design options, as specified. The bill would provide for additional parties that the commission and the department would be required to consult with in proposing and adopting these standards.</p>		

SB 1488 Glazer	Amended 3/16/2022	Assembly Transportation	San Francisco Bay Area Rapid Transit District: Office of the BART Inspector General. Current law establishes the independent Office of the BART Inspector General within BART and requires the BART Inspector General to be appointed to serve an initial 4-year term by the Governor from a list of 3 nominees submitted by the board. Existing law requires the Inspector General to be removed from office by the board of directors, subject to the approval of the Governor, under certain circumstances. Current law specifies the duties and responsibilities of the Inspector General including, among others, conducting, supervising, and coordinating audits and investigations relating to the district's programs and operations. This bill would revise the duties and responsibilities of the Inspector General by, among other things, requiring the Inspector General to engage in fraud prevention activities and provide recommendations to strengthen internal controls that will prevent or detect fraud, waste, or abuse. The bill would revise the manner in which the Inspector General is required to be removed from office.		
SCA 2 Allen	Introduced 12/7/2020	Assembly Appropriations	Public housing projects. The California Constitution prohibits the development, construction, or acquisition of a low-rent housing project, as defined, in any manner by any state public body until a majority of the qualified electors of the city, town, or county in which the development, construction, or acquisition of the low-rent housing project is proposed approve the project by voting in favor at an election, as specified. This measure would repeal these provisions.		
SCA 9 Gonzalez	Introduced 2/18/2022	Senate Housing	Personal rights: right to housing. Would declare that the fundamental human right to housing exists in this state. The measure would specify that it is the shared obligation of state and local jurisdictions to respect, protect, and fulfill this right through progressively implemented measures, consistent with available resources, within an aggressive but reasonable timeframe.		

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee
2022 Legislative Deadlines***

January

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

February

- 18: Last day for bills to be introduced
- 21: Presidents' Day

March

April

- 1: Cesar Chavez Day observed
- 7: Spring Recess begins upon adjournment
- 18: Legislature reconvenes from Spring Recess
- 29: Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house

May

- 6: Last day for policy committees to meet and report to the floor nonfiscal bills introduced in their house
- 13: Last day for policy committees to meet prior to May 31
- 20: Last day for fiscal committees to meet and report to the floor bills introduced in their house. Last day for fiscal committees to meet prior to May 31.

Joint MTC ABAG Legislation Committee
2022 Tentative Legislative Deadlines
Page 2 of 2

- 23-27: Floor session only. No committees may meet for any purpose, except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees.
- 27: Last day for each house to pass bills introduced in that house
- 30: Memorial Day
- 31: Committee meetings may resume

June

- 15: Budget Bill must be passed by midnight
- 30: Last day for a legislative measure to qualify for the November 8 General Election ballot

July

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

August

- 1: Legislature reconvenes from Summer Recess
- 12: Last day for fiscal committees to meet and report bills
- 15-31: Floor session only. No committees may meet for any purpose, except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees.
- 25: Last day to amend bills on the floor
- 31: Last day for each house to pass bills. Final Recess begins upon adjournment

September

- 30: Last day for Governor to sign or veto bills passed by the Legislature before September 1 and in the Governor's possession in or after September 1

October

- 2: Bills enacted on or before this date take effect January 1, 2023

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

*Dates are subject to change.

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

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

June 10, 2022

Agenda Item 3a

Assembly Bill 2594 (Ting): Toll Penalties and Payment Options

Subject:

Lowers maximum toll penalties, requires payment plans for toll penalties, cash payment options, and sets forth minimum customer service hours of operation.

Overview:

AB 2594 (Ting) aims to reduce the financial burden that motorists can find themselves in, sometimes by accident, as a result of using toll facilities without a valid electronic payment account (such as, FasTrak® for the S.F. Bay Area). The bill lowers the maximum toll penalties allowed under state law and requires a payment plan option. It sets minimum in-person and telephone hours of operation for customer service centers and mandates that transponders should be available to purchase along with cash transactions to pay for penalties and add value to an account within 15 miles of *all entry point* to toll facilities. In an effort to improve the accuracy of the addresses to which toll agencies send a toll violation notice (based on the Department of Motor Vehicles (DMV)'s vehicle registration system), the bill requires the DMV to notify a person that when they obtain or renew their driver's license, they may need to *also* update their address for purposes of vehicle registration.

Recommendation: Support if Amended / MTC

Discussion:

Since AB 2594 was introduced in February, MTC leadership and staff met with Assemblymember Ting and expressed support for his goal of making toll penalties less financially burdensome statewide and ensuring that motorists can easily enroll in FasTrak and pay outstanding tolls and penalties with cash. Assemblymember Ting shared that he recognizes the essential role that bridge tolls (and express lanes) play in the Bay Area's (and state's) transportation system and does not want to undermine payment of tolls. Since then, staff has been in regular communication with Assemblymember Ting's office to share additional technical concerns with the bill, as currently drafted, and worked on potential amendments with the California Toll Operators Committee—an informal association of the state's various toll bridge, toll road and express lane operators.

While negotiations are ongoing, consensus among the toll agencies and Assemblymember Ting's office appears to be emerging around the following provisions:

- **Penalties for All Toll Facilities:** Require toll agencies waive penalties for a first-time toll violator if they enroll in FasTrak. (This is consistent with our current practice.)
- **Penalties for Toll Bridges:** Set a \$25 cap on penalties for the first notice of a bridge toll violation (per violation) and a \$50 cumulative cap on penalties (per violation) for the second notice. (Note: this would not affect Bay Area Toll Authority (BATA), but would affect the Golden Gate Bridge, Highway & Transportation District, which still has an initial penalty of \$25 and a cumulative penalty of \$70 per violation.)
- **Grace Period for Toll Bridge Violation:** Establish a 15-day grace period for the first notice of a bridge toll violation during which only the unpaid toll amount is due; if unpaid within that timeframe, a penalty of up to \$25 would be allowed. (Note that for the BATA, this would be \$5 under our current schedule.)
- **Express Lanes and Toll Roads:** A \$100 cumulative cap on penalties per violation, which would not affect the Bay Area's penalties.
- **Payment Plans:** Require toll agencies offer a payment plan to pay off penalties in excess of \$200 for persons living in a low-income household (with a gross income at or below 200 percent of the federal poverty level), as determined by the toll agency. Authorize vehicle registration renewal if payment plan is in good standing.
- **Cash Options:** Require toll agencies charge no extra fee for the use of cash to obtain a transponder, if sold/leased directly by the issuing agency (or its customer service center); Require two or more retail outlets (which includes cash payment locations), kiosks, or customer service centers in each county in which a toll facility operates in which a person can load funds onto an account and pay tolls or violations with cash.
- **Customer Service:** Require at least one in-person customer service location within the jurisdiction of the toll agency where a person can obtain a transponder; and at least two physical locations within *each county* in which a toll facility is located where a person can load funds onto an account, pay any amounts due, and register or remove a vehicle from an account; Set minimum in-person and telephone customer service hours to include evening and weekend hours.

How Would Bill Impact BATA's Equity Action Plan?


BATA has a significant head start when it comes to AB 2594, having already taken numerous steps to ease the financial impact of toll penalties, make FasTrak transponders widely available through retail options, authorize toll payment and account replenishment at cash payment networks, and lower the costs associated with opening and replenishing a FasTrak account with cash. As a reminder, in December 2021, BATA lowered the penalty structure from \$25 to \$5 for the first violation notice and from \$70 to \$15 for the second notice and made such reductions retroactive to any penalties paid since January 1, 2021.

Meanwhile, the Bay Area Infrastructure Financing Authority (BAIFA), a Joint Powers Authority governed by the same board as MTC and which administers the I-880 and I-680 Express Lanes, is coordinating with the Bay Area's other express lane operators on a proposed penalty reduction for express lanes. Since the proposed caps for express lanes and toll roads under consideration for AB 2594 (a \$100 cumulative cap) are below the Bay Area's current express lane penalties, this portion of the bill appears unlikely to impact the region.

Similarly, BATA has been discussing a payment plan option that could be more expansive than the "minimum" standards anticipated in AB 2594. Staff is closely monitoring the bill language to ensure that it reserves BATA the option to go beyond minimum standards identified in the bill. Staff is seeking an amendment to provide a minimum of 18 months before key provisions affecting our tolling operations take effect to allow adequate time to amend contracts and update customer-facing systems. Given Assemblymember Ting's office's good faith negotiations to date and the alignment of the bill with our Toll Equity Action Plan, staff recommends a "support if amended" position on AB 2594, as described.

Attachments:

- None


Alix A. Bockelman

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

June 10, 2022

Agenda Item 3b

Potential Regional Revenue Options for Housing and Transportation

Subject:

Next steps in pursuit of a regional housing bond, authorization for a future regional transportation measure and identification of other transportation funding opportunities.

Overview:

Assembly Bill 1487 (Chiu, 2019) authorized the Bay Area Housing Finance Authority (BAHFA) to place a regional housing measure on the ballot across the nine counties, in collaboration with the ABAG Executive Board. The measure authorized a variety of revenue mechanisms, including a general obligation bond, a parcel tax, a gross receipts tax and an employee head tax. In the Fiscal Year 2021-22 State Budget, MTC received a \$20 million earmark, on behalf of BAHFA, to develop pilot projects to demonstrate the added value that a regional housing finance agency can have in the Bay Area across the 3Ps of protection, preservation and production. Earlier this year, BAHFA hired its first director, affordable housing finance expert Kate Hartley, and is actively hiring project managers (on a limited term, four-year basis) to implement the pilot projects. See Attachment A for a BAHFA update shared with the Bay Area's state legislative delegation in March 2022.

With respect to transportation, while there is no denying that additional funding is needed to address a multitude of the needs—ranging from transit operations to implementation of the Transit Transformation Action Plan to capital project funding shortfalls for Plan Bay Area 2050 Tier 1 projects—there currently is no authorization to place a regional transportation funding measure on the ballot.

Recommendation: Approval / ABAG Executive Board

Approval / MTC

Approval / BAHFA


Discussion:

On May 11 2022, MTC and ABAG leadership received a request from the Bay Area Housing for All (BAHA) Coalition requesting that the agencies provide formal direction to staff to begin the preparations for placement of a regional housing bond of \$10-\$20 billion on the November 2024 ballot. In response to this request and given the need to simultaneously map out a strategy to address funding needs for transportation—with respect to transit operations in particular—this item seeks your approval as follows:

1. Request that the ABAG Executive Board and BAHFA direct the ABAG Housing Committee and BAHFA Oversight Committees, respectively, to collaborate on overseeing preparations for a regional housing bond on the November 2024 ballot.
2. Request that MTC direct the MTC Programming and Allocations Committee and, at key touchpoints, the MTC/ABAG Joint Legislation Committee, to oversee next steps for addressing regional transportation revenue needs, such as:
 - a. Research poll in Fall 2022 to inform spending plan and revenue mechanism options for a transportation measure authorizing bill
 - b. Stakeholder engagement with MTC Policy Advisory Council, Bay Area transit agencies, county transportation agencies, transportation advocacy organizations and the business community regarding content of a revenue measure.
 - c. Identify funding opportunities to bridge time gap until more continuous, stable revenues are available.

Attachments:

- Attachment A: Bay Area Housing Finance Authority Update, March 2022
- Attachment B: May 11, 2022 Bay Area Housing for All letter
- Attachment C: May 23, 2022 Voices for Public Transportation letter
- Attachment D: Presentation



Alix A. Bockelman



Building a Foundation for Transformational Housing Solutions

Bay Area Housing Finance Authority Update, March 2022

A secure and affordable home is the bedrock of a thriving community. When families have a safe, affordable place to live, kids learn better, health and well-being improves, and businesses thrive. However, in the San Francisco Bay Area, an affordable home is out of reach for far too many.

The Bay Area faces a shortfall of more than 220,000 homes affordable to its poorest residents. Roughly 45 percent of the region's renters spend more than thirty percent of their income on housing and nearly a quarter spend over 50 percent.¹ Black, indigenous and other people of color have been hit particularly hard by untenable housing costs, forcing all Bay Area residents to grapple with the legacy of discriminatory housing policies.

With the passage of AB 1487 (Chiu, 2019) and establishment of the Bay Area Housing Finance Authority (BAHFA), the Legislature took a big step toward creating a new future where all Bay Area residents can thrive. As the first regional housing finance authority in California, BAHFA embraces a collaborative approach to delivering housing affordability at scale. No longer must each Bay Area city and county struggle to solve its housing

and homelessness challenges on its own. BAHFA facilitates a new level of information sharing and capacity building with the core aim of bringing new resources to the table.

BAHFA is guided by the “3Ps” framework:

protect current residents from displacement, **preserve** existing affordable housing, and **produce** new housing to secure long-term affordability. BAHFA equips the region with a powerful new set of financing tools that can raise significant new housing revenue from a variety of sources, including a regional ballot measure, state or federal appropriations and philanthropic and corporate contributions.

The 3 Ps of Housing



Protection Existing renters and homeowners must have the tools and rights to remain in their homes



Preservation Existing affordable housing must be maintained at affordable levels



Production New housing units must be produced at a diversity of affordability levels



BAHFA Inaugural Director Kate Hartley and Growing the BAHFA Team

Thanks to the state appropriation, BAHFA in February 2022 welcomed its inaugural Director, Kate Hartley — a Bay Area affordable housing veteran. Kate previously worked as Chief Lending and Investment Officer for the nonprofit Housing Accelerator Fund, where she implemented a new financing and construction model that produced housing for homeless people more quickly and cost-effectively than conventional approaches. Before joining the Housing Accelerator Fund, Kate served as deputy director and then director of the San Francisco Mayor's Office of Housing and Community Development, and served in a senior position in the City of Berkeley's Department of Health, Housing and Community.

\$20 Million Secured for BAHFA in 2021-2022 State Budget

In 2020, the Bay Area was on track to pursue a \$10 billion General Obligation (GO) bond measure but the economic hardships resulting from the COVID 19 pandemic forced a postponement. Thanks to the tremendous leadership of the Bay Area's legislative delegation, BAHFA secured \$20 million from the FY 2021-22 State Budget to implement five pilot programs across the 3Ps. Step one in that effort is building the BAHFA team along with relationships with local jurisdictions and key housing stakeholders across the region.



Early Progress on the Pilot Programs

We expect a formal launch of most of the pilots in the second half of 2022 once additional staff have been hired. A brief update on each pilot follows:

- 1. Doorway.** Doorway builds on the work of Bay Area cities and counties to create an online portal allowing tenants to search and apply for affordable housing opportunities throughout the region. The goal is to alleviate the challenges Bay Area households face finding affordable housing and to simplify the management and lease-up process for owners and managers. BAHFA staff is exploring an opportunity with a major technology company to embed a team of employees that would offer pro bono services to expedite the development of Doorway.
- 2. Bay Area Affordable Housing Pipeline.** In close partnership with Enterprise Community Partners, BAHFA is moving forward with an update and expansion of the two-year-old Bay Area Affordable Housing Pipeline to create the most comprehensive inventory of affordable housing developments across the nine-county Bay Area ever available. The Pipeline is critical to understanding the Bay Area's progress toward producing and preserving sufficient affordable housing to meet the region's needs, and to help funding and financing gaps.
- 3. Preservation.** This strategy is about protecting communities by locking in affordability before it's too late. BAHFA aims to help community-based organizations and individual households buy and rehabilitate existing market-rate (sometimes referred to as "naturally occurring") affordable housing and convert it to permanently affordable, deed-restricted housing, including home-ownership. BAHFA aims to leverage MTC's existing Preservation Pilot funding with additional state, local and

philanthropic sources, and to create partnerships that provide both affordable rents and greenhouse gas emission reductions.

The Partnership for the Bay's Future awarded BAHFA a Breakthrough Grant to accelerate our housing preservation work. Urban Habitat, the Bay Area Community Land Trust and The Unity Council joined the grant application as formal community partners.

- 4. Anti-Displacement Services Network.** Through this pilot, BAHFA will create an action plan for long-term anti-displacement work. In collaboration with key partners and stakeholders, BAHFA aims to help families remain in their homes and neighborhoods. The plan will be implemented in conjunction with the Preservation Pilot but will focus on tenant protections rather than property acquisition and rehabilitation. By developing best practices and supporting their adoption across the region, BAHFA will help ensure that Bay Area residents at risk of displacement are well-informed about their rights and know how to get the help they need. BAHFA will partner with trusted community-based organizations to deliver culturally relevant programs and reach people who face significant obstacles to accessing the resources available to support tenants.
- 5. Homelessness Prevention.** In conjunction with the Anti-Displacement Pilot, this work will focus on long-term, collaborative actions BAHFA can lead with key stakeholders to better protect Bay Area residents from many of the events—such as eviction, medical emergencies, or job loss—that can lead to homelessness.

BAHFA Business Plan

BAHFA is preparing a Business Plan to outline how the authority will advance the 3Ps framework by taking an equity-focused approach that prioritizes communities most impacted by the affordability crisis. While the five pilot programs aim for near-term impact and proof of concept to help demonstrate the benefits of a regional approach to addressing housing insecurity, the Business Plan will set a course for BAHFA to grow to the scale of its mandate and design programs and staffing options for the long-term, including a future ballot measure.

The Business Plan will be supported by a consultant team led by Forsyth Street and Bonnewit Development Services, with a target completion date of 2023. The team also features experts in housing policy, communications and finance, including UC Berkeley's Othering & Belonging Institute and the Turner Center for Housing Innovation, and Strategic Economics. This month, BAHFA and the Business Plan team expect to establish an Equity Working Group to guide the Plan's development.

Exploring Opportunities for Near-Term Capital Funding

Near-term capital funds are needed to grow BAHFA's impact; and the need will become increasingly urgent as rising housing unaffordability and homelessness take their economic, social and human toll on our region. BAHFA leadership and community partners are exploring opportunities to leverage additional state, local and philanthropic dollars for new BAHFA programs, including a preservation capital fund and a regional catalyst fund that will focus on accelerating transit-oriented affordable housing development on public land and on adaptive-reuse sites such as aging shopping malls and office parks.



Potential Ballot Measure in 2024

We are exploring placement of a \$10 billion GO bond dedicated to affordable housing on the November 2024 ballot across the region's nine counties. Such a measure would generate gap funding to produce and preserve more than 45,000 affordable homes, providing housing for half a million low-income households. Because affordable housing financing almost exclusively relies on leveraging local, state and federal funds, as well as private investments, the \$10 billion raised through this measure is estimated to leverage an additional \$15 billion in other affordable housing resources. Since reaching the two-thirds threshold for GO bonds remains a significant challenge, housing advocates are also exploring pursuit of a statewide ballot measure to simultaneously lower the approval threshold for local housing bonds to a simple majority.

For More Information:

Rebecca Long, MTC-ABAG Director of Legislation & Public Affairs, rlong@bayareametro.gov
510-778-5289

Kate Hartley, Section Director, Bay Area Housing Finance Authority, khartley@bayareametro.gov
415-778-6679

Endnotes

- 1 *California Housing Partnership analysis of 2018 PUMS data. Shortfall of homes affordable and available to "very low-income" (<50% of Area Median Income) and "extremely low-income" (<30% of Area Median Income) households. "Cost burdened" is defined as a household that spends more than 30% of its gross income on housing costs. "Severely cost burdened" is defined as a household that spends more than 50% of its gross income on housing costs.*



May 11, 2022

Supervisor Alfredo Pedroza, Chair, Metropolitan Transportation Commission
Mayor Jesse Arreguín, President, Association of Bay Area Governments
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Dear Chair Pedroza and President Arreguín,

The Bay Area continues to face an unprecedented crisis of housing insecurity and rising unaffordability. Rents continue to rise, homeownership is increasingly unattainable, and the lack of sufficient resources to produce and preserve affordable housing is forcing longtime Bay Area residents to move further and further from their jobs, schools, and communities – or forced into homelessness. This crisis disproportionately burdens people of color, in particular Black residents, in our region. The Regional Housing Needs Allocation and local housing element updates currently underway are an important step to address our affordable housing shortfall, but significant resources are needed to bring this planning work to fruition and deliver new affordable homes to communities across the Bay Area.

That is why we, the Bay Area Housing for All Coalition (BAHA), remain committed to pursuing a regional housing ballot measure in 2024. Bay Area residents agree; polling has consistently demonstrated that [homelessness and housing are the top concerns for voters, especially in the last two years](#). We believe a housing measure can provide our region with the relief and resources needed to address our housing and homelessness challenges at the scale of the problem. These new local resources will also allow the Bay Area to more effectively leverage state, federal, and private resources to further accelerate affordable housing production, preservation, homelessness prevention, and tenant protections.

Since the Bay Area Housing Finance Authority (BAHFA) was created in 2019, our coalition has worked to do the coalition building, research and polling, and outreach to local officials and staff to chart a path forward to place a regional housing measure on the ballot. Even when the pandemic and related economic challenges of the last two years pushed us to delay a ballot measure until 2024, the BAHFA Coalition, in partnership with ABAG and MTC, worked to secure \$20 million from the state budget to begin building the capacity and programs of BAHFA. Looking ahead to 2024, BAHFA is more ready than ever to mount a successful campaign and implement significant new resources across the region. Our coalition is now poised and ready to begin preparing and fundraising for a 2024 campaign.

We respectfully request that the BAHFA Oversight Committee and the ABAG Housing Committee recommend that the MTC Commission and ABAG Executive Board consider a formal action at their June meetings to direct staff to pursue in earnest the necessary next steps for a \$10-20 billion regional housing bond measure in November 2024.

We understand that the decision to place any measure on the ballot must ultimately be informed by research and polling that demonstrate a viable path to success. That is why it is essential that ABAG/MTC staff have clear direction to begin the internal steps to prepare for and assess viability of a measure. This will, in turn, provide the affordable housing community with the certainty we need to move forward with preparing and fundraising for a winning campaign.

We look forward to continuing to partner with you to make this effort a success and bring much needed resources to serve Bay Area residents impacted most acutely by our housing and homelessness crises.

Respectfully,

Judith Bell
Chief Impact Officer
The San Francisco Foundation

Amie Fishman
Executive Director
Non-Profit Housing Association of Northern California

Heather Hood
Vice President and Market Leader
Enterprise Community Partners, Northern California

Tomiquia Moss
Founder and Chief Executive
All Home

Alicia John-Baptiste
President and CEO
SPUR

Gina D. Dalma
Executive Vice President Community Action, Policy and Strategy
Silicon Valley Community Foundation

Jennifer Loving
Chief Executive Officer
Destination: Home

Kevin Zwick
CEO
United Way Bay Area

Matt Schwartz
President & CEO
California Housing Partnership

Regina Celestin Williams
Executive Director
SV@Home Action Fund

Larry Florin
President & CEO
Burbank Housing

Debra Ballinger
Executive Director
Monument Impact

Randy Tsuda
President and CEO
Alta Housing

Evelyn Stivers
Executive Director
Housing Leadership Council of San Mateo County

Gloria Bruce
Executive Director
East Bay Housing Organizations

Matthew O. Franklin
President & CEO
MidPen Housing Corporation

Ari Beliak
President and CEO
Merritt Community Capital

Carolyn Bookhart
Director of Real Estate Development
Resources for Community Development

Cc: Mayor Libby Schaaf, Chair, Bay Area Housing Finance Authority Oversight Committee
Councilmember Carlos Romero, Vice Chair, ABAG Housing Committee
Therese McMillan, Executive Director, MTC
Rebecca Long, Director of Legislation and Public Affairs, MTC/ABAG



May 23, 2022

Alfredo Pedroza, Chair
Metropolitan Transportation Commission
375 Beale St #800, San Francisco, CA 94105

**Re: May 25, 2022, Metropolitan Transportation Committee Meeting,
Agenda Item #3, Public Comment/ Other Business**
*Advance Authorizing Legislation in 2023 in Support of a Regional Transportation
Funding Measure*

Dear Chair Pedroza and MTC Commissioners:

Public transportation is key to an equitable and economically vibrant region, and our regional system's chronic underinvestment has left us with massive mobility injustice. The availability of quality, affordable public transit is a determinant of people's access to affordable housing, job, and educational opportunities. The COVID-19 crisis has driven transit agencies into financial instability and crisis, forcing service cuts and threatening many transit agencies' near and long-term ability to continue to deliver service - and exacerbating already deep social inequities. We must act now as a region to ensure public transit has the necessary resources to recover from the losses of the pandemic, rebuild service and ridership, and in doing so meet the needs of transit riders present and future, especially low-income communities, communities of color, and transit-dependent people.

We urge MTC to take immediate action toward introducing legislation in 2023 that would authorize a transformative regional funding measure.

Authorizing legislation in 2023 is critical for several reasons. First, this was a public commitment made to the region and all the transit agencies in the Blue Ribbon Transit Recovery Task Force process in 2021 as a fundamental part of transit recovery. Second, transit agencies across the region are in serious need of operations funding to prevent service cuts; [per their own data](#), many transit agencies face fiscal cliffs as soon as 2024 as federal funds run out. Much of the recently approved additional federal infrastructure funding that has been authorized is restricted to capital purposes only and will not help transit agencies avoid service cuts. Third, passing enabling legislation in 2023 gives our region the greatest flexibility as to when to put a measure on the ballot; should polling look favorable, a ballot measure can be advanced as early as 2024. Fourth, passing enabling legislation in 2023 shows state legislators and transit agencies in our region that MTC is serious about a regional measure, and is likely to improve the region's chances of getting one-time state budget funding for transit that would carry our region through to the year when we have a regional ballot measure. Your own listening session on this topic in

December indicated the need for action in the spring of this year – time is running out to develop the regional consensus needed. Now is the time to work with key stakeholders around the region, especially workers and riders, to develop a framework for legislation.

[Voices for Public Transportation](#) is a coalition of over 50 labor, environmental, community-based organizations, and equity advocates that support a regional funding measure. Our groups represent thousands of workers, riders, low-income community members, people with disabilities, and transit-dependent people. In order for a measure to succeed and address the dire need facing the Bay Area's transit system, a regional transportation funding measure must:

- Include primarily **operations funding**, to ensure frequent and reliable service;
- Fund **integrated and affordable fares** to ensure equitable access to the system;
- Be funded by a **progressive revenue source**—which is both more equitable and more passable.

Support for a measure built upon these three policy pillars is broad and growing, and should be the basis for the regional consensus that lawmakers will need to move forward with a bill in 2023.

In order to ensure we can introduce authorizing legislation in 2023, we encourage MTC to take the following actions:

- Undertake analysis of revenue options for a funding measure, including various progressive sources, [building on the research](#) our coalition conducted in 2019;
- In partnership with transit agencies and our coalition, develop high level expenditure plan scenarios that reflect agency operations deficits, and explore possible scales and geographic scope and local/regional splits;
- Continue to meet with the Voices for Public Transportation coalition to ensure alignment and collaboration.
- In partnership with stakeholder groups, begin meeting with state legislators in fall 2022 to build support and understanding to introduce authorizing legislation in 2023.

We need a long term and transformative investment in our public transportation system in order to meet our equity and climate goals. **MTC must take immediate action to develop a framework for legislation for a regional transportation funding measure to protect, maintain, and grow our regional transit system in the face of the current financial crisis.**

Sincerely,

Vinita Goyal
Executive Director
San Francisco Transit Riders

Ian Griffiths
Policy Director
Seamless Bay Area

Hayley Currier
Policy Advocacy Manager
TransForm

Richard Marcantonio
Managing Attorney
Public Advocates Inc.

Mary Lim-Lampe JD
Executive Director
Carol Taylor
Chair, Transit Disability Justice Task Force
Genesis

Bob Allen
Policy & Advocacy Campaign Director
Urban Habitat

Shiloh Ballard
Executive Director
Silicon Valley Bicycle Coalition

Maia Piccagli
Volunteer Organizer and Leader
Mothers Out Front SF

Derek Sagehorn
Chair
East Bay Transit Riders Union

Brian Haagsman
Vision Zero Organizer
Walk San Francisco

Daveed Mandell
Member, Transportation Committee
American Council of the Blind

...

REGIONAL REVENUE OPTIONS FOR HOUSING AND TRANSPORTATION

Joint MTC ABAG Legislation Committee

June 10, 2022



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Key Questions Facing ABAG and MTC/BAHFA Policymakers

1. Should staff be directed to begin the work necessary to place a regional housing measure on the November 2024 General Election ballot, based on the existing enabling legislation, AB 1487 (Chiu, 2019)?
2. Should MTC and partners pursue state enabling legislation in 2023 to authorize a regional transportation measure for a to-be-determined future ballot and/or take other steps to address immediate needs?



What Do We Know About Bay Area Voter Sentiment Now?

- A March 2022 Bay Area Council poll of Bay Area registered voters found:
 - Voters are very concerned about the economy and inflation and almost 2/3 think Bay Area is **on the wrong track**;
 - A combined 45 percent think homelessness and housing costs/availability are the most important problem facing Bay Area, whereas only 5 percent identify traffic and congestion as the most important problem.
 - Only 57% said they would support a sales tax for transportation (9 percentage points below 2/3 req.)



Why the Urgency to Affirm Pursuit of a Regional Housing Measure in 2024 Now?

- The Bay Area Housing for All Coalition has requested a clear signal that BAHFA & ABAG intend to pursue an affordable housing bond to assist in their efforts to build the foundation for a winning campaign.
 - Such signal would demonstrate agency support for the preparatory work needed to place measure on November 2024 ballot, but ultimate decision requires polling closer to election.
 - Coalition building and fundraising for a November 2024 measure should begin soon.
- The Bay Area's first regional housing measure is a major endeavor that will require extensive planning, analysis and community engagement.
 - Staff need clear direction to ensure appropriate work plan and budgeting.



Near-Term Challenge: Looming Fiscal Cliff for Transit Operating Budgets

5

- Some Bay Area transit agencies forecast multi-million dollar operating deficits beginning in FY 2023-24 when cushion from federal COVID relief funds starts to run out.
- Balancing budgets will require looking at multiple options to reduce operating expenses and secure new revenue; a regional measure may be **one strategy**—but can't be the only one pursued.
- Next year's state budget may be an option to extend the “runway” to financial stability, but Legislature will want to see a long-term plan.



Near-Term Challenge: Major Capital Projects Face Headwinds

- While the RM 3 lawsuit is pending, the status of the funding plans for many regional priorities is unknown.
- Asking the voters to approve a new tax for specific projects before RM 3 is resolved will be challenging at best.
- Given the significant infusion of new capital funding from the federal Bipartisan Infrastructure Law and anticipated funding from the state, the value proposition of a regional measure could be more on the operational and programmatic side – funding those things that are hard to fund otherwise.



Transit Transformation Action Plan Items Require Additional Funding

In the medium-term, we estimate:

- one-time capital needs of approximately \$250 million for accelerated actions
- approximately \$100 million/year to offset lost fare revenue for most impactful fare integration policies.



What New Research About Transportation Would be Valuable?

- When it comes to elections and polling, timing is everything.
 - Results from polling conducted more than two years in advance of a potential election has limited value in informing the ultimate viability of a possible measure
- Polling to learn what Bay Area residents and voters' priorities are when it comes to transportation could help inform expenditure plan. For example, polling could indicate voter support/concern about:
 - Preserving existing transit service levels
 - Making transit more affordable and easier to navigate
 - Helping buses get out of traffic through dedicated bus lanes
 - Converting buses, ferries and trains to zero emission



Potential Features of a New Regional Transportation Revenue Measure Bill

- Flexible timing on when election would occur
- The spending plan should be programmatic versus project-specific
- Multiple revenue options



STAFF RECOMMENDATION

- **ABAG Executive Board and Bay Area Housing Finance Authority:** Direct the ABAG Housing Committee and BAHFA Oversight Committee, respectively, to collaborate on overseeing preparations for a regional housing bond on the November 2024 ballot.
- **MTC:** Direct the MTC Programming and Allocations Committee and, at key touchpoints, the MTC/ABAG Joint Legislation Committee to oversee next steps for addressing transportation needs, such as:
 - Research poll in Fall 2022 to inform spending plan and revenue mechanism options for a transportation measure authorizing bill
 - Stakeholder engagement regarding scope of a revenue measure
 - Identify funding opportunities to bridge time gap until more continuous, stable revenues are available.



www.bayareametro.gov

Rebecca Long (she/her)
Director, Legislation & Public Affairs
rlong@bayareametro.gov



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION



June 9, 2022

Metropolitan Transportation Commission
Association of Bay Area Governments
Joint Legislation Committee
375 Beale Street
San Francisco, CA 94105

Re: Regional Revenue Options for Housing and Transportation, Joint ABAG and MTC Legislation Committee

Dear Chair Arreguin, Vice Chair Liccardo and Committee Members:

SPUR believes that the Bay Area must be able to generate the resources needed to solve our vexing housing and transportation challenges.

SPUR supports a regional housing ballot measure in 2024. We believe a regional housing measure can provide our region with the relief and resources needed to address our housing and homelessness challenges at the scale of the problem. We support the proposed next steps of directing the relevant committees and staff to proceed in earnest to pursue a \$10-20 billion regional housing measure in November of 2024.

Additionally, we support the staff proposal to move forward with the foundational work that is part of a pathway towards a regional measure for public transit and sustainable transportation, should the opportunity to advance a measure emerge.

We also agree with the staff proposal to pursue a comprehensive, multi-pronged strategy to fund transit and sustainable transportation. We encourage this multi-pronged strategy to include seeking state surplus funds, regional funding, decongestion pricing, pricing parking, and more sustainable long-term sources from the state through a gas tax alternative and other state funding programs. The COVID-19 pandemic has proven that we can no longer rely on the current business model.

MTC will need to be adequately resourced to move all of these efforts effectively.

Importantly, we hope that we can avoid pitting housing and transportation against each other and instead collectively set our sights on achieving a vision in which everyone has quality housing that they can afford and has access to sustainable transportation.

Thank you for your leadership in working to solve some of the most vexing challenges in our region.

Sincerely,

Laura Tolkoff
Transportation Policy Director

Sarah Karlinsky
Senior Advisor



June 9, 2022

Metropolitan Transportation Commission
Association of Bay Area Governments
Joint Legislation Committee
375 Beale Street
San Francisco, CA 94105

Dear Chair Arreguín, Vice Chair Liccardo and Commissioners:

Thank you all for the considerable time and effort you have been putting in recently in service of some of the region's most pressing needs in transportation and housing. In particular, thank you for dedicating time to the important topic of regional measure discussions today.

We come to these discussions with an open mind and willingness to work together to see if our region can reach consensus on a regional measure to support transportation and, in particular, public transit.

We have serious concerns, however, about seeking authorization for a transportation measure without having agreement on what that measure would be. Before seeking authorization for a measure, we must do the hard work of coming to agreement on fundamental questions including:

- What the mix of operations and capital expenditure would be.
- What the expenditure plan would be- what can we afford to fund, and when. Broad programmatic funding guidelines will likely not be enough.
- What percentage of the funds will be "return to source" and how would return to source be defined.
- What funding mechanisms, in what amounts and in what proportions, should fund the measure.

SVLG's record of leading, co-leading, and succeeding in passing transportation measures in the Bay Area over the past several decades is unparalleled. Every successful transportation measure has started with building a foundation of agreement among a broad array of stakeholders about what we need to fund and how we can fund it. Now is not the time to venture into uncharted territory by skipping that foundational work at the outset.

Taking the shortcut of simply seeking authorization for a series of business-targeting taxes as a potential economic downturn looms and hoping that is the foundation that will help us come to agreement later, is not the path to a successful regional transportation measure.

SVLG, along with our partners at the Bay Area Council and SPUR invested significant time and financial resources to work on a regional transportation measure leading up to 2020. That work included substantial research (including polling a broad array of funding mechanisms) and conducting outreach via a series of polling, focus groups, and in-person convenings of our region's transit agencies, members of the public and elected officials throughout the nine county bay area in an attempt to bring a transformative transportation measure to the ballot in 2020.

That work moved our region closer to being able to put a viable regional transportation measure on the ballot. That is the kind of work that has to be done for the next measure to be successful. We learned as part of that outreach, for instance, that knowing what individual projects would be funded, at least for the first few decades, was critical for many local and regional leaders and for many, if not all, state legislators.

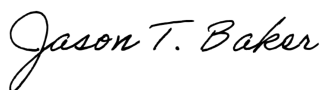
To be clear, the world is different than it was in the leadup to 2020. There are new concerns about the economy. A host of taxes are higher; they may go higher still before 2024. Polling for a transportation measure is generally worse now than it was then. Many workers are working remotely much more often and coming in at less uniform times and access to affordable housing and other issues have for the first time in memory for many of our members.

But we believe our members remain committed to transit.

We are open to a robust and factual discussion of what a potential transportation measure should fund, how it should be designed and what mechanisms should be used to fund it. But that discussion must happen first. We need agreement on a measure before we ask for authorization for a measure.

Thank you for your time and your leadership in these unprecedented times.

Sincerely,

A handwritten signature in cursive script that reads "Jason T. Baker".

Jason Baker
Senior Vice President, Silicon Valley Leadership Group

Dear Commissioners,

I urge you to keep fiscal prudence in mind when you consider agenda item 3b1, the item on the proposed housing bond measure.

Interest rates are rising fast in response to the highest inflation in 40 years. Interest rates are expected to rise dramatically in response to this historic inflation.

The higher the interest rates, the less bond money from a given amount of taxes. The attached charts show this relationship.

1. Chart 1 estimates the annual taxes required to service a \$100 bond. You can see how an increase in the interest rates sharply increases the tax money required to raise the same amount of bond money.
2. Chart 2 shows the percentage of taxes that will be consumed by interest payments at different interest rates. You can see that as interest rates rise into the high single digits about 2/3 of the taxes will be spent on interest alone.

In short, if an equal amount of taxes are raised and spent a couple of years later, we can achieve dramatically better outcomes for producing affordable housing.

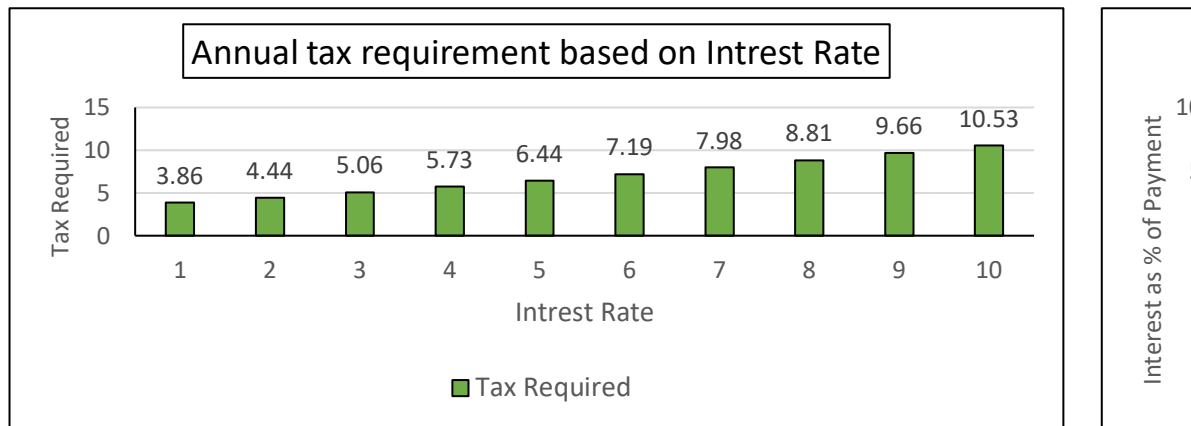
The basic principle of public investments is to raise and spend money when the economy is down due to reduced private investments. This way, the public bodies can raise more money at cheaper rates, realize more ambitious outcomes, and provide jobs during periods of higher unemployment.

Raising and spending such huge amounts of money at this time violates this basic principle of public investment. It shows a disregard for fiscal prudence and tax payer money.

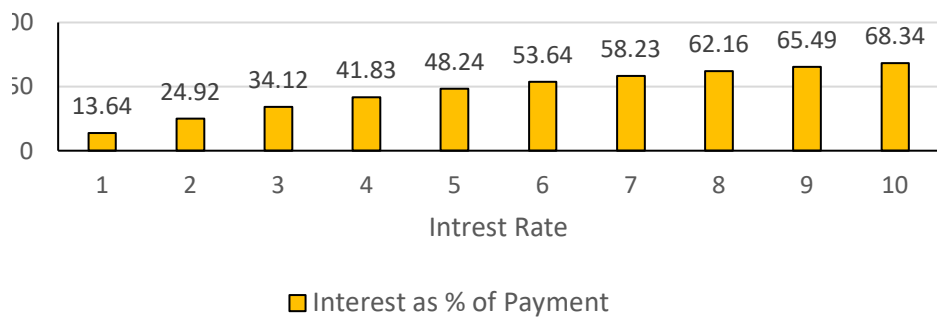
Thank you

Vinay Pimple

Interest Rate	Tax Required	Interest as % of Payment	% of Tax used
1	\$3.86	13.64	86.36
2	\$4.44	24.92	75.08
3	\$5.06	34.12	65.88
4	\$5.73	41.83	58.17
5	\$6.44	48.24	51.76
6	\$7.19	53.64	46.36
7	\$7.98	58.23	41.77
8	\$8.81	62.16	37.84
9	\$9.66	65.49	34.51
10	\$10.53	68.34	31.66



Intrest share of Total Payment based on Intrest Rate



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

June 10, 2022

Agenda Item 3c

Assembly Bill 2011 (Wicks): Affordable Housing and High Road Act of 2022

Subject:

Streamlines certain affordable housing development on underutilized commercial sites; Eligibility for streamlining subject to affordability, location, objective design and labor standards.

Overview:

Assembly Bill (AB) 2011 (Wicks) would make housing developments that meet specified affordability and location criteria, objective design standards and labor standards a “use by right” (i.e., no conditional use permit or re-zoning would be required) in a zone where office, retail, or parking are a principally permitted use and eligible for a streamlined, ministerial review (i.e., the project is not subject to a discretionary approval process or review under the California Environmental Quality Act (CEQA)) as follows:

1. Multifamily affordable housing consisting of 100 percent affordable units would be allowed without rezoning *and* subject to a streamlined, ministerial review *anywhere in infill areas currently zoned for office, retail or parking*, except if a site is located within a specific plan area for a plan adopted before January 1, 2024, the plan must allow for residential use on the site.
2. Mixed-income multifamily housing would be allowed without rezoning *and* subject to a streamlined, ministerial review on sites in infill areas *along commercial corridors* that are zoned for office, retail or parking, except that if a site is located within a specific plan area for a plan adopted before January 1, 2024, the plan must allow for residential use on the site. A commercial corridor is defined as a highway with a right-of-way between 70 feet and 150 feet (generally four to six lanes).

Specific affordability, location, and objective design standards are described in detail in Attachment A and include project density minimums, among others. For instance, for 100 percent affordable projects, the project must meet or exceed the density deemed appropriate to accommodate housing for lower income households in that jurisdiction as specified in Housing Element Law, which is typically 30 units/acre in urban areas, 20 units per acre in suburban areas and 10 units per acre in rural areas. For mixed-income developments, the objective design

standards are much more extensive and include setback requirements and minimum density and heights, tied to the width of the roadway (commercial corridor) adjacent to the site and setback requirements. Housing developments would still be required to meet local objective planning standards and comply with design review processes so long as those don't conflict with specific provisions in the bill or effectively preclude the development of housing.

New Labor Requirements

Eligibility for this by-right development would be conditioned on a developer including specified labor standards in construction contracts—including that all construction workers shall be paid at least the general prevailing wage—and certifying to a local government that those standards will be met. Development proponents seeking ministerial approval for housing projects with 50 units or more would be subject to additional labor standards, including requirements related to health care for certain employees and participation in apprenticeship programs. These provisions are a fundamental part of the bill and part of a “grand bargain” the bill is attempting to achieve in response to opposition from labor interests to legislative proposals to accelerate housing production.

Recommendation: Support if Amended / ABAG Executive Board

Support if Amended / MTC

Discussion:

Residential Redevelopment of Commercial Areas as Tool to Address Housing Challenges

California and the Bay Area in particular are in the midst of a severe housing shortage and affordability crisis that has only been exacerbated by the COVID 19 pandemic. In late 2021, most renters spend more than 30 percent of their household income on rent and only a quarter of California households could afford to purchase a median priced single-family home (a nearly 30 percent drop since the beginning of the pandemic). A major driver of California's housing affordability challenges is the mismatch between supply and demand for housing affordable to households across all income levels. The Department of Housing and Community Development (HCD) estimates roughly 2.5 million new units are needed to address this mismatch statewide, including a minimum of 441,176 within the Bay Area (our Regional Housing Needs Determination) over the next eight years.

Residential redevelopment of land zoned for retail and office presents an opportunity to achieve multiple policy goals. According to a December 2020 UC Berkeley Turner Center report, retail properties throughout the state have become underutilized as the sale of many goods and services have shifted towards e-commerce; a shift that has only been accelerated with the COVID-19 pandemic. Mixed-use, mixed-income projects on these sites will help advance Plan Bay Area 2050's (Plan) goals of bringing residents closer to jobs and transit (thereby reducing greenhouse gas emissions) while at the same time addressing California's ongoing housing shortage. MTC and ABAG's 2022 Advocacy Program reflects agency support for this policy, with Item 3c including support for "proposals to authorize housing as a permitted use in certain commercial zones, such as shopping malls, office parks and major commercial corridors, subject to local approval, but without requiring zoning changes."

Bay Area Housing Planning Background

Bay Area jurisdictions are now in the process of planning and zoning updates to accommodate for their share of 441,146 new housing units, as distributed by ABAG through the regional housing needs allocation (RHNA). As such, cities around the Bay Area are already exploring opportunities to accommodate infill residential redevelopment in underutilized commercial corridors. Local jurisdictions face an immense challenge to identify sufficient sites to accommodate new units and to complete rezonings before the January 2023 deadline for final Bay Area housing elements to be adopted and submitted to HCD for certification. Jurisdictions must demonstrate that housing element sites have realistic development potential and reflect realistic development capacity (i.e. it's likely that housing could be developed on the site at the scale reflected in the housing element). If at the time of housing element adoption, a jurisdiction has not yet identified enough existing, properly zoned sites to fully accommodate its RHNA across all income levels, the housing element must include a "program to rezone." Requirements are detailed in the attached ABAG Program to Rezone technical memo (Attachment B).

Although AB 2011 as written would open up more land for development—a policy MTC and ABAG support—it is not currently structured to enable local governments to incorporate that expanded development potential into their ongoing housing element updates.

Recommended Amendments to Integrate Ongoing Planning Efforts into AB 2011

Staff recommends three amendments that aim to support the efforts local governments are undertaking to accommodate much-needed housing while also providing for accelerated housing production if development is lagging behind RHNA goals. First, we recommend that the bill create a nexus between project streamlining and RHNA performance by allowing for ministerial project-level approvals *only* in jurisdictions that are not keeping pace with their RHNA goals. Second, we propose an amendment to ensure local governments that are proactively laying the groundwork to accommodate infill residential development along their commercial corridors continue to have an option to determine *where* within their commercial corridors that residential development is allowed. Specifically, where local governments have already completed (or will complete) plans to redevelop commercial corridors, AB 2011’s streamlining provisions should be limited to the locations identified in those plans for new residential development. Third, we propose an amendment to ensure that local jurisdictions can receive “credit” in their housing elements for those ongoing planning efforts to accommodate residential development in commercial corridors.

1. Tie AB 2011 Ministerial Project Approvals to RHNA Goals

Exempt jurisdictions from AB 2011 ministerial project approvals if the jurisdiction is on track to meet RHNA goals. However, if new housing development is not on pace with RHNA—i.e., the number of permitted units falls below prorated RHNA eight-year targets—or the jurisdiction does not have a certified housing element, the by-right project approval provisions would apply. Of note, this amendment would not revise the bill’s “use by right” provisions.

2. Support Local Planning Process in Commercial Corridors Zoned for Residential Development

For planning areas where a local government has re-zoned (or rezones) to accommodate residential development along commercial corridors, limit AB 2011’s streamlining to those sites within the commercial corridor that allow residential use. With this amendment, sites within rezoned commercial corridors that a jurisdiction *did not authorize* for housing would be exempt from AB 2011 provisions that provide for housing development in commercial corridors *without rezoning*. However, housing developers seeking project approvals *on sites*

that allow residential use could still seek ministerial approval of projects meeting the other AB 2011 criteria. This amendment builds on a provision in the current version of the bill requested by the City of Oakland that limits AB 2011 streamlining within a specific plan area to sites that allow residential use.

3. RHNA Credit for Planning for Residential Redevelopment of Commercial Corridors

The bill should be amended to include provisions to ensure local governments receive “credit” in *the current housing element cycle* for planned residential development in commercial corridors. The bill should address both the timing challenge—AB 2011’s effective date is less than one month before Bay Area housing elements are due—and the concern raised from local government partners that HCD may not deem that sites targeted for redevelopment meet the more stringent “realistic” threshold that’s being applied this cycle to review site inventories. For example, the bill could provide direction to HCD that sites zoned to accommodate residential redevelopment in commercial corridors meet the threshold for “realistic capacity for development,” including outlining specific options local governments may use to analyze development potential.

While staff recognizes that AB 2011, as proposed to be amended, still goes beyond the relatively narrow streamlining described in our 2022 Advocacy Program, given the scale of the Bay Area’s housing shortage, staff recommends the committee consider supporting the legislation, as proposed to be amended, to take advantage of this opportunity to meaningfully accelerate the production of housing while also expanding high wage construction jobs throughout the state.

Known Positions: See Attachment C

Attachments:

- Attachment A: Assembly Bill 2011 Affordability, Location, and Design Standard Criteria
- Attachment B: ABAG Technical Memo – Programs to Rezone
- Attachment C: Assembly Bill 2011 Known Positions



Alix A. Bockelman

Assembly Bill 2011 Affordability, Location and Objective Design Standards

Affordability Requirements

100 Percent Affordable	Mixed Income
100 percent of the units within the development project, excluding managers units, are dedicated to lower income households at an affordable rent or at an affordable for-sale cost.	Not less than 15 percent of the units shall be set at an affordable rent for low-income households or, for owner-occupied developments, either 30 percent of the units must be reserved for moderate-income households or 15 percent for low-income households.
Units must be subject to a recorded deed restriction for 55 years for rental units or 45 years for owner-occupied units.	Affordable units must be subject to a recorded deed restriction for a period of 55 years for rental units or 45 years for owner-occupied units.
<i>No comparable requirement.</i>	If the amount of affordable housing required by a local inclusionary housing ordinance exceeds that specified in the bill, then the project must abide by the local inclusionary housing ordinance.

See next page

Location Requirements

100 Percent Affordable	Mixed Income
<p>Within a zone where office, retail, or parking are a principally permitted use, except if a site is located in an area with a specific area plan. In that case, residential must be an allowable use on the site .</p>	<p>Meets all the following criteria:</p> <ol style="list-style-type: none"> 1) Site is in a zone where office, retail or parking are a principally permitted use, , except if a site is located in an area with a specific area plan. In that case, residential must be an allowable use on the site; 2) Site abuts a commercial corridor, which is a road that is not a freeway but that has a right of way of between 70 to 150 feet; 3) Site has a frontage along the commercial corridor of a minimum of 50 feet
<p>Units are located on a legal parcel or parcels that are either:</p> <ol style="list-style-type: none"> 1) Within a city where the city boundaries include some portion of either an urbanized area or urban cluster; or 2) In an unincorporated area, the legal parcels are wholly within the boundaries of an urbanized area or urban cluster. 	<p><i>Same requirement.</i></p>
<p>At least 75 percent of the site perimeter adjoins parcels that are developed with urban uses.</p>	<p><i>Same requirement.</i></p>
<p>It is not adjacent to any site where more than one-third of the square footage of the site is dedicated to industrial uses.</p>	<p><i>Same requirement.</i></p>

100 Percent Affordable	Mixed Income
It is not an environmentally unsafe or sensitive area, such as a wetland, a high or very high fire hazard severity zone, unless the site has adopted fire hazard mitigation measures required by existing building standards, a hazardous waste site, an earthquake fault zone, flood plain, area identified for conservation, or other location limitation in SB 35 (Wiener, 2017).	<i>Same requirement.</i>
It is not an existing site governed under the Mobilehome Residency Law, the Recreational Vehicle Park Occupancy Law, the Mobilehome Parks Act, or the Special Occupancy Parks Act.	<i>Same requirement.</i>
<i>No comparable requirement.</i>	The site is not greater than 20 acres.
<i>No comparable requirement.</i>	The development would not require the demolition of affordable housing (as defined), rent-controlled housing, sites occupied by tenants within the past 10 years, or a historic structure that was placed on a national, state or local historic register.
<i>No comparable requirement.</i>	The property does not contain housing units that are occupied by tenants, and units at the property are (or were) subsequently offered for sale to the general public by the subdivider or subsequent owner of the property.

Objective Design Standards

100 Percent Affordable	Mixed Income
It is a multifamily housing project.	<i>Same requirement.</i>
At least 67 percent of the square footage of the new construction associated with the project is designated for residential use.	<i>Same requirement.</i>
<p>The residential density will meet or exceed the applicable density deemed appropriate to accommodate housing for lower income households in that jurisdiction as specified in Housing Element Law. Generally, that density is 30 units per acre in urban areas, 20 units per acre in suburban areas, and 10 units per acre in rural areas.</p>	<p>The residential density for the development is determined as follows:</p> <ol style="list-style-type: none"> 1) In a metro jurisdiction, residential density for the development must meet or exceed the greater of: <ol style="list-style-type: none"> a. The residential density allowed on the parcel by the local government; b. For sites less than one acre, 30 units per acre. c. For sites of one acre or greater on a commercial corridor of less than 100 feet in width, 40 units per acre; d. For sites of one acre or greater on a commercial corridor of 100 feet in width or greater, 60 units per acre; e. Notwithstanding c. and d. above, for sites within one-half mile of a major transit stop, 80 units per acre. 2) In a non-metro jurisdiction, residential density for the development must meet or exceed the greater of: <ol style="list-style-type: none"> a. The residential density allowed on the parcel by the local government; b. For sites less than one acre in size, 20 units per acre c. For sites of one acre or greater on a commercial corridor of less than 100 feet in width, 30 units per acre;

100 Percent Affordable	Mixed Income
	<ul style="list-style-type: none"> d. For sites one acre or greater on a commercial corridor of 100 feet in width or greater, 50 units per acre; and e. Notwithstanding b. and c. above, for sites within one-half mile of a major transit stop, 70 units per acre.
The applicable standards are those in effect at the time that the development is submitted to the local government.	<i>Same requirement.</i>
The applicable standards must not preclude any additional density, or any other concessions, incentives, or waivers of development standards granted pursuant to Density Bonus Law.	<i>Same requirement.</i>
<i>No comparable requirement.</i>	<p>The height limit applicable to the housing development must be the greater of:</p> <ul style="list-style-type: none"> 1) The height allowed on the parcel by the local government 2) For sites on a commercial corridor of less than 100 feet in width, 35 feet 3) For sites on a commercial corridor of 110 feet in width or greater, 45 feet 4) Notwithstanding 2. and 3. above, for sites within one-half mile of a major transit stop, 65 feet.
<i>No comparable requirement.</i>	<p>The property meets the following setback standards:</p> <ul style="list-style-type: none"> 1) For the portion of the property fronting a commercial corridor: <ul style="list-style-type: none"> a. No setbacks can be required b. All parking must be set back at least 25 feet, and

100 Percent Affordable	Mixed Income
	<p>c. On the ground floor, the development must abut within 10 feet of the property line for at least 80 percent of the frontage.</p> <p>2) For the portion of the property that fronts a side street, which is a road that is not a freeway that has a right-of-way of between 25 to 70 feet, the development must abut within 10 feet of the property line for at least 60 percent of the frontage</p> <p>3) When the property line of a site abuts a single-family property, as specified, the following must occur:</p> <ul style="list-style-type: none"> a. The ground floor of the development must be set back at 10 feet from the single-family property. The amount required to be set back may be decreased by the local government; and b. Starting with the third floor of the property, each subsequent floor of the development must be stepped back from the single-family property in an amount equal to five feet multiplied by the floor number. The amount required to be stepped back may be decreased by the local government. <p>4) When the property line of a site abuts a property that is not a single-family property, starting with the third floor of the property, each subsequent floor of the development must be stepped back</p>

100 Percent Affordable	Mixed Income
	from the other property in an amount equal to five feet multiplied by the floor number. The amount required to be stepped back may be decreased by the local government.
<i>No comparable requirement.</i>	No parking can be required, except that the bill does not reduce, eliminate, or preclude local requirements to provide bicycle parking, electric vehicle supply equipment installed parking spaces, or parking spaces that are accessible to persons with disabilities that would have otherwise applied to the development.
<p>It meets the applicable objective zoning standards, objective subdivision standards, and objective design review standards, as specified, for the zone that allows residential use at a greater density between the following:</p> <ol style="list-style-type: none"> 1) The existing zoning designation for the parcel; and 2) The closest parcel that allows residential use at a density that meets the density requirements described above. <p>The applicable standards shall be those in effect at the time that the development is submitted to the local government pursuant to this article.</p> <p>The applicable standards shall not preclude any additional density or any other concessions, incentives, or waivers of development standards granted pursuant to the Density Bonus Law in Section 65915.</p>	<p>It meets the applicable objective zoning standards, objective subdivision standards, and objective design review standards, as specified, for the zone that allows residential use at the residential density determined in the bill. If no zone exists that allows such a residential density, the applicable standards are those for the zone that allows the greatest density within the city, county, or city and county.</p> <p>The applicable standards shall be those in effect at the time that the development is submitted to the local government pursuant to this article.</p> <p>The applicable standards shall not preclude any additional density requirements or any other concessions, incentives, or waivers of development standards granted pursuant to the Density Bonus Law in Section 65915.</p>



Programs To Rezone

Technical Memo

**Please note: This is a summary of the rules regarding programs to rezone. In some cases, details have been omitted for clarity. Please discuss with your City Attorney or County Counsel.*

Adequate Sites Program

If a jurisdiction's Housing Element does not identify enough existing, properly zoned sites to accommodate its RHNA, the Housing Element must have a program to rezone properties for housing to make up for the shortfall. This program can be an overlay zone on specific sites. *The following rules apply to the sites that need to be rezoned (i.e., the zoning is not in place on January 31, 2023).*

Program Requirements

Requirements that Apply to Sites Regardless of Income Level

- **Listed in sites inventory:** All sites that are proposed to be rezoned must be listed in the sites inventory.
- **Replacement requirements:** All sites, including those listed in the site inventory, must be subject to the lower income replacement housing requirements contained in density bonus law, even if they do not have any deed restricted housing.
- **Sufficient sites:** The jurisdiction must identify enough sites to rezone to cover any shortfall.
- **Rezoned in sufficient time:** The jurisdiction should also identify a timeline that matches state law (see below).

Requirements that Apply to Low and Very Low Income Sites

The rules regarding very low and low income sites are more complicated. If the rezoning occurs after January 31, 2023, the rezoning program(s) must include the following components:

- **By right approval:** The zoning must allow for by-right approvals if at least 20% of the units in a project are affordable to lower income households and the project does not need a subdivision. See below for definition of "by right."
- **Limits on small sites:** The site must be large enough for at least 16 units under the rezoning.
- **Minimum 20/30 units per acre:** The zoning must allow at least 20/30 units per acre, depending on the agency's default density, unless adequate justification can be provided to HCD to support a lower density as suitable for lower income housing. If you don't know your default density, [HCD provides guidance here](#).

- **Limits on mixed-use development:** There are limits on using mixed-use sites. Specifically, the jurisdiction must meet one of the two following conditions:
 1. At least half of the lower income units must be placed in zoning districts that are exclusively residential, or
 2. The rules must allow for 100% residential development and must require that the proposed development be at least 50% residential by floor area.

Definition of By Right

Applies to lower income sites if 20% of units are affordable to lower income households and no subdivision is required.

Jurisdictions may not require a conditional-use permit, a planned unit development permit, or any other discretionary permit. Any CEQA review must be done at the time of the rezoning approval. The housing project itself is not subject to CEQA.

Any subdivision of a site is subject to the Subdivision Map Act, CEQA, and all other local laws. Design review is acceptable as long as:

1. It does not trigger CEQA,
2. It is based on objective standards, and
3. It does not result in the project being rejected or the density reduced.

See the end of the memo for the statutory language regarding by right approvals.

Timing

The rezoning program should be implemented as early as possible. The timing of the rezoning depends on when whether the Housing Element is certified within 120 days of the Housing Element deadline. (The deadline is January 31, 2023, and 120 more days is May 31, 2023.)

1. If a Housing Element is certified by May 31, 2023, the rezoning must happen by May 31, 2026 (3+ years from the deadline).
2. If the Housing Element is *not* certified by May 31, 2023, the rezoning must be completed by January 31, 2024.
3. If rezoning is needed because the agency failed to complete all required rezoning in the fifth cycle, the “carryover” rezoning must be completed by January 31, 2024.

Please note: Of the 197 jurisdictions in the Southern California region, 2 were certified within 120 days of the deadline.

Under certain circumstances, if jurisdictions complete 75% of their rezoning on time, they may be eligible for an extension for the final 25%.

Consequences of Not Rezoning on Time

If a local government fails to complete the rezoning by the deadline, HCD may decertify a housing element and may refer the jurisdiction to the Attorney General. Per the Housing Accountability Act, for housing development projects where at least 20% of the total units are affordable, in most cases a locality cannot reject a proposed development project on a site identified by the rezoning program.

Sample Language

HCD offers the following sample language that could be included in a Housing Element, with edits in red.

Sample Program 1:

*To accommodate the remaining lower-income RHNA of 89 units, the City of X will identify and rezone a minimum of 4.5 acres of vacant land to the R3 zoning district, allowing exclusively residential uses and a minimum of 20 units per acre to a maximum of 30 units per acre by ~~June 30, 2017~~ **January 31, 2024**. Rezoned sites will permit owner-occupied and rental multifamily uses by right pursuant to Government Code section 65583.2(i) for developments in which 20 percent or more of the units are affordable to lower income households **and do not require a subdivision** and will be selected from sites 20 through 30 in the parcel listing (Appendix A). As reflected in Appendix A, each site has the capacity to accommodate at least 16 units and will be available for development in the planning period where water, sewer, and dry utilities can be provided.*

Objective: Create opportunity for at least 89 units of multifamily housing for lower income households

Responsible Agency: Community Development Department

Timeline: Sites rezoned by June 30, 2024

Funding Source(s): General fund

Sample Program 2: Rezone Program on Mixed-use Sites

*To accommodate the remaining lower-income RHNA of 150 units, the City will identify and rezone 8 acres of sites within the MU-30 zoning district, allowing owner-occupied and rental multifamily residential uses “by-right”, at a minimum of 20 units per acre by ~~June 30, 2017~~ **January 31, 2024**. Sites will allow projects to be 100 percent residential by-right but shall require residential uses to occupy at least 50 percent of the total floor area of the mixed-use project. Rezoned sites will permit owner-occupied and rental multifamily uses by right pursuant to Government Code section 65583.2(i) for developments in which 20 percent or more of the units are affordable to lower income households **and do not require a subdivision** and will be selected from sites 15 through 30 in the parcel listing (Appendix A) and have the capacity for at least 16 units per site.*

Objective: Create opportunity for at least 150 units of rental housing for lower income households

Responsible Agency: Community Development Department

Timeline: Sites rezoned by June 30, 2024

Funding Source(s): General fund

Statutory Language Regarding By Right

For purposes of this section and Section 65583, the phrase “use by right” shall mean that the local government's review of the owner-occupied or multifamily residential use may not require a conditional use permit, planned unit development permit, or other discretionary local government review or approval that would constitute a “project” for purposes of Division 13 (commencing with Section 21000) of the Public Resources Code. Any subdivision of the sites shall be subject to all laws, including, but not limited to, the local government ordinance implementing the Subdivision Map Act. A local ordinance may provide that “use by right” does not exempt the use from design review. However, that design review shall not constitute a “project” for purposes of Division 13 (commencing with Section 21000) of the Public Resources Code. Use by right for all rental multifamily residential housing shall be provided in accordance with subdivision (f) of Section 65589.5

Assembly Bill 2011 (Wicks) Known Positions

Support:

CA Conference of Carpenters (Co-Sponsor)
California Housing Consortium (Co-Sponsor)
AARP
Abundant Housing LA
Affirmed Housing
All Home
Bay Area Council
Burbank Housing Development Corporation
California Apartment Association
California Association of Local Housing Finance Agencies
California Coalition for Rural Housing
California Community Builders
California Housing Partnership
California YIMBY
Carpenter Local Union 1599
Carpenters Local 152
Carpenters Local 22
Carpenters Local 562
Carpenters Local 619
Carpenters Local 661
Carpenters Local 701
Carpenters Local 714
Carpenters Local 721
Carpenters Local 909
Carpenters Local 951
Carpenters Local Union #1109
Carpenters Local Union 1789
Carpenters Local Union 2236
Carpenters Union Local 180

Carpenters Union Local 405
Carpenters Union Local 46
Carpenters Union Local 505
Carpenters Union Local 605
Carpenters Union Local 713
Carpenters Union Local 805
Carpenters Women's Auxiliary 001
Carpenters Women's Auxiliary 007
Carpenters Women's Auxiliary 101
Carpenters Women's Auxiliary 1904 Carpenters Women's Auxiliary 417
Carpenters Women's Auxiliary 66
Carpenters Women's Auxiliary 710
Carpenters Women's Auxiliary 91
City of San Mateo
CivicWell
Construction Employers' Association
Council of Infill Builders
Destination: Home
Drywall Lathers Local 9109
Drywall Local Union 9144
East Bay Asian Local Development Corporation
Fieldstead and Company
Generation Housing
Greenbelt Alliance
Housing Action Coalition
Housing California
Lathers Local 681
Making Housing and Community Happen
Mercy Housing California
MidPen Housing Corporation
Millwrights Local 102

Modular Installers Association
Non Profit Housing Association of Northern California
Northern California Carpenters Regional Council
Pile Drivers Local 34
Richmond Community Foundation
San Diego Housing Federation
San Francisco Bay Area Planning and Urban Research Association
San Francisco Housing Development Corporation
Satellite Affordable Housing Associates
Silicon Valley Community Foundation
Southern California Association of Nonprofit Housing
Southwest Regional Council of Carpenters
SV@Home Action Fund
The Kennedy Commission
The Pacific Companies
The Two Hundred
United Lutheran Church of Oakland
United Ways of California
USA Properties Fund
Ventura County Clergy and Laity United for Economic Justice

Support with Amendments:

Mayor Darrell Steinberg, City of Sacramento
Mayor Libby Schaaf, City of Oakland

Oppose:

California State Association of Electrical Workers
California State Pipe Trades Council
City of Laguna Beach
City of Mission Viejo

City of Rancho Santa Margarita

District Council 16, International Union of Painters and Allied Trades

State Building & Construction Trades Council of California

Western States Council Sheet Metal, Air, Rail and Transportation



AB 2011 (Wicks): **Affordable Housing and** **High Road Jobs Act**

Joint MTC ABAG Legislation Committee

June 10, 2022



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Bay Area Housing Challenges

- The Bay Area is facing a severe housing affordability crisis, which has been exacerbated by the COVID-19 pandemic
- Housing affordability challenges driven (in part) by mismatch between housing supply and demand
- Minimum of 400,000 units over the next 8 years needed in the Bay Area to address this mismatch



50%
Bay Area renters
are rent burdened

25%

Bay Area households can
afford to purchase a home.



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Commercial Redevelopment as Tool to Combat the Housing Crisis

Underutilized Commercial Land

- Brick and mortar retail and commercial spaces have been facing a steady decline since the takeoff of online shopping
- Reimagining underutilized commercial spaces as housing can turn an economic development challenge into an opportunity.

Housing Development Potential

- **2 million units** – Urban Footprint estimated increase of market-feasible capacity if housing were allowed on commercial sites
- **300,000 acres** – UC Berkeley Turner Center estimate of commercial land area in California's four largest metros



Renderings of El Camino Real by Michael Reardon/Grand Boulevard Initiative

Residential Redevelopment of Commercial Land: MTC/ABAG Policy Alignment



Combatting Climate Change

- Infill development brings residents closer to jobs, transit and amenities, thus helping to reduce per capita greenhouse gas emissions.



Jobs and Economy

- Mixed-use, mixed income development of aging shopping malls and office parks can revitalize underutilized spaces while bringing housing closer to jobs



Housing Affordability

- The Bay Area's severe housing shortage is a major contributor to the housing affordability crisis. Housing production, especially affordable housing production, is needed to achieve the Plan Bay Area 2050 vision of a more affordable, inclusive and diverse Bay Area for all residents.



MTC ABAG 2022 Joint Advocacy Program

- Pursue a range of strategies to increase housing production to help meet the Bay Area's housing goals
- Support proposals to authorize housing as a permitted use in certain commercial zones, subject to local approval but without requiring zoning changes.

AB 2011: Housing Streamlining in Commercial Areas

- AB 2011 (Wicks) would require affordable housing projects meeting certain labor, affordability, density, and site criteria be deemed a "use by right" and subject to a ministerial project approval *if* the project is located in certain commercial areas.



Summary of AB 2011 Criteria for Mixed Income vs. 100% Affordable Projects

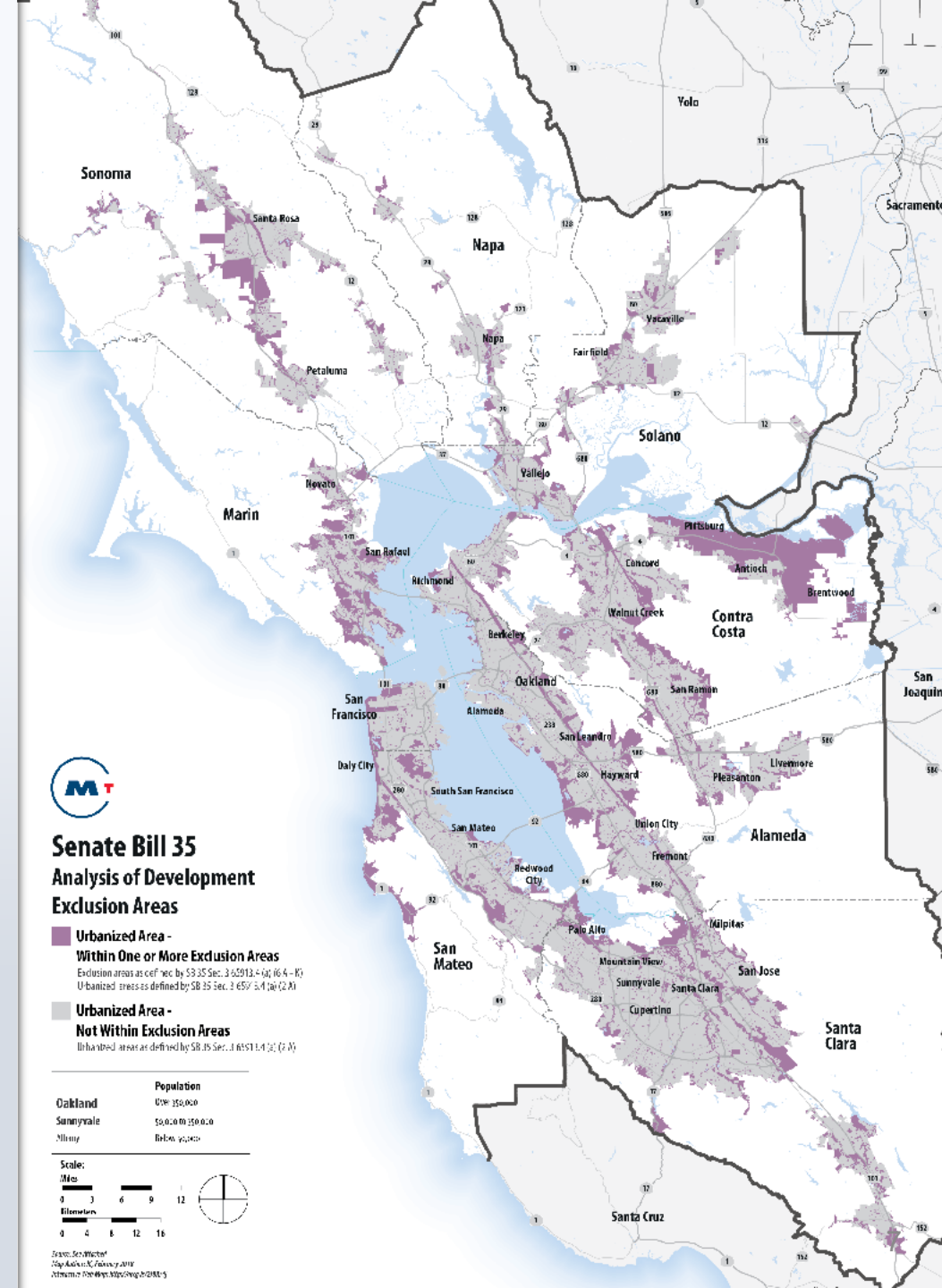
	Mixed Income Project	100% Affordable Project
Affordability	Minimum of 15% units must be deed-restricted affordable units	100% of units must be deed-restricted affordable units
Location	<p>On a commercial corridor (typically a four- to six-lane road) and on an urban infill site zoned for retail, office or parking, except:</p> <ul style="list-style-type: none"> • Site within a specific plan area must also allow residential • Location is not adjacent to industrial land or in an environmentally sensitive area, as defined by the bill. 	<p>Any urban infill site zoned for retail, office or parking, except:</p> <ul style="list-style-type: none"> • Site within a specific area plan must also allow residential • Location is not adjacent to industrial land or in an environmentally sensitive area, as defined by the bill
Project characteristics	Three- to five-story, medium-density project; residential or mixed-use	Low- to medium density; residential or mixed-use



AB 2011 Exclusion Areas in the Bay Area

- AB 2011 conditions eligibility for project streamlining on numerous factors, including that a project must be located in an urban area. Projects may *not* be located on environmentally sensitive sites or hazardous sites.
- The map adjacent provides an approximation of Bay Area geographies that would be wholly excluded from AB 2011 parameters (the purple and white areas on the map).

Note: Exclusion areas generally align with SB 35 (Wiener, 2017)



AB 2011 Streamlining Scenario: Berkeley

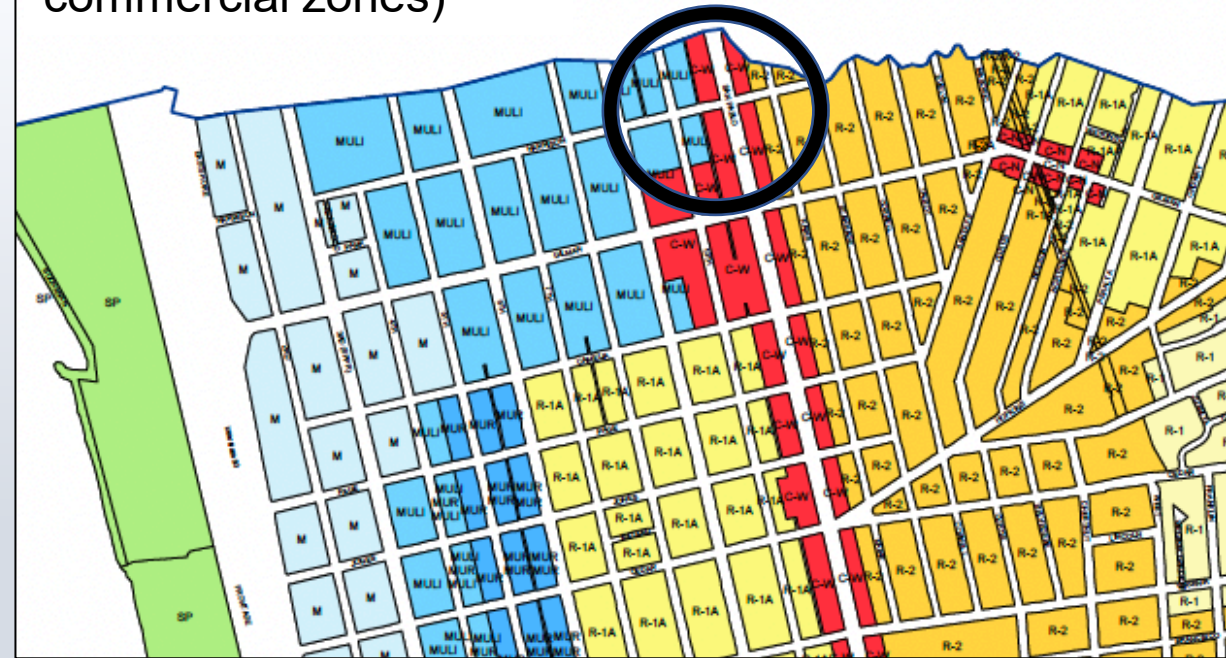
For-profit developer is proposing a three-story housing project on San Pablo Ave. in northwest Berkeley. Fifteen percent of the units will be set at affordable rents for low-income households and be deed restricted for 55 years. The developer will comply with all AB 2011 labor standards.

Zone: **West Berkeley Commercial** (red)

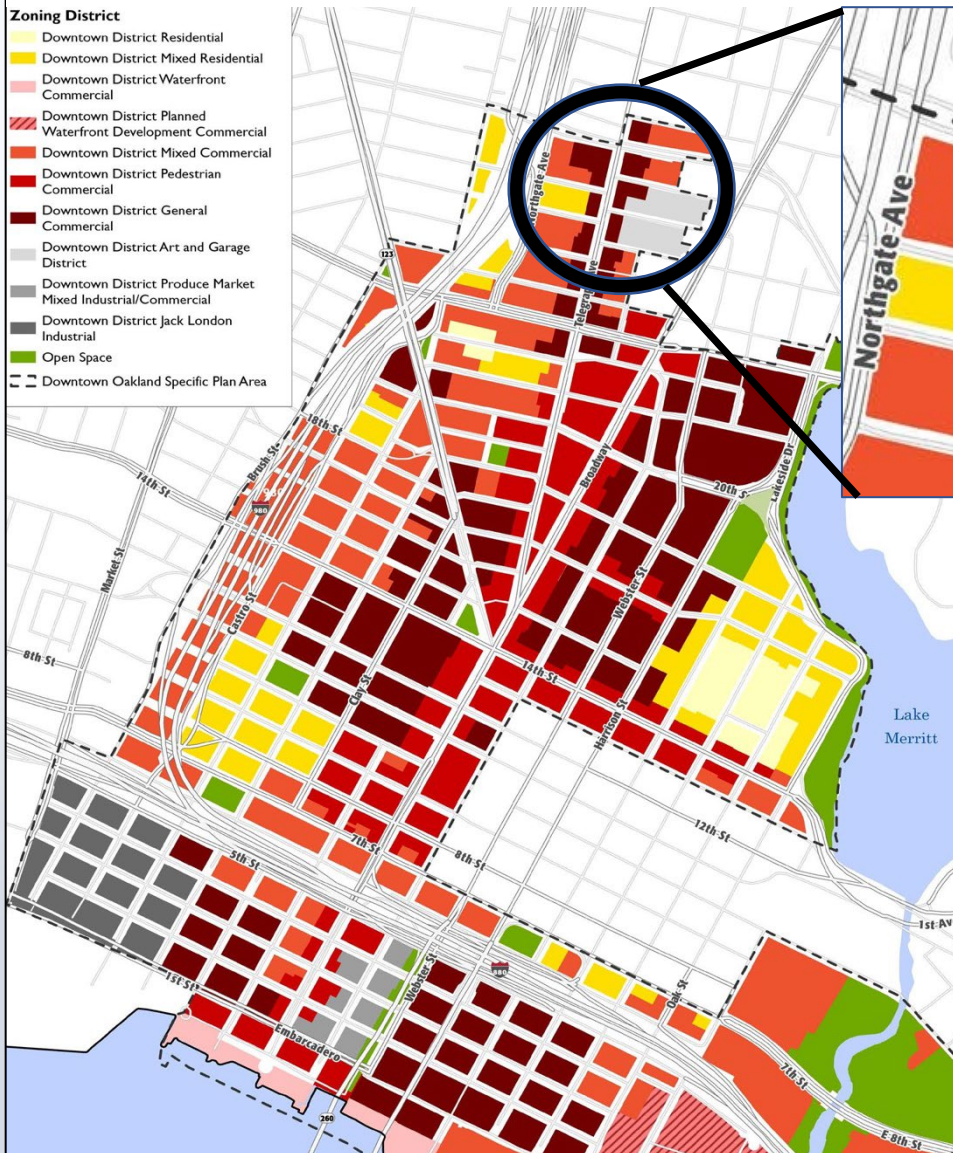
- ✓ Located on a commercial corridor (road is 70 feet to 150 feet wide)?
- ✓ Zoned for office, retail or parking?
Specific Plan area? **No**
- ✓ Labor standards?
- ✓ Affordability standards
- ✓ Urban infill & not in environmentally sensitive area?
- ✓ Density standards?

Result: By-right development

Zoning Map of Northwest Berkeley (Red indicates commercial zones)



Downtown Oakland Specific Plan Map (Proposed)



AB 2011 Streamlining Scenario: Oakland

Non-profit affordable housing developer is proposing to build a two-story 100% affordable apartment building in downtown Oakland's newly zoned Arts and Garage district. Units will be deed restricted for 55 years and developer will comply with AB 2011 labor standards.

Zone: **Arts and Garage commercial district** (grey)

- ✓ Zoned for office, retail or parking?
- ✓ Specific Plan area? **Yes**
Residential allowed? **No**
- ✓ Labor standards?
- ✓ Affordability standards
- ✓ Urban infill & not in environmentally sensitive area?
- ✓ Density standards

Result: Rezoning or conditional use permit required; no ministerial project approval



Staff Recommends Three Amendments to Integrate Ongoing Planning Into AB 2011

1. **Create a nexus between project streamlining** and RHNA performance by allowing for ministerial project-level approvals *only* in jurisdictions that are not keeping pace with their RHNA goals.
2. **Support local planning in commercial corridors** where local governments have rezoned to accommodate infill residential development. Specifically, for planning areas where local governments have already completed (or will complete) rezones, AB 2011's streamlining provisions should *be limited to the locations where residential development is allowed*.
3. **The bill should be amended to include provisions to ensure local governments** receive "credit" in *the current housing element cycle* for planned residential development in commercial corridors.



Support if Amended Recommendation

- Amendments aim to advance multiple regional goals



Alleviating the Housing Crisis

- AB 2011 aligns with MTC and ABAG's policy priority of supporting housing production across income levels.



Plan Bay Area 2050 Alignment

- Repurposing commercial spaces for housing aligns further aligns with Plan Bay Area climate, connectivity, economy and workforce goals.



Supporting Local Planning

- Many Bay Area cities are taking steps to accommodate more housing in underutilized commercial areas.
- Our proposed amendments align AB 2011 with these ongoing planning efforts, including through ensuring these efforts are accounted for in housing element reviews.



Balancing Priorities

- Recommended amendments aim to balance local land use control with new tools to combat the housing affordability crisis.

For more information:
<http://www.bayareametro.gov/>

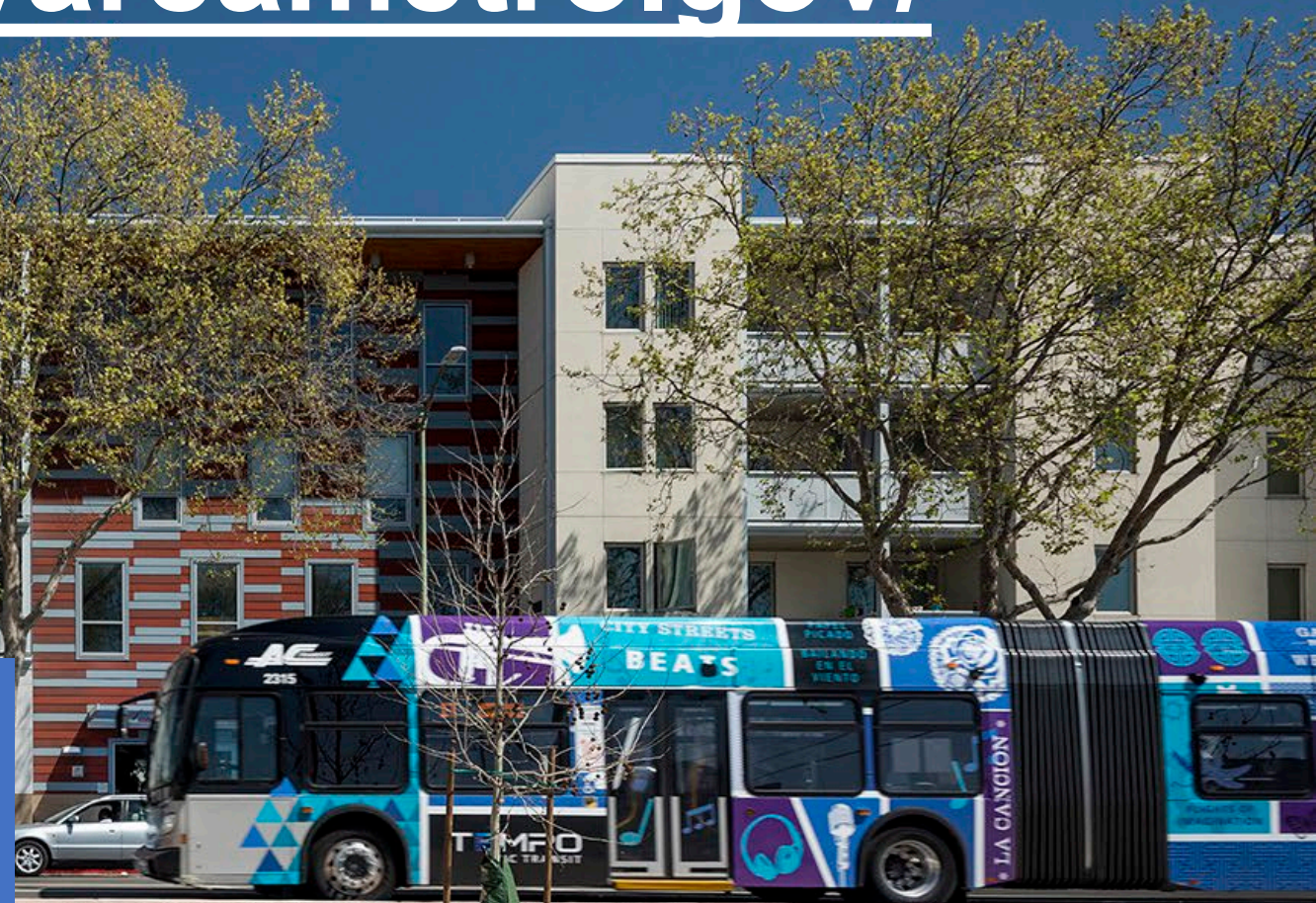
Georgia Gann Dohrmann

Assistant Director, Legislation & Public Affairs

gganndohrmann@bayareametro.gov



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METROPOLITAN TRANSPORTATION COMMISSION



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

June 10, 2022

Agenda Item 3d

Fiscal Year 2022-23 State Budget Update

Subject:

Update on negotiations for the budget with a focus on transportation, housing, and climate adaptation provisions.

Overview:

With the June 15, 2022, deadline for passage of the Fiscal Year (FY) 2022-23 budget bill around the corner, state budget negotiations are in full swing. While some years, the two houses hold a conference committee to resolve their differences on each budget item, that is not anticipated this year. Instead, negotiations are happening in private between the leadership of each house and the Newsom Administration. This memo provides an overview of the Governor's May Revise and our key state budget advocacy efforts.

FY 2022-23 May Revise

On May 13, 2022, Governor Newsom released his May Revise of the FY 2022-23 State Budget, forecasting an anticipated \$97 billion General Fund surplus, of which an estimated \$49 billion would be available for any purpose, with the remainder automatically dedicated to education and rainy day funds.

Transportation

The May Revise did not augment the Governor's transportation package, which includes \$4.2 billion for High Speed Rail from the remaining bond authorization approved by the voters plus \$5.4 billion in supplemental General Fund support for a variety of transportation improvements, including public transit, active transportation and climate resilience, plus \$750 million to subsidize transit operators providing free transit for at least three months. Shortly after the May Revise, MTC and Bay Area transportation agencies communicated our support for Senate Democrats' transportation proposal, which represented the largest proposal to date—\$20 billion over four years—with a structure that proved favorable to addressing some of the Bay Area's priority needs. At the time the letter was sent, the Assembly had not released a proposal of their own and had yet to do so at the time this memo was finalized.

Affordable Housing

The May Revise proposed only modest increases in affordable housing and homelessness funding relative to the January budget; specifically, the Governor requested an additional \$500 million for an adaptive reuse program over two years (FY 2023-24 and 24-25) for converting existing underutilized commercial and retail space to residential uses. On behalf of MTC/ABAG and in partnership with a broad statewide affordable housing coalition, staff have requested \$7 billion for affordable housing, as articulated in the attached letter (see Attachment B). The vast majority of those funds are requested for the Multifamily Housing Program and California Housing Accelerator Program to move projects that have already received state funding, but are awaiting a final increment of funds, through the pipeline and to tee up the next round of projects.

Climate Adaptation


While the May Revise proposed some substantial increases in funding under the general “climate change” category, such as an additional \$1.3 billion for drought response and \$1.2 billion for fire prevention/response, there was no specific increase proposed related to transportation infrastructure resilience. Staff have advocated that the provisions of SB 1049 (Dodd), an MTC-sponsored bill, be incorporated into the state budget (see Attachment C). As a reminder, the bill would require that Caltrans dedicate at least 15 percent of National Highway Protection Program (NHPP) funds to a new Transportation Resilience Program. This, paired with the new federal PROTECT resilience formula funds, would amount to \$2.5 billion over five years and is still only a portion of the NHPP program’s growth from the federal infrastructure bill.

Staff will share a verbal update of any late breaking budget news at your meeting and provide a full report on the enacted FY 2022-23 State Budget in July.

Recommendation: Information

Attachments:

- Attachment A: Bay Area transportation agencies coalition letter, May 17, 2022
- Attachment B: MTC/ABAG letter advocating for affordable housing and homeless housing assistance, April 6, 2022
- Attachment C: MTC letter requesting inclusion of SB 1049 (Dodd) provisions into the budget to provide ongoing funding for transportation resilience. May 27, 2022
- Attachment D: 2022-23 State Budget Summary



Alix A. Bockelman



May 17, 2022

**Item 3d
Attachment A**

The Honorable Toni G. Atkins
Senate President Pro Tempore
California State Senate

The Honorable Anthony Rendon
Assembly Speaker
California State Assembly

The Honorable Nancy Skinner
Chair, Senate Budget and
Fiscal Review Committee

The Honorable Phil Ting
Chair, Assembly Committee on Budget

Dear President Pro Tem Atkins, Speaker Rendon, Chair Skinner and Chair Ting,

The undersigned agencies are writing to share our appreciation and support for the transportation component of the Senate's Budget Plan, which significantly expands on the Governor's updated \$5.4 billion one-time General Fund investment in transportation to provide **\$20 billion** over four years, including \$11.8 billion in public transit infrastructure, \$2.9 billion for active transportation and climate resilience, \$2 billion for grade separation projects, \$2.1 billion for freight and workforce investments, and \$1.25 billion for congestion mitigation and bridge repair and replacement. As you continue your negotiations over the next four weeks, we respectfully request that you **prioritize public transit funding in FY 2022-23** and front load as much of this funding as possible, given the urgency facing priority projects with federal matching fund commitments at risk as well as the near-term funding opportunities presented by the numerous transit discretionary grant programs in the new federal Bipartisan Infrastructure Law (BIL).

We are heartened that the Senate has recognized the enormity of the funding need when it comes to creating a more sustainable and equitable transportation future in California. The new Federal Bipartisan Infrastructure Law (BIL) makes this a prime opportunity to augment our state's investment in transportation as such funding can be further leveraged by new federal funds. This funding will also help create good paying jobs and enhance our sustainability, while also alleviating pressure under the State Appropriations Limit.

Transportation agencies have identified funding gaps in the tens of billions of dollars for public transit projects ranging from those already under construction to critical projects in the early project development phase. Additionally, transit agencies face significant fiscal challenges with their operating budgets that will need to be addressed within the next several years. The budget surplus presents an historic opportunity to accelerate the next generation of transit expansion, active transportation, grade separation, and roadway mobility improvements, as well as build the next shelf of multi-modal State Transportation Improvement Program (STIP) projects. Specifically, near-term transit capital project needs have been identified in the tens of billions of dollars as follows:

- Southern California - \$10 billion
- San Francisco Bay Area – \$10 billion
- Inland Empire - \$2.5 billion
- Sacramento Area - \$5 billion
- San Diego - \$6.5 billion

These needs far outweigh available local, regional or federal funds and would greatly benefit from the robust investment proposed in the Senate Budget Plan. With regard to how the proposed transit funds

Senate President Pro Tempore Atkins, Speaker Rendon, Chair Skinner and Chair Ting

5/17/22

Page 2 of 4

should be distributed, we recommend building on the existing Transit and Intercity Rail Capital Program (TIRCP) and we support incorporating a formula into the distribution in future years to help provide regions with greater certainty and ensure geographic equity.

First priority should be given to getting transit capital projects with federal funds at stake across the finish line. Specifically, we recommend:

- *Projects that have previously received TIRCP funds and have a funding agreement with the Federal Transit Administration for Capital Investment Grants (including from the Expedited Project Delivery Pilot Program) would be eligible. Funds for these projects would need to flow quickly to meet federal timelines.*

To address other critical transit capital priorities, funds should also be available for a general TIRCP augmentation that provides greater flexibility on eligibility than traditional TIRCP and that provides a predictable and equitable geographic distribution, while allowing the state to select the most competitive projects within each region.

- *Based on the proposal in the Senate Budget Plan to split funds between Southern California and the rest of the state, we recommend remaining funds be distributed by CalSTA in a manner that guarantees each region their proportionate share of funds according to the State Transit Assistance formula, which reflects a combination of each region's share of population and transit ridership.*
- *This supplemental TIRCP appropriation must be paired with trailer bill language providing greater flexibility to ensure top local/regional priorities and needs that don't typically score well (e.g., transit facilities, infrastructure, and station modernization) would be eligible.*
- *How projects are prioritized within this tier is subject to further consideration to ensure an equitable and effective use of funds.*

Build a New Shelf of Projects So Communities Across California Are Ready to Compete

In addition, to help local and regional agencies build the next shelf of transportation improvements important to their communities and compete for the new funding opportunities provided by the BIL, we recommend a \$100 million one-time supplemental appropriation to counties statewide through the Planning, Programming and Monitoring (PPM) funds administered by the California Transportation Commission through the State Transportation Improvement Program (STIP). This infusion of funds will help queue up a new pipeline of projects to take advantage of the infusion of new federal transportation funding as well as future SB 1 funding cycles. STIP PPM funds were first authorized with the enactment of AB 2538 (Wolk) in 2006 but since that time, significant additional planning, project development and monitoring is required to build the next shelf of projects that will support California's climate, equity and safety goals.

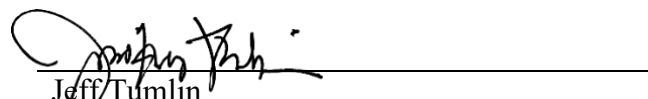
In closing, we respectfully urge you to use this historic opportunity of a \$49 billion General Fund surplus to make investments in transportation that will accelerate a more sustainable, equitable and effective transportation system while helping to fund hundreds of thousands of good-paying jobs.



Therese W. McMillan
Executive Director, MTC



Robert Powers
General Manager, BART



Jeff Tumlin
Director of Transportation, San Francisco
Municipal Transportation Agency



Carolyn Gonot
General Manager, Santa Clara VTA

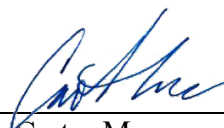
Senate President Pro Tempore Atkins, Speaker Rendon, Chair Skinner and Chair Ting

5/17/22

Page 3 of 4



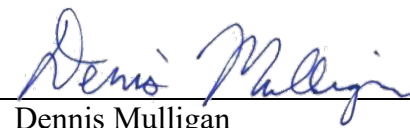
Mike Hursh
General Manager, AC Transit



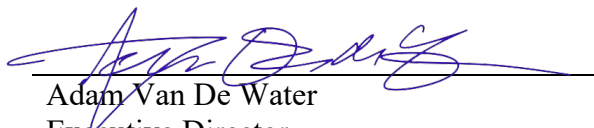
Carter Mau
Acting General Manager/CEO/Executive
Director – SamTrans/San Mateo County
Transportation Authority




Michelle Bouchard
Acting Executive Director, Caltrain



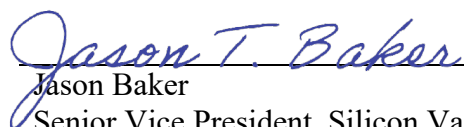
Dennis Mulligan
General Manager, Golden Gate Bridge,
Highway and Transportation District



Adam Van De Water
Executive Director,
Transbay Joint Powers Authority



Gwen Litvak
Senior Vice President,
Bay Area Council



Jason Baker
Senior Vice President, Silicon Valley
Leadership Group



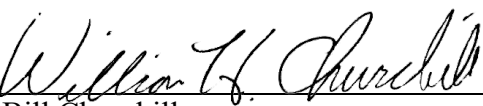
Steve Adams
Transit Manager, Union City Transit



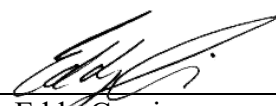
Tilly Chang
Executive Director, San Francisco
County Transportation Authority



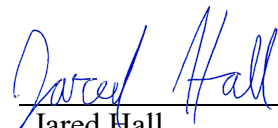
Sean Charpentier
Executive Director, San Mateo County
C/CAG



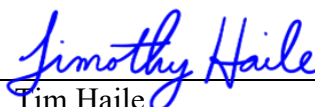
Bill Churchill
General Manager, County Connection



Eddy Cumins
General Manager, SMART



Jared Hall
Transit Manager, Petaluma Transit



Tim Haile
Executive Director, CCTA



Daryl Halls
Executive Director, Solano
Transportation Authority (Solano
Express)

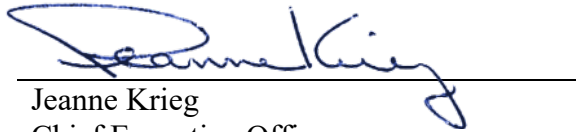


Beth Kranda
Executive Director, Solano County Transit

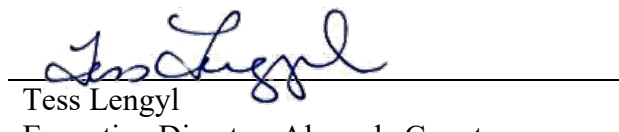
Senate President Pro Tempore Atkins, Speaker Rendon, Chair Skinner and Chair Ting

5/17/22

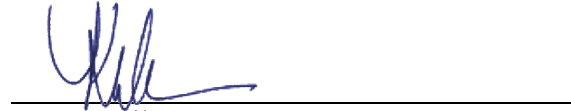
Page 4 of 4



Jeanne Krieg
Chief Executive Officer,
Tri Delta Transit



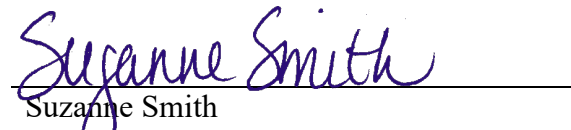
Tess Lengyl
Executive Director, Alameda County
Transportation Commission



Kate Miller
Executive Director, Napa Valley
Transportation Authority



Anne Richman
Executive Director, Transportation Authority
of Marin



Suzanne Smith
Executive Director, Sonoma County
Transportation Authority

cc: Bay Area Legislative Delegation
The Honorable Richard Bloom, Chair, Assembly Budget Subcommittee #3
The Honorable María Elena Durazo, Chair, Senate Budget Subcommittee #5
Mr. Toks Omishakin, Acting Secretary, California State Transportation Agency
Ms. Ronda Paschal, Deputy Legislative Secretary, Office of Governor Newsom



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

April 6, 2022

The Honorable Gavin Newsom
Governor, State of California
1021 O Street, Suite 9000
Sacramento, CA 95814

RE: Housing and Homelessness Assistance in FY2022-23 State Budget:

Dear Governor Newsom:

On behalf of the Metropolitan Transportation Commission and Association of Bay Area Governments – the San Francisco Bay Area’s regional transportation and land use planning agencies – I am writing to share our support for robust investment in affordable housing in this year’s state budget. Although there are encouraging signs of economic recovery, including a projected budget surplus, the pandemic-fueled loss in low-wage jobs paired with skyrocketing housing prices has exacerbated housing instability for far too many California families. Investing in affordable housing and homelessness prevention as outlined below will support a strong, thriving, and equitable California.

Affordable Housing

ABAG and MTC support **\$7 billion for affordable housing investments**, to be distributed as follows:

- \$5 billion for the Multifamily Housing Program and California Housing Accelerator Program to move through the pipeline Department of Housing and Community Development-funded projects that are ready to go but awaiting gap funding and to tee up the next round of projects.
- \$500 million for the state’s Low Income Housing Tax Credit program, consistent with the Governor’s January budget request.
- \$500 million to preserve naturally occurring affordable housing, to be distributed through a **new** Community Anti-Displacement and Preservation Program for which the Bay Area Housing Financing Authority (BAHFA) should be eligible.
- \$500 million for Infill Infrastructure Grant funding to support the Administration’s proposed “housing as a climate strategy,” consistent with the January budget. Note that we are working with our metropolitan planning organization partners in Sacramento and Southern California on potential budget bill language to be attached to these funds to further strengthen the role they play in helping accelerate climate-friendly housing development consistent with our sustainable communities strategies, in our case Plan Bay Area 2050.
- \$500 million for other affordable housing production, preservation or protection investments, including programs for which the BAHFA could compete.

Homelessness Assistance

Additionally, ABAG and MTC support ***a minimum of \$5 billion*** over three years to address homelessness.

Of this, we support \$3 billion over three years to augment the Homeless Housing Assistance and Prevention Program (HAPP), consistent with the state's "big cities mayors" top budget priority. HAPP has been an important tool for cities, counties and continuums of care throughout the Bay Area and statewide in meeting the wide-ranging needs of unhoused individuals and those who are at risk of experiencing homelessness. Multi-year funding will support cities, counties and other service providers in creating and maintaining the systems needed to stabilize and re-house our state's homeless residents.

We support the remaining \$2 billion to be distributed over two years for additional investments in bridge housing and supportive services, consistent with the scale of investment in the January Budget Request. If you have any questions, please contact Rebecca Long, Director of Legislation and Public Affairs at rlong@bayareametro.gov or 510-504-7914 or our Sacramento representative, Scott Wetch at scottwetch.cwa@gmail.com or 916-446-3413.

Sincerely,



Therese W. McMillan
Executive Director



METROPOLITAN
TRANSPORTATION
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Alfredo Pedroza, Chair
Napa County and Cities

Nick Josefowitz, Vice Chair
San Francisco Mayor's Appointee

Margaret Abe-Koga
Cities of Santa Clara County

Eddie Abn
San Francisco Bay Conservation and
Development Commission

David Canepa
San Mateo County

Cindy Chavez
Santa Clara County

Damon Connolly
Marin County and Cities

Carol Dutra-Vernaci
Cities of Alameda County

Dina El-Tawansy
California State Transportation Agency

Victoria Fleming
Sonoma County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Sam Liccardo
San Jose Mayor's Appointee

Nate Miley
Alameda County

Gina Papan
Cities of San Mateo County

David Rabbitt
Association of Bay Area Governments

Hillary Ronen
City and County of San Francisco

Libby Schaaf
Oakland Mayor's Appointee

James P. Spering
Solano County and Cities

Amy R. Worth
Cities of Contra Costa County

Vacant
U.S. Department of Housing and Urban
Development

Therese W. McMillan
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

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May 27, 2022

The Honorable Toni G. Atkins
Senate President Pro Tempore
California State Senate

The Honorable Anthony Rendon
Assembly Speaker
California State Assembly

The Honorable Nancy Skinner
Chair, Senate Budget and
Fiscal Review Committee

The Honorable Phil Ting
Chair, Assembly Committee on Budget

RE: Support SB 1049 (Dodd) in the Fiscal Year 2022-23 State Budget

Dear President Pro-Tem Atkins, Speaker Rendon, Chair Skinner and Chair Ting:

On behalf the Metropolitan Transportation Commission (MTC), I am writing to express support for the incorporation of key components of SB 1049 (Dodd)—which MTC is sponsoring—into this year's budget. SB 1049 would dedicate *a portion* of the large increase in California's federal highway formula funds toward a new Transportation Resilience Program. This commitment of federal resources would complement the one-time General Fund investment in transportation resilience planning and projects proposed last year by the Legislature and reflected in the Governor's proposed budget. Together, these proposals would provide the long-term funding certainty needed to implement marquee resilience projects like the State Route 37 Resilient Corridor program as well as the planning funding needed to tee up a pipeline of projects throughout the state.

Specifically, we recommend integrating into a transportation climate adaptation budget trailer bill provisions that:

1. Scale ongoing state investments in resilience to align with the enormous need. We recommend at a minimum directing 15 percent of California's federal National Highway Performance Program funding to resilience. This, paired with the new PROTECT resilience formula funds, would amount to \$2.5 billion over five years and is still only a portion of the program's growth from the federal infrastructure bill.
2. Distribute funding for resilience projects thorough a competitive grant program that prioritizes multi-benefit projects that protect high-priority at-risk transportation assets *and* adjacent communities.

Climate Change is Here – California Can't Afford to Wait

Sea level rise and other climate-fueled hazards are already impacting communities around California. Even as we do everything in our power to reduce the greenhouse gas emissions that contribute to climate change, we also need to adapt. That cost is going to be enormous. MTC estimates a **\$19 billion** cost just to protect the Bay Area's transportation infrastructure and communities from two feet of sea level rise.

The Opportunity is Now

Thanks to the historic increase in transportation funding from the 2021 federal infrastructure bill, California has a unique opportunity *this year* to begin to wrap our arms around this enormous need, but one that has been put off for far too long as a “tomorrow” challenge. A one-time General Fund investment can bring much-needed resources to bear, particularly to fund the robust planning work that’s needed to tee up a pipeline of projects around the state. However, an ongoing fund source—as proposed in SB 1049—will provide the certainty needed to implement the large-scale resilience improvements needed throughout the state.

Transportation Resilience Program – California to Lead the Nation

California will lead the nation with this new framework, not only by providing an ongoing commitment of resources to begin tackling this pressing challenge but also by encouraging (and funding) the right types of adaptation solutions.

Unlike filling a pothole, a resilience project’s potential benefits can reach far beyond the asset itself. For example, in MTC’s most recent regional transportation plan (Plan Bay Area 2050), we identified that strategically placed resilience projects could protect both transportation infrastructure as well as prevent **89,700 households and 164,100 jobs from displacement**, protecting all at-risk homes in the Bay Area’s Equity Priority Communities. SB 1049 prioritizes funding for these types of multi-benefit projects that protect at-risk transportation infrastructure.

Importantly, project funds would be administered by the California Transportation Commission (CTC) via a competitive grant program. This approach differs from the budget trailer bill proposal that Caltrans distribute funds for state highway system resilience projects. Of course, an asset owner’s top priority is naturally that asset itself. A CTC-administered competitive grant program will provide transparency and allow for prioritization of multi-benefit projects that protect not only a transportation asset itself, but adjacent communities and the environment.

As the sponsor of SB 1049, we are happy to answer any questions about the bill. Please don’t hesitate to reach out the Rebecca Long, Acting Director of Legislation and Public Affairs, at rlong@bayareametro.gov or 510-504-7914, or our Sacramento representative, Scott Wetch, at scottwetch.cwa@gmail.com or 916-446-3413.

Sincerely,



Alix A. Bockelman
Deputy Executive Director, Policy

Cc. The Honorable Bill Dodd



2022-23 STATE BUDGET SUMMARY



Delivering Prosperity & Strengthening The Future
By
Putting California's Wealth to Work

Asm. Anthony Rendon
Speaker

Sen. Toni G. Atkins
President pro Tempore

Asm. Phil Ting
Chair, Assembly Budget Committee

Sen. Nancy Skinner
Chair, Committee on Budget & Fiscal Review

OVERVIEW

The Legislative Version of the 2022-23 State Budget, representing an agreement between the leaders and budget committee chairs of the Assembly and the Senate, builds on the strong proposals of the Governor and the priorities of the Legislature laid out in the Assembly's "Delivery Prosperity & Strengthening the Future" blueprint and the Senate's "Putting Wealth to Work" plan.

California's economy remains strong, and the common sense, voter approved revenue system results in the wealthy paying their share, which has strengthened California's fiscal health and provided over \$85.5 billion in available General Fund and Proposition 98 resources that this budget allocates.

But economic warning signs indicate that challenging times could arrive in the coming years. Therefore, this budget strikes the right balance of providing fiscal relief to families and small businesses, making strong investments in programs that strengthen families and the economy, responsibly focusing on funding infrastructure and other one time investments, and building record reserves to assist the state in withstanding economic downturns or other budget challenges.



Delivering Prosperity & Strengthening The Future
By
Putting California's Wealth to Work



**2022-23
STATE BUDGET
SUMMARY**

The 2022-23 budget includes total spending of just over \$300 billion, of which an estimated \$235.5 billion is from the General Fund. The budget includes total reserves of \$37.5 billion in 2022-23, including \$3.2 billion in the regular operating reserve. (General Fund spending in 2021-22 in the Legislative budget plan is about \$8 billion less than the Governor proposes, with higher non-recurring spending of a comparable amount in 2022-23.)

This report provides highlights of the budget agreement, which will be in print in the coming days in both AB 154 and SB 154 – before the June 15 constitutional deadline for the Legislature to pass the annual budget. Figures contained in this report are preliminary and will be updated once final scoring is completed with the assistance of the Department of Finance.

2022-23 General Fund Summary

(in billions)

Prior Year Balance	\$20.2
Revenues and Transfers	\$222.7
Expenditures	\$235.5
Fund Balance	\$7.4
<i>reserve for encumbrances</i>	\$4.3
Final Regular Reserve (SFEU)	\$3.2
Total General Fund Reserves	\$37.5



TOP HIGHLIGHTS

Responsible Budgeting

Crafting responsible budgets has been the cornerstone approach of Legislative Democrats since taking over full control of the state's finances in 2011.

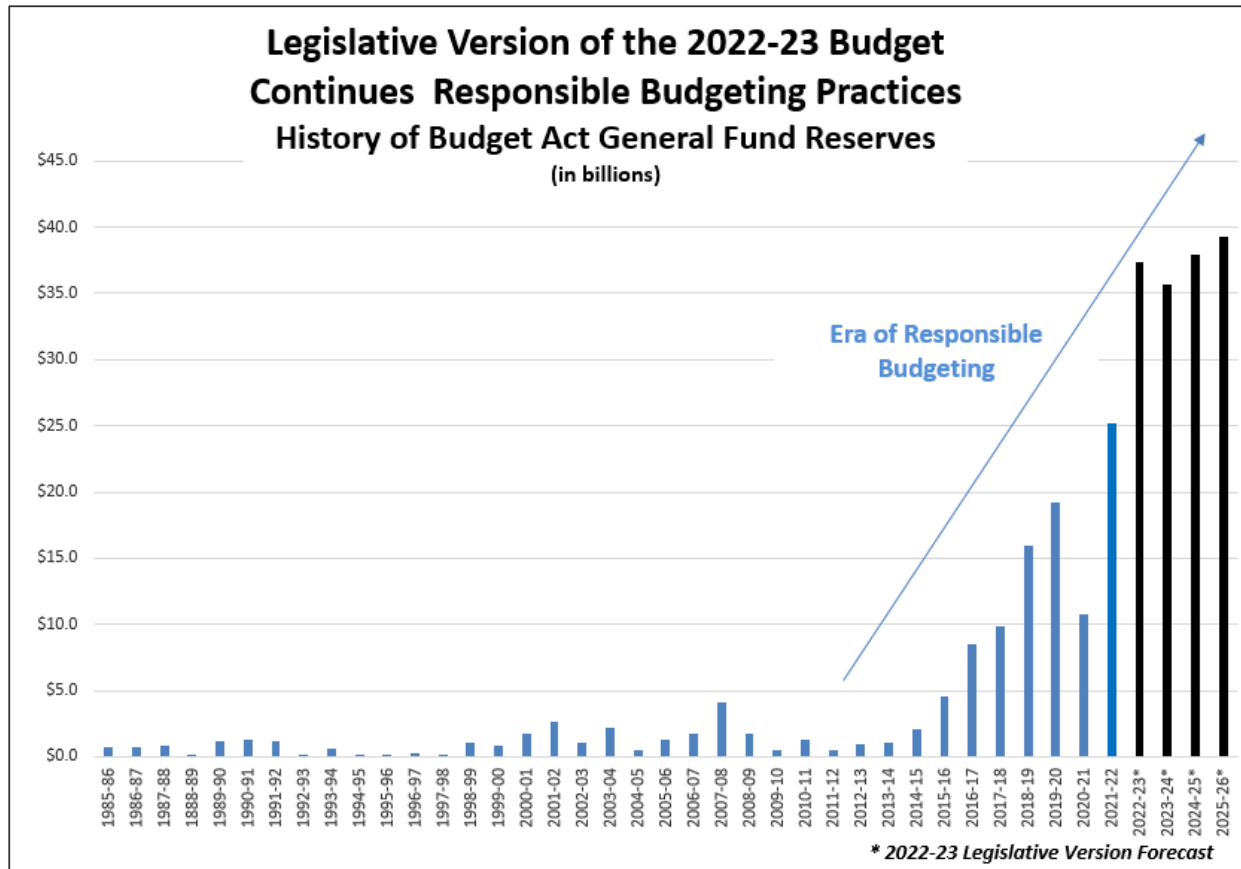
Responsible budgeting serves two key purposes: first, it prepares the state to endure economic downturns without having to make cuts to programs or increases to middle class taxes; and second, it provides confidence for the Legislature and Governor to make program improvements, knowing the state's finances are on solid ground. This budget reflects both of these key purposes.

- **Record High Reserves.** Includes a total of \$37.8 billion, including:
- \$3.2 billion Regular Reserve (Special Fund for Economic Uncertainties)
 - \$1.5 billion Safety Net Reserve
 - \$9.5 billion Prop 98 Reserve
 - \$23.3 billion Rainy Day Fund (Budget Stabilization Account)
 - **\$37.5 billion Total General Fund Reserves**

The 2019-20 state budget—the last enacted before the start of the COVID pandemic—estimated there would be \$19 billion of total reserves in that fiscal year. The near doubling of anticipated state reserves in the last three years demonstrates Legislative Democrats' commitment to responsible budgeting, as well as the positive effects of the Proposition 2 rainy-day fund constitutional amendment, which was proposed by the Legislature and approved by voters in 2014.

In addition, the Legislature's plan requires 50 percent of revenues that come in over the budget act forecast through 2022-23 and that are not required to meet baseline, emergency, and constitutionally required costs (including Propositions 98 and 2) to be deposited into the Budget Deficit and Infrastructure Savings Account, which was initially established in statute in the 2018-19 budget.





- **Focus on One-Time Allocations.** Allocates the vast majority of available resources for one time purposes. This protects the state from overcommitting to ongoing purposes that future budgets may not support. Funding one-time investments in infrastructure, in particular, better prepares California for the future.

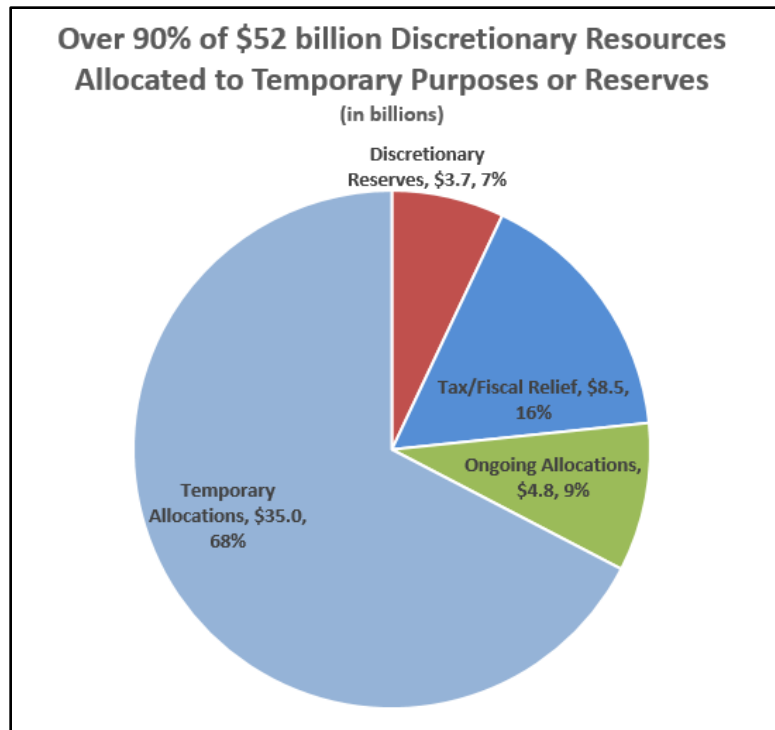
Only nine percent of new commitments in 2022-23 are ongoing, with the remaining 91 percent for discretionary reserve deposits and one-time or temporary purposes.



Delivering Prosperity & Strengthening The Future
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2022-23
STATE BUDGET
SUMMARY



Fiscal Relief

The budget provides nearly \$10 billion in fiscal relief to Californians, small businesses and nonprofits.

- **Better For Families Rebates.** Provides \$8 billion for the Better For Families (BFF) Rebates plan to provide relief to Californians from the impacts of high gas prices and other growing costs due to inflation. The BFF rebates are as follows:
 - \$200 per taxpayer and dependent for taxpayers with up to \$250,000 annual income for joint filers and \$125,000 for single filers. This means a family of five would receive a \$1,000 rebate.
 - An additional rebate equal to the monthly grant for families enrolled in the CalWORKs program and the monthly grant for Californians enrolled in the Supplemental Security Income/State Supplementary Payment (SSI/SSP) program.



- A program that allows additional low income Californians that do not receive a rebate through either of other two routes to apply for a rebate.
- **Targeted Tax Relief.** Expands tax credits for working Californians, including the following:
 - \$400 million ongoing beginning in 2023-24 to increase the minimum CalEITC to \$255. This will ensure every Californian receiving a CalEITC will receive a meaningful tax credit.
 - \$200 million to begin the Workers Tax Fairness Credit. This tax credit will turn union dues from being tax deduction into a tax credit. While union dues are currently tax deductible, union workers are more likely to not itemize their deductions and therefore do not get the same tax benefit for their dues that higher paid professions are more likely to get for their professional association dues. The credit level will be set in the budget each year, but will not exceed 33 percent of dues paid.
- **Small Business and Non-Profits Relief.** Provides \$1.3 billion in fiscal relief to small businesses and non-profits, including the following:
 - \$870 million to provide full rebates of cost of repaying upcoming increases in federal Unemployment Insurance costs for the first 250 employees for every business. Under this proposal, 99% of all businesses will be fully reimbursed for their increased costs. This amount covers the first two years of costs. An additional appropriation will be needed to continue the rebates beginning in 2024 and beyond.
 - \$250 million for relief grants for small businesses and non-profits with up to 150 employees to offset costs of recently enacted Paid Sick Leave program.
 - \$100 million for additional COVID Relief Small Business Grants, in addition to ensuring small businesses and non-profits can access existing grant programs.
 - \$75 million for the California Small Agricultural Business Drought Relief Grant Program at the state Department of Food and Agriculture, to provide direct assistance to eligible agriculture-related businesses that have been affected by severe drought conditions.



Transformative Investments

- **Historic Infrastructure Investments.** Provides more than \$40 billion for infrastructure investments throughout the budget forecast period. The investments will be throughout the budget including: transportation; housing; schools facilities; higher education facilities, deferred maintenance, and student housing; climate and energy; dam safety; broadband; and switching the cost of the new Capitol Annex from more costly lease revenue bonds to the General Fund to bring the overall cost of the project down.
- **Record Ongoing Discretionary Funding for Schools.** Provides over \$9.8 billion in ongoing increases to the Local Control Funding Formula, a 16 percent increase from last year's rates. The Legislative Budget also includes a one-time \$8.5 billion Proposition 98 General Fund Learning Recovery Discretionary Block Grant, and a one-time \$1 billion Proposition 98 General Fund investment for an Arts, Music, Instructional Materials, and Libraries Block Grant.

While ongoing Proposition 98 funding levels are susceptible to drops in the event of an economic downturn, the Public Schools Reserve balance will reach \$9.5 billion, and provide a strong safety net to mitigate any potential downturn and sustain Budget Year investments.

With record levels of ongoing funding and the responsible Public Schools Reserve, school districts are in an unprecedented position to provide a strong education for our kids.

- **Medi-Cal For All, Regardless of Immigration Status.** Expands Medi-Cal to all eligible Californians regardless of immigration status. Currently, income eligible young adults 25 and younger and those 50 and older have access to full scope Medi-Cal. This action will expand access to ages 26 through 49 beginning no later than January 1, 2024.
- **No Child In Deep Poverty.** Increases CalWORKs grant levels beginning July 1, 2023 to lift all CalWORKs families out of deep poverty.
- **Stabilizing Investments in the Child Care System.** Starting January 1, 2023, provides \$1.3 billion ongoing general fund, and \$494 million ongoing Proposition 98, for increases in rates for the child care system. Starting January 1, 2023, increases the child care reimbursement rates to the 85th percentile of the regional market rate (RMR), and applies a cost of living increase to the county RMR for all



provider rates. In addition rates for three year olds are increased to a higher toddler rate. Finally, the budget includes family fee waivers, hold harmless policies, funding for provider benefits, and investments in childcare infrastructure and the workforce. This will help stabilize providers and ensure access to child care services that families need, particularly as the state continues to recover from the COVID pandemic and return to work.

- **\$21 Billion Climate and Energy Package.** In lieu of the Governor's various Resources- and Energy-related packages, adopt a Legislative Climate-Energy Budget Plan, appropriating \$21 billion General Fund (in addition to associated federal and special funds), with details subject to ongoing negotiations. The Plan is expected to include items related to the following issues: Water-Drought Resilience, Wildfire Resilience, Sea Level Rise, Extreme Heat, Biodiversity and Outdoor Access, Energy, Zero-Emission Vehicles, and other climate-related actions.



STATE APPROPRIATIONS (GANN) LIMIT

Currently Significant Capacity to Live Within the Gann Limit. With robust surpluses and reserves and wide support for infrastructure, state payments to help residents and businesses address rising costs, and emergency-related spending, the state currently has significant capacity to live within the constraints of the 1979 Gann Limit while not significantly affecting state officials' budget decisions.

Legislative Plan Aims to Avoid Gann-Related "Fiscal Cliff" in 2023. The Legislature's budget plan keeps the state budget under the Gann Limit by an estimated \$20 billion in 2022-23. Including major infrastructure and COVID emergency-related spending, direct payments to families and businesses, and options suggested by the Legislative Analyst's Office (such as updating an antiquated statutory definition of local subventions), the Legislature's plan aims to keep the state budget under this constitutional limit for at least two more years. This approach aims to avoid a 2023 "fiscal cliff" recently identified by the LAO.

Voters Will Need to Consider Changes to Gann Limit Soon. Within a few years, likely in 2024, the Legislature's leaders agree with the Governor that voters will need to consider changes to the Gann Limit. While the Gann Limit is not significantly influencing budget allocation decisions now, the Constitutional conflicts among the Gann Limit, Proposition 98, and Proposition 2 will most likely result in the need to make devastating cuts to baseline programs, such as health, higher education, and public safety, as soon as 2024 or 2025 and pressure the state to suspend Proposition 98 in order to balance the budget. Section 5 of the Gann Limit (Article XIII B of the Constitution) also unwisely constrains the state's ability to add to reserves, deposit supplemental appropriations to school and state pension funds, and pay down debt of the Unemployment Insurance Trust Fund.

Legislative Democrats will work with the Governor to craft a proposed Constitutional Amendment to modernize the Gann Limit before the 2024 election.

More Background on Gann Limit in the Legislature's Budget Plan. The administration estimated that the Governor's May Revision, if adopted with no changes, would leave the state \$3 billion over the State Appropriations Limit (SAL), or the Gann Limit, in 2022-23.

Below are the major changes in the Legislative Version of the State Budget, which would result in the state being \$20 billion under the SAL for 2022-23. (In general,

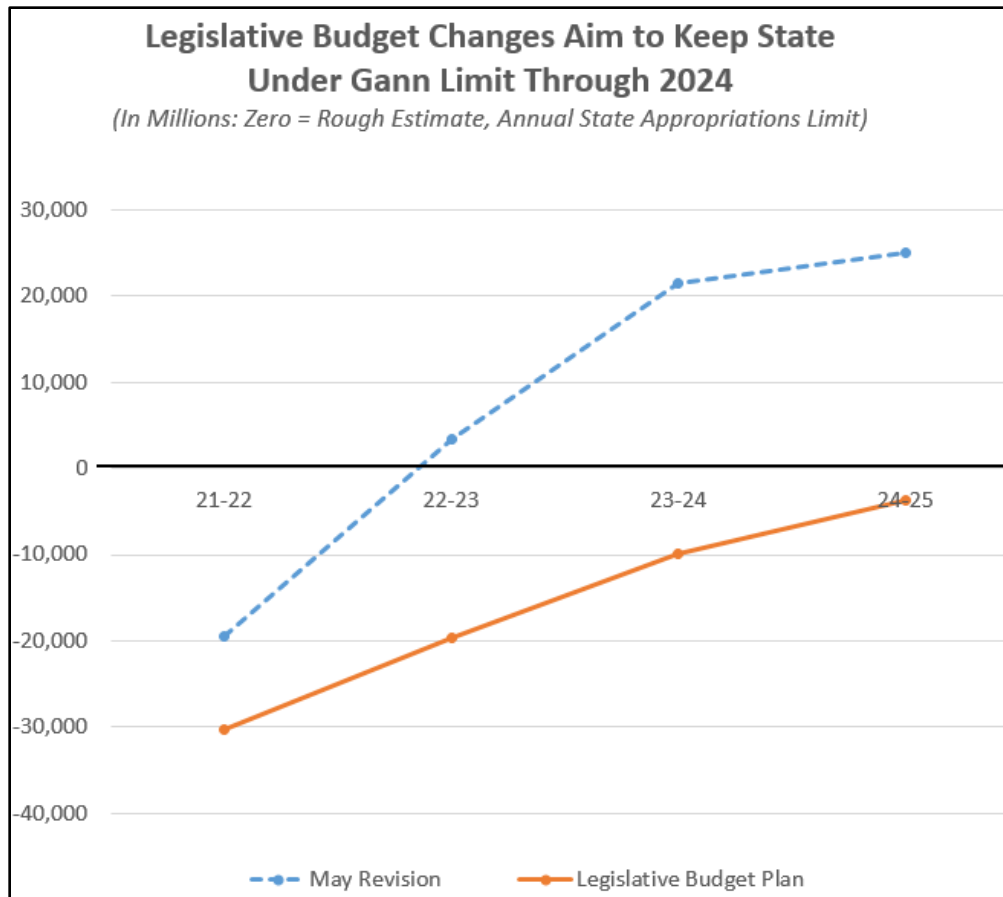


appropriating more for SAL “excluded” purposes means there is a lower amount of SAL appropriations.)

- Adopt LAO suggestion to change statutory definition of “local subventions,” thereby counting more subventions under local Gann Limits. **(\$10 billion less in SAL appropriations)**
- Classify more Proposition 98 funding as excluded spending, including more qualified capital outlay spending and emergency spending. **(\$8 billion less in SAL appropriations)**
- Approve more qualified capital outlay spending elsewhere in the budget. **(\$3 billion less in SAL appropriations)**
- Adopt LAO suggestion to swap certain qualified capital outlay spending in non-tax accounts with General Fund or other tax proceeds. **(\$2 billion less in SAL appropriations)**
- Various other net changes to the May Revision. **(~\$200 million less in SAL appropriations)**

Future Projections of the Gann Limit. Just as it is very difficult to forecast state revenues far in advance, so it is difficult to forecast how far the state will be under the Gann Limit. Under the administration’s May Revision revenue estimates, below is a rough estimate showing that the Legislative Version of the State Budget aims to keep the state under the Gann Limit through 2024. These estimates may change based on changes in scoring as the budget advances through the next few weeks of the process.





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**2022-23
STATE BUDGET
SUMMARY**

TK-12 EDUCATION KEY HIGHLIGHTS

Key Actions on Governor's Proposals and Legislative Additions:

- **Local Control Funding Formula (LCFF).** Increases LCFF funding by \$6.6 billion, \$4.5 billion above the Governor's proposed \$2.1 billion. Adopts protections for declining enrollment by including the average of three prior years' average daily attendance for funding, and one year protection for classroom-based charter schools. Also approves May increases to LCFF funding for county offices of education. The Legislative Budget takes further action and expands the definition of low-income to those who meet 250% of the federal poverty levels, includes homeless students to unduplicated pupil counts. These increases are equivalent to a 16 percent increase, compared to 9.85 percent in the Governor's proposal.
- **California Universal Afterschool & Expanded Learning Opportunities.** Maintains the Governor's Budget funding levels for the Expanded Learning Opportunities Program for total program funding of \$4.4 billion ongoing Proposition 98 General Fund.

The Legislative Budget: (1) renames the program the California Universal Afterschool and Expanded Learning Opportunities Program; (2) funds local educational agencies that must offer the program to all students at \$3,000 per unduplicated pupil and funds local educational agencies that must offer the program to half of their unduplicated students at \$1,500 per unduplicated pupil; and (3) adds COLA at full implementation.

- **Learning Recovery Discretionary Block Grant.** Increases May Revision funding to \$8.5 billion one-time Proposition 98 General Fund to be allocated on a per-pupil basis and available for use up to seven years, and specify that funds shall be used for personnel-related costs.
- **Career & College Readiness.** Approves a total of \$700 million in College and Career Readiness initiatives in the May Revision.
- **Transitional Kindergarten.** Approves the Governor's proposal to expand eligibility for transitional kindergarten and reduce student-to-adult ratios. The Legislative Budget includes \$300 million additional one-time Proposition 98 General Fund for additional PreKindergarten Planning and Implementation



Grants, and \$650 million General Fund more for the Preschool, Transitional Kindergarten, and Full-Day Kindergarten Facility Program.

- **Arts, Music, Instructional Materials, and Libraries Block Grant.** Centralizes the Governor's proposed grant programs into a block grant that would provide local educational agencies funds for learning tools in arts, music, instructional materials, and multi-lingual library books. The block grant includes \$1.1 billion one-time Proposition 98 General Fund, and would be distributed based on an equity-focused formula.
- **School Facilities.** Augments the Governor's proposals for the School Facilities Program by \$1 billion General Fund, and ensure that facility funds are available through 2026.
- **School Transportation.** Significantly increases funding for Home-to-School Transportation by \$1.2 billion, so that beginning in 2027-28, school districts and county offices of education will offer transportation services to students in TK-6 and low-income students. The Legislative Budget would also repeal pupil fees, and establishes a funding formula that is weighted and proportional to their TK-6 students and low-income student population, and increases funding beginning in 2027-28. The Legislative Budget also includes the Governor's proposal to provide \$1.5 billion in one-time Proposition 98 General Fund for local educational agencies to purchase zero and low-emission vehicles manufactured by high-road employers.
- **Universal School Meals.** Approves the Governor's proposal to enhance the reimbursement rates for school meals under the state's new universal school meals program. The Legislative Budget also provides the Department of Finance authority to approve mid-year funding adjustments if needed.



CHILD CARE AND DEVELOPMENT KEY HIGHLIGHTS

Key Actions on Governor's Proposals:

- **Child Care Pandemic Response Policies.** Adopts Governor's proposals to continue actions taken during the COVID-19 pandemic to waive family fees for childcare and create hold harmless policies for the 2022-23 fiscal year
- **Child Care Infrastructure.** Adopts Governor's proposal to invest \$200 million in additional child care facilities, with amendments to allow for expenditures on new construction.

Key Legislative Additions:

- **Stabilizing Investments in the Child Care System.** Provides \$1.3 billion ongoing general fund, and \$494 million ongoing Proposition 98, for increases in rates for the child care system. Starting January 1, 2023, increases the child care reimburse rates to the 85th percentile of the regional market rate (RMR), and applies a cost of living increase to the county RMR for all provider rates. In addition rates for three year olds are increased to a higher toddler rate, and a set aside is created for provider benefits.
- **Childcare Workforce and Development Block Grant.** Provides \$120 million in one-time funding, and ongoing federal Child Care and Development Block Grant funding, for the Childcare Workforce and Development Block Grant.



HIGHER EDUCATION KEY HIGHLIGHTS

Key Actions on Governor's Proposals:

- **CCC Part-Time Faculty Insurance.** Approves a \$200 million ongoing Proposition 98 General Fund increase to augment the Part-Time Faculty Health Insurance Program. This augmentation expands healthcare coverage provided to part-time faculty by community college districts and includes trailer bill language to reform the program. This large augmentation creates a stronger financial incentive for more community college districts to provide medical care coverage to their part-time faculty.
- **UC Labor Centers.** Includes an increase of \$13 million ongoing General Fund to support the operations of existing UC Labor Centers and Occupational Safety and Health Programs, and invest in similar new initiatives throughout the UC system.
- **CSU Capital Outlay.** Approves several investments in capital infrastructure, including:
 1. \$80 million one-time General Fund to expand the San Diego State University, Brawley Center in Imperial Valley to support a local workforce pipeline to aid the state's goals for development of the Lithium Valley vision.
 2. \$67.5 million one-time General Fund toward construction of the CSU Fullerton Engineering and Computer Science Innovation Hub.
 3. \$75 million one-time General Fund to support equipment and facilities for CSU University Farms.
 4. \$83 million one-time General Fund to construct the Energy Innovation Center at CSU Bakersfield.

Key Legislative Additions:

The Governor's budget includes multi-year compacts with the UC and CSU and a multi-year roadmap with the CCCs that focus on shared priorities benefitting students. While the Legislature agrees with the Governor's overall emphasis in the compacts, the Legislature's budget includes investments, developed with stakeholder engagement and



feedback throughout subcommittee hearings, to strengthen the higher education goals of increased access and affordability. Without sufficient resources and deliberately targeted investments, the segments will be unable to hit the expectations set forth—to the disadvantage of faculty, staff, and ultimately the students.

The Higher Education “Compacts Plus” Package includes the following key investments:

- **Additional Base Increases for CCC, UC, and CSU.** The Legislature’s budget includes the following:
 - **CCC:** Includes a total base increase of \$700 million Proposition 98 General Fund in 2022-23 and ongoing above COLA for apportionments.
 - **UC:** Includes an additional \$50 million General Fund ongoing base augmentation above the Governor’s proposal. The total base increase included is \$251 million in 2022-23 and ongoing.
 - **CSU:** Includes an additional \$100 million General Fund in 22-23 and \$200 million General Fund in 2023-24 and ongoing above the Governor’s proposal. The total base increase included is \$311 million General Fund in 2022-23 and \$411 million General Fund in 2023-24 and ongoing.
- **Robust Student Housing Investments.** Includes an additional \$2 Billion General Fund over three years for student housing projects across the UC, CSU, and CCC.
- **Comprehensive Financial Aid Reform.** Includes the following reforms in financial aid to reduce the cost of attendance for California students:
 - **Middle Class Scholarship 2.0.** An additional \$227 million General Fund in 2023-24 and ongoing above Governor’s proposal to fund the Middle Class Scholarship at 33 percent of program costs.
 - **Cal Grant Reform Act.** \$315 million General Fund in 2024-25 and \$237 million General Fund in 2025-26 and ongoing to makes significant reforms to the Cal Grant Program including phasing-out existing programs, removing the GPA barrier, and the creation of the new Cal Grant 2 Program for CCC students and the Cal Grant 4 Program for students attending the UC, CSU, and eligible private institutions. The reform will



provide access to Cal Grants for 150,000 additional students. These changes would take effect on July 1, 2024.

- **Cal Grant Access Awards.** \$185 million General Fund in 2023-24, \$192 million General Fund in 2024-25, and \$193 million General Fund in 2025-26 and ongoing for Cal Grant improvements as transition to broader reforms within the Cal Grant Reform Act, including increasing the non-tuition award for Cal Grant B and C students, to help offset growing costs of living, and extending elements of last year's improvement for low-income students attending independent, nonprofit colleges and universities.
- **Increase CCC Student Success Completion Grant (SSCG).** \$200 million Proposition 98 General Fund in 2022-23 and ongoing to increase the SSCG award amount. The SSCG offsets total cost of college attendance, to encourage full time attendance, and successful on-time completion.
- **Unprecedented Support for Underrepresented Students.** Invests in student supports impacting historically underrepresented students, including, but not limited to, the following:
 - **CCC:** Mathematics, Engineering, Science, and Achievement Program (MESA), NextUp program for foster youth, Extended Opportunity Programs and Services (EOPS), establishment of Native American student support services, a consortium and on-campus student support programs to fund Asian American and Native American Pacific Islander-Serving colleges and universities, Umoja for African American student success, Disabled Students Program, Rising Scholars Program for incarcerated and formerly incarcerated students, basic needs, and the Puente Project.
 - **UC:** Carceral system-impacted students served through the Underground Scholars Initiative and UC Irvine LIFTED program, foster youth support, Student Academic Preparation and Educational Partnerships, and undocumented students
 - **CSU:** Carceral system-impacted students through Project Rebound, Asian Bilingual Teacher Education Program, Basic Needs, Graduation Initiative 2025, foster youth supports, and a consortium and on-campus student



support programs to fund Asian American and Native American Pacific Islander-Serving colleges and universities

- **Capital Investments at UC campuses.** Includes funding to expand enrollment capacity and research innovation at the Riverside, Merced, and Santa Cruz campuses and funding for the Berkeley campus to become the first 100 percent clean energy public research university in California and the United States.
- **Capital Investments at CSU campuses.** Includes funding to expand the CSU San Bernardino Palm Desert campus and support the Human Identification Lab at Chico State.
- **Enrollment Targets for Academic Year 23-24 at UC and CSU.** Includes an additional one percent at UC (\$23 million General Fund in 2023-24 and ongoing) and 0.5 percent enrollment target (\$17 million General Fund in 2023-24 and ongoing) at CSU above the Governor's one percent for academic year 2023-24.
- **Community Colleges Flexible Block Grant.** Provides \$550 million one-time Proposition 98 General Fund for a flexible block grant to assist with basic needs, mental health needs, and COVID-19 related support.



HUMAN SERVICES KEY HIGHLIGHTS

Key Actions on Governor's Proposals:

- **Aging and Older Adult Supports.** Provides roughly \$36.3 million General Fund to continue implementation of the Master Plan for Aging. Also includes funding for Home and Community-Based Services infrastructure planning and \$10 million for a Community Living Fund to assist older adults and persons with disabilities in transitioning from nursing homes to independent living. Also approves \$34.4 million ongoing to establish a permanent back-up provider system for In-Home Supportive Services recipients.
- **Supports for Resource Families and Youth in Foster Care.** Provides \$150 million one-time for county grants to assist with connecting youth in foster care to families and fostering family engagement.
- **Promoting Workforce Stability for Regional Centers and Direct Support Professionals (DSPs).** Provides \$185.3 million to address challenges in recruiting and retaining regional center service coordinators and DSPs. This includes funding for training stipends and a tuition reimbursement program for service coordinators.
- **Addressing Disparities in the Developmental Services System.** Provides an additional \$11 million for grants to regional centers and community-based organizations for projects to reduce disparities and increase equity in the developmental services system.
- **Facilitating Food for All Access.** Provides \$35.2 million, increasing to \$113.4 million annually in 2025-26, to expand the California Food Assistance Program (CFAP) program to Californians age 55 and older regardless of immigration status.

Key Legislative Additions:

- **Improving Services for Individuals with Developmental Disabilities.** Provides funding to accelerate the provider rate increases and rate reform approved in the 2021 Budget Act by one year. This action will also ensure that DSPs benefit from the accelerated rate increases and that individuals with developmental disabilities will have access to vital services. Provides roughly \$5 million ongoing to eliminate family fees for regional center services.



- **Anti-Poverty and Safety Net Investments.** Makes historic investments to lift all CalWORKs families out of deep poverty by providing \$789 million to increase CalWORKs grants. Also includes \$150 million, beginning in 2024-25, to implement a full-pass through of child support payments to families currently and formerly receiving public assistance. Additionally, provides \$60 million one-time for administrative support for the CalFresh program and \$55 million to improve eligibility services within the CalWORKs Single Allocation. Both changes will help to improve outcomes for program participants. Repeals the county share of a possible, but never-imposed CalWORKs federal work penalty, furthering the implementation of the CalWORKs Outcomes and Accountability Review process and improve the culture of the program.
- **Nutrition and Hunger.** Provides funding of \$62 million in 2022-23 and ongoing funding of \$52 million for California food banks to continue to address the ongoing need caused by record levels of hunger, rising inflation, and a decline in federal support. Also provides \$50 million one-time to support food bank infrastructure and climate resilience. \$5 million ongoing is also included to increase food access for native tribes.
- **Supports for Foster Families and Youth in Foster Care.** Provides an additional \$66.8 million for targeted family finding for older foster youth and foster youth in long-term care. This investment will help to increase permanency and create and sustain connections for these youth. Also includes \$50 million ongoing to fund flexible family supports for resource families.
- **Improved Services and the Restoration of Services for Older Adults.** Accelerates the increase to restore SSP grants to 2009 levels from January 1, 2024 to July 1, 2023. Provides \$61.4 million for grants for adult day services providers to recover from COVID-19 and combat senior isolation. Provides \$20 million for an Alzheimer's and Dementia Caregiver pilot program and \$150 million for operating subsidies for "board and care" facilities that serve older adults and adults that need assistance with daily living activities. Funds continued training for Adult Protective Services workers.



HEALTH SERVICES KEY HIGHLIGHTS

Key Actions on Governor's Proposals:

- **Protecting Reproductive Health Care Access.** Expands on the Governor's investments in protecting access to abortion and other reproductive health care, including the California Abortion Support Fund, the California Reproductive Health Service Corps, training for certified nurse midwives, the Los Angeles County Reproductive Health Pilot, and equity and infrastructure payments for clinic abortion providers.
- **Medi-Cal Expansion.** Approves trailer bill language to expand full-scope Medi-Cal coverage to all income-eligible Californians, regardless of immigration status, no later than January 1, 2024.
- **Behavioral Health Bridge Housing.** Approves the Governor's proposed investment of \$1.5 billion over two years for immediate, clinically enhanced bridge housing solutions for individuals experiencing homelessness with serious mental illness.
- **Restores the Covered California State Premium Subsidy.** Approves the Governor's proposed \$304 million restoration of the state premium subsidy program in Covered California and modifies trailer bill language to further improve affordability for lower income enrollees.
- **Public Health Infrastructure.** Approves and codifies the Governor's \$300 million ongoing investment in state and local health departments to address vital public health priorities.
- **Youth Suicide Prevention and Behavioral Health.** Approves and modifies the Governor's \$290 million investment in youth suicide prevention and behavioral health to ensure rapid and timely investment in resources to support youth behavioral health needs.
- **Rejects Equity and Practice Transformation Payments.** Rejects the Governor's proposed equity and practice transformation payments.
- **Rejects Substance Use Disorder Recovery Facility Fee Increase.** Rejects the Governor's proposed 63 percent increase on residential and outpatient



substance use disorder treatment facilities and instead backfills program costs with funding from the Opioid Settlements Fund.

- **Deferred Actions.** Defers and sets aside funding for the following proposals pending resolution of necessary statutory changes:
 - Community Assistance, Recovery and Empowerment (CARE) Court.
 - Skilled Nursing Facility Financing Reform.
 - Hospital and Nursing Facility Retention Payments.

Key Legislative Additions:

- **Workforce Development.** Provides \$532.5 million over four years for workforce development, including:
 - \$200 million for the behavioral health workforce.
 - \$195.5 million for the public health workforce.
 - \$137 million for the primary care, clinic and reproductive health workforce.
- **Repeal Medi-Cal Provider Rate Reductions from 2011.** Expands on the Governor's limited restoration of Medi-Cal provider rate reductions by eliminating all remaining Great Recession-era reductions.
- **Health Equity and Racial Justice Fund.** Provides \$75 million annually to support the Health Equity and Racial Justice Fund, which will support community-based organizations to reduce health disparities and address the public health impacts of systemic racism.
- **End the Epidemics One-Time Funding.** Provides \$57 million over three years to prevent and treat sexually transmitted infections, including for syphilis, congenital syphilis, and hepatitis B.
- **Peer-to-Peer Mental Health Programs for Youth.** Provides \$10 million one-time to develop and promote high quality peer-to-peer mental health support programs for youth.



- **Special Needs Dental Clinics.** Provides \$50 million over two years for construction, expansion, modification or adaptation of dental surgical clinics or specialty dental clinics to increase access to oral health care for special needs populations.
- **Reduce Share of Cost Requirements for Seniors in Medi-Cal.** Provides \$31 million to reduce share of cost requirements for seniors and persons with disabilities by increasing the Medi-Cal Maintenance Need Income Level.
- **Continuous Medi-Cal Coverage for Children Zero to Five.** Provides \$10 million in 2022-23 and \$20 million ongoing to provide continuous Medi-Cal coverage for children zero to five years of age.



HOUSING AND HOMELESSNESS KEY HIGHLIGHTS

Key Actions on Governor's Proposals:

- **Encampment Resolution Grants.** Includes \$300 million for Encampment Resolution grants, to help local governments with resolving critical encampments and transitioning individuals into permanent housing.
- **Governor's Affordable Housing Proposals.** Funds key portions of the Administration's proposed affordable housing package, including:
 - \$250 million over two years for Adaptive Reuse, including a \$10 million reappropriation of existing funding.
 - \$500 million over two years for the Infill infrastructure Grant Program.
 - \$100 million over two years for mobile homes and manufactured housing.
 - \$150 million over two years for the preservation of existing affordable housing.
 - \$100 million over two years for affordable housing on state excess sites.

Key Legislative Additions:

- **Additional Legislative Affordable Housing Investments.** Includes additional investments in affordable housing and homeownership, including:
 - \$350 million for the CalHOME program.
 - \$300 million for the Housing Accelerator Program.
 - \$400 million over two years for the Multifamily Housing Program.
 - \$100 million for the Joe Serna Jr. Farmworker Housing Program.
 - \$200 million for affordable housing preservation through the Community Anti-Displacement Acquisition Program (CAPP).
 - \$50 million for ADU financing.



- \$50 million for down payment assistance for first-time homebuyers.
- \$150 million over two years to continue the Veterans Housing and Homelessness Prevention Program created by Proposition 41 (2014).
- **HHAPP Funding.** Includes an additional \$500 million in both 2022-23 and 2023-24 for the Homeless Housing, Accountability, and Prevention Program (HHAPP).
- **Legal Aid for Eviction Protection.** Provides \$30 million in 2022-23 to increase funding for legal aid to prevent eviction protection.
- **California Dream For All.** Establishes the California Dream For All program to make homeownership more achievable for first time homebuyers, a critical first step to thriving in the middle class and building generational wealth.

Under the program, the state will partner annually with approximately 8,000 first-time homebuyers in an shared appreciation agreement which results in homebuyers being able to purchase a home with a low downpayment and with more than a 1/3 reduction in monthly mortgage payments, saving a typical homebuyer more than \$12,000 per year.

The budget authorizes up to \$1 billion in revolving revenue bonds per year for ten years to generate the partnership funds. The bond principal will be repaid once homebuyers sell or refinance the house and the funds are recycled to help future homebuyers. The budget includes \$50 million in 2022-23 and \$150 million per year ongoing after that for administrative costs and interest costs of the revenue bonds.



LABOR AND WORKFORCE DEVELOPMENT

KEY HIGHLIGHTS

Key Actions on Governor's Proposals:

- **EDDNext, Long-Term Modernization.** EDDNext is a five-year plan to modernize EDD. The budget includes \$136 million one-time funding (\$68 million General Fund) and provisional budget bill language for EDD to continue planning and begin implementing various improvements to EDD leave benefit programs. This includes efforts on EDD's benefit systems, call center improvements, simplifying forms and notices, including user testing and engagement, developing data analysis tools to continue curbing fraudulent benefit claims, and upgrading department training and tools to increase the pace of application processing.
- **High Road Training Partnerships for Health and Human Services.** Includes \$60 million General Fund in 2022-23, and \$70 million General Fund each in 2023-24 and 2024-25 to establish, expand, and improve workforce development programs for health and human service careers.

Key Legislative Additions:

- **Returning Caregivers to Work.** Includes trailer bill and funding for implementation costs associated with the following changes: 1) Extending the existing wage replacement rates for the State Disability (SDI) and Paid Family Leave (PFL) programs, which provide a 60-70% wage replacement and is set to sunset January 1, 2023, to January 1, 2025; 2) Revising, for claims commencing on or after January 1, 2025, the formulas for determining benefits for SDI and PFL claims; 3) Providing, beginning January 1, 2025, an increased wage replacement rate for SDI ranging from 70-90% based on the individual's wages earned, as specified, for the first 16 weeks, and 60-70% after the 16 weeks for the remainder of the claim; 4) Providing beginning January 1, 2025, an increased wage replacement rate for PFL that ranges from 70-90%, depending on income, as specified, for the full eight weeks provided under PFL; and 5) Removing the SDI wage ceiling for taxable contributions, thereby making all wages taxable for purposes of computing SDI taxes.
- **Workers Tax Fairness Tax Credit.** Includes \$200 million General Fund and trailer bill language establishing the Workers Tax Fairness Credit and requiring that the credit level be set in the annual budget act.



- **California Youth Apprenticeship Program.** Includes \$165 million General Fund total, over three years, to establish the Office of the California Youth Apprenticeship Program to develop new, or expand on existing apprenticeship programs for 16-24 year olds who are unhoused, in the welfare, or juvenile justice system or otherwise facing barriers to labor market participation.
- **Workforce Development for Students of Color and Low-income Students.** Includes \$100 million General Fund total, split over four years, for community change learn-&-earn career pathway programs at 20 selected community colleges over four-year period.
- **COVID-19 Workplace Outreach Project (CWOP) at Labor and Workforce Development Agency (LWDA).** Includes \$50 million General Fund total, over two years, for the CWOP project. CWOP partner organizations are conducting outreach activities to educate workers and employers in high-risk industries, such as the food and agriculture sectors, on how to minimize the spread of COVID-19 in the workplace, and educating essential workers about COVID-19-related labor laws.
- **Targeted Workforce Development Supports for Individuals Who Experienced Justice System Involvement, Homelessness, Mental Illness, and Addiction.** The Legislature's budget includes investments in workforce development supports for individuals that historically have high barriers to employment, including the following:
 - \$50 million General Fund one-time to workforce recovery program to provide dedicated, state funding to community-based organizations to expand reentry service capacity, help fund Multi-Craft Core Curriculum (MC3) training programs or programs that offer unsubsidized jobs in the community, and scale programming across the state to serve more justice-involved individuals.
 - \$25 million General Fund one-time to establish CA Regional Initiative for Social Enterprises (RISE), which would initiate regional networks in selected markets across the state that would provide targeted employment services. Through CA RISE, individuals who have experienced homelessness, mental illness, addiction, or incarceration, and are facing significant employment barriers in traditional workplaces, would receive comprehensive services and employment development.



- **Women in Construction Unit at Department of Industrial Relations (DIR).** Building on last year's investment, the Legislature's budget includes \$15 million General Fund ongoing to promote and support women/nonbinary individuals into skilled trade careers through the creation of a Women in Construction Unit at DIR.
- **Investments at DIR For Worker Protections.** Includes the following:
 - \$14 million General Fund ongoing augmentation to increase resources and staffing at DIR's Retaliation Complaint Investigation Unit based on frequency of retaliation among low-wage workers and long delays to get claims processed.
 - \$10 million General Fund one-time for the unpaid wages hardship fund.
- **Microenterprise Home Kitchen Operations.** Includes \$8 million General Fund one-time to support microenterprise home kitchen operations by allowing home cooks to apply for local permits and receive financial support to sell food made in their home kitchen directly to the public.
- **High Road Standards Reporting Across LWDA.** Includes language that directs LWDA, by January 10, 2023 to document relevant programs and initiatives under EDD, CWDB, and DIR for which the high road standard is a candidate for application. For those initiatives, LWDA reports the current statutory and regulatory requirements for each, including whether administering departments currently apply the high road standard.



RESOURCES & ENERGY KEY HIGHLIGHTS

Key Actions on Governor's Proposals:

- **Farm to School Grant Program.** Approves the Governor's proposal to provide \$39 million for the Farm to School Grant Program at the California Department of Food and Agriculture.
- **Contract Counties Hand Crews.** Approves the Governor's proposal to provide \$25.4 million General Fund in 2022-23 and \$35.4 million ongoing to fund 12 hand crews for vegetation management, hazardous fuel reduction projects, and wildland fire suppression in Contract Counties.
- **Beverage Container Recycling Fund.** Approves \$330 million Beverage Container Recycling Fund one-time to address issues with the Bottle Bill Program with details to be worked out in a three-party agreement.

Key Legislative Additions:

- **\$21 Billion Climate and Energy Package.** In lieu of the Governor's various Resources- and Energy-related packages, adopt a Legislative Climate-Energy Budget Plan, appropriating \$21 billion General Fund (in addition to associated federal funding and special funds), with details to be worked out. The Plan is expected to include items related to the following issues: Water-Drought Resilience, Wildfire Resilience, firefighter staffing levels, Sea Level Rise, Extreme Heat, Biodiversity and Outdoor Access, Energy, Zero-Emission Vehicles, and other climate-related actions.
- **Dam Safety.** Provides \$100 million for dam safety projects.
- **Ocean Protection and Sea Level Rise.** Provides \$77.6 million for ocean protection and sea level rise in 2022-23 and \$300 million ongoing for nature-based sea-level rise adaptation measures.
- **AB 617 Funding.** Provide \$300 million ongoing to reduce pollution in our hardest hit communities and to promote environmental justice.



TRANSPORTATION KEY HIGHLIGHTS

Key Actions on Governor's Proposals:

- **Port Infrastructure.** Includes \$1.2 billion over two years for freight-related infrastructure at and around the state's ports. This funding will support port-specific high priority projects that increase goods movement capacity on rail and roadways at port terminals, including railyard expansions, new bridges, and zero-emission equipment modernization and deployment
- **DMV Commercial Licenses.** Provides \$40 million through 2025-26 for the Department of Motor Vehicles to improve its ability to issue commercial driver licenses. This includes \$34 million to fund leasing costs to establish dedicated commercial drive test centers in the Bay Area and Northern Los Angeles County, and one-time funding of \$6 million in 2022-23 to fund additional staffing for commercial driver license exams.
- **Caltrans Fleet Replacement.** Includes \$176 million per year for two years from the State Highway Account for Caltrans to begin the process of replacing its fleet of service vehicles and construction equipment with newer zero-emission or low-emission equipment.
- **CHP Organized Retail Crime Taskforces.** Includes \$6 million General Fund annually through 2024-25, \$10.5 million in 2025-26, and \$15 million in 2026-27 and ongoing for the CHP to expand and make permanent its Organized Retail Crime Taskforce.

Key Legislative Additions:

- **\$10.9 Billion Transportation Package.** Includes \$5.5 billion through 2022-23, \$1.85 billion in 2023-24, \$1.45 billion in 2024-25, and \$2.1 billion in 2025-26 for a comprehensive transportation infrastructure package, including funding for transit, freight, active transportation, climate adaptation, and other purposes. This represents the first steps towards fully funding a multi-year transportation infrastructure package in the coming budget years.
- **High Speed Rail.** Includes placeholder trailer and budget bill language related to the appropriation of Proposition 1A bond funds for the state's high-speed rail project.



- **CHP Sideshow Task Force.** Includes \$5.5 million in 2022-23 for the establishment of a sideshow task force within the California Highway Patrol.



PUBLIC SAFETY & JUDICIARY KEY HIGHLIGHTS

Public Safety

Key Actions on Governor's Proposals:

- **Crime Reduction.** Approves key components of the Governor's proposal to address crime, including \$85 million in local law enforcement grants and \$6 million at the Department of Justice (DOJ) per year for three years to address organized retail theft, \$22 million for a fentanyl enforcement taskforce at DOJ and contraband interdiction at the California Military Department, and \$25 million one-time for a gun buyback grant program.
- **Peace Officer Wellness and Training.** Approves \$55 million for peace officer wellness and training, including \$5 million to develop statewide resources, \$40 million in grants to local agencies, and \$10 million for de-escalation and use-of-force training.
- **Nonprofit Security Grants.** Approves \$50 million for the Nonprofit Security Grant to provide security assistance to nonprofit organizations at risk of hate-motivated violence.
- **Behavioral and Mental Health Hotline.** Approves the implementation of the 988 Behavioral and Mental Health hotline.
- **Peace Officer Decertification.** Approves \$23 million in 2022-23 and \$21 million ongoing at the Commission on Peace Officers Standards and Training and resources at various agencies that employ peace officers to implement Chapter 409, Statutes of 2021 (SB 2).
- **Public Safety Infrastructure.** Approves significant investments in public safety infrastructure, including courthouses and prison facility needs.

Key Legislative Additions:

- **Support for Victims of Crime.** Provides additional support for victims of crime, including \$50 million one-time in flexible assistance, \$50 million ongoing for changes to victim compensation, \$25 million ongoing to eliminate fines and backfill the Restitution Fund, and \$18 million one-time to expand Trauma Recovery Centers.



- **Firearms Relinquishment.** Includes \$40 million one-time to enforce court-ordered firearms relinquishment.
- **Internet Crimes Against Children Taskforce.** Provides \$5 million ongoing support for the Internet Crimes Against Children Taskforce.
- **Environmental Enforcement and Training Act.** Enhances enforcement and training capacity under the Environmental Enforcement and Training Act.

Judiciary

Key Actions on Governor's Proposals:

- **Trial Court Funding.** Approves an increase of \$184.2 million ongoing funding for an inflation adjustment and to improve trial court equity across the state.
- **Judgeships.** Approves 23 new judgeships, fully funding all judgeships authorized under law, and includes resources for associated staffing, security and facility needs.
- **Courtroom Remote Access.** Approves \$33.2 million one-time and \$1.6 million ongoing to implement and support remote access in courtroom proceedings.

Key Legislative Additions:

- **Civil Assessment Elimination and Fee Waiver.** Eliminates the \$300 civil assessment and replaces it with General Fund support for the courts, provides one-time funding to relieve civil assessment debt, and increases the income threshold for automatic waivers of filing fees and provides backfill to the courts.
- **Legal Aid.** Provides \$55 million over five years for a legal aid loan repayment assistance program, \$30 million one-time for eviction defense, and \$15 million one-time for a consumer debt legal aid program.
- **CASA and Other Court Programs.** Provides \$60 million one-time to support the Court Appointed Special Advocates (CASA) program across the state, \$15 million one-time to expand access to lactation facilities in the courts, and a \$30 million ongoing corrective adjustment for dependency counsel.



Rehabilitation and Reentry

Key Actions on Governor's Proposals:

- **Prison Staff Misconduct.** Approves the implementation of a new system to handle allegations of staff misconduct in prisons, including expanded oversight by the Office of the Inspector General.
- **Healthcare Resources.** Approves resources for integrated substance use disorder treatment and Hepatitis C virus treatment for incarcerated individuals, and to connect released individuals with health care as part of the statewide CalAIM initiative.
- **Reentry Housing.** Approves \$31.8 million over three years to support reentry housing through the Returning Home Well program.

Key Legislative Additions:

- **Rehabilitation Programming.** Improves rehabilitative programming in prisons through a \$20 million capacity building grant to community-based organizations, \$10 million for restorative justice programming, and \$4 million for veterans programming.
- **Pre and Post Release Transitional Housing.** Expands pre- and post-release transitional housing and services programs to decrease recidivism, including the Community Reentry Program at CDCR and the Adult Reentry Grant Program.
- **Student and Academic Supports.** Expands targeted student and academic supports for carceral-system impacted students attending CCC, UC, and CSU.
- **Medication Assisted Treatment.** Provides \$20 million for a Medication Assisted Treatment grant program for justice system involved individuals.



Disaster Prevention and Response

Key Actions on Governor's Proposals:

- **California Disaster Assistance Act.** Approves \$114 million ongoing for the California Disaster Assistance Act adjustment, an increase of \$37.4 million from the previous year.
- **Fire and Rescue Mutual Aid Fire Fleet.** Provides ongoing resources to enhance the Fire and Rescue Mutual Aid Fire Fleet.

Key Legislative Additions:

- **Emergency Response.** Directs the Office of Emergency Services to create a statewide strategic plan that includes goals for and an assessment of emergency response capacity.
- **Multifamily Seismic Retrofit Grants.** Establishes a \$250 million Multifamily Seismic Retrofit Matching Grant Program in 2023-24.



GENERAL GOVERNMENT KEY HIGHLIGHTS

Key Actions on Governor's Proposals:

- **Young Child Tax Credit.** Adopts the Governor's proposals to provide the existing Young Child Tax Credit to zero-income filers and to create a Foster Youth Tax Credit to provide a \$1,000 credit to young adults who were in the foster care system.
- **CalEITC Outreach.** Builds upon the Governor's Earned Income Tax Credit (EITC) outreach proposals and provides an additional \$10 million (for a total of \$20 million ongoing) to increase CalEITC Outreach and Education, provide year round funding to support free tax preparation services and Volunteer Income Tax Assistance (VITA) program, with a specific focus on increasing Individual Taxpayer Identification Number (ITIN) filers.
- **Small Agricultural Business Drought Relief Grant Program.** Approves the California Small Agricultural Business Drought Relief Grant Program to provide \$75 million one-time General Fund to provide direct assistance to eligible agriculture-related businesses that have been affected by severe drought conditions, however places the program with the California Department of Food and Agriculture.
- **COVID Relief Grants.** Adopts the Governor's proposals with some amendments to continue to support COVID Relief Grant Programs by extending encumbrance authority and making statutory changes for the: 1) California nonprofit performing arts program, 2) California venues grant program (including extending it to small theatres), 3) California Microbusinesses and 4) Cultural institutions. In addition the Legislature adds funding to the California Small Business COVID-19 Relief Program. Together, these actions ensure small business and non-profits are able to access funds to recover from pandemic impacts.
- **Paycheck Protection Program (PPP).** Adopts the Governor's proposals to update conformity of state tax law to the federal Paycheck Protection Program (PPP) grant period. Previous conformity actions excluded an extension of the federal PPP grant program by two months in spring of 2021. This action allows for all federal PPP grants to be excluded from the definition of income for the purposes of state taxation.
- **Technical Assistance Expansion Program.** Adopts the Governor's proposals to increase and provide ongoing funding the Technical Assistance Expansion



Program (TAEP) for small businesses, amended to provide an additional \$8 million for Women's Business Centers. Also adopts a proposal to provide ongoing funding for the Capital Infusion Program.

- **Cannabis Tax Reform.** Adopts cannabis tax reform with legislative amendments as follows: (1) sets cannabis cultivation tax rate to zero; (2) keeps the cannabis excise rate at 15 percent for three years; (3) allows the California Department of Tax and Fee Administration, in consultation with the Department of Finance and the Department of Cannabis Control, to adjust the cannabis excise tax rate that takes into consideration additional revenues received by December 31, 2025; (4) require an economic study that measures the impacts of tax reform on revenues; (5) sets the minimum baseline for Allocation 3 at \$670 million; (6) additional relief for equity operators; (7) adds additional enforcement tools against the illicit cannabis market and worker protections, including enforcement of labor peace agreements; (8) sets aside \$150 million General Fund to backfill any revenue loss and counts existing balances that departments are carrying to meet the minimum \$670 million baseline, and (9) adds reporting requirements for the Cannabis Tax Fund.
- **Office of Community Partnerships and Strategic Communications.** Adopts the Governor's proposal for the new Office of Community Partnerships and Strategic Communications with amendments to provide \$65 million per year for the new office. The office will focus on coordinating statewide communications campaigns and maintaining a network of community-based organizations to assist with those efforts. The budget also includes provisional language directing the office to work on outreach to the ITIN population.
- **Office of Data and Innovation.** Approves the Governor's May Revision proposal to establish the Office of Data and Innovation.
- **Business Licensing Fee Waiver.** Approves the Governor's proposal to provide \$40 million to the Secretary of State to waive new business licensing fees.
- **Veteran Health Initiative.** Approves the Governor's May Revision proposal to provide \$50 million for the California Veteran Health Initiative, to support veteran mental health and suicide awareness, treatment and research.

Key Legislative Additions:

- **Better for Families Rebates.** Includes \$8 billion for the Better For Families (BFF) Rebates plan to provide relief to Californians from the impacts of high gas



prices and other growing costs due to inflation. The BFF rebates provide \$200 per taxpayer and dependent for tax payers with up to \$250,000 income for joint filers and \$125,000 for single filers. In addition, grants will be provided for CalWorks and SSI/SSP recipients as well as other low-income Californians who do not file taxes.

- **Earned Income Tax Credit.** Updates the California Earned Income Tax Credit Program (CalEITC) to provide a minimum credit of \$255 per eligible individual taxpayer starting in 2023-24, estimated at \$400 million ongoing General Fund and beginning with the 2024 tax year, and restricts the application of the state's debt intercept program to CalEITC recipients.
- **Hope Accounts.** Creates the Hope Account Program to provide trust fund accounts for low-income children who have lost parents or caregivers to COVID-19 and for children who have experienced long term foster care. These funds would be available when a child turns 18 and provide additional financial stability for children who may lack other family support.
- **Cannabis Tax Reform.** Includes cannabis tax reform that: (1) sets cannabis cultivation tax rate to zero; (2) keeps the cannabis excise rate at 15 percent for three years; (3) allows the California Department of Tax and Fee Administration, in consultation with the Department of Finance and the Department of Cannabis Control, to adjust the cannabis excise tax rate that takes into consideration additional revenues received by December 31, 2025; (4) require an economic study that measures the impacts of tax reform on revenues; (5) sets the minimum baseline for Allocation 3 at \$670 million; (6) additional relief for equity operators; (7) adds additional enforcement tools against the illicit cannabis market and worker protections, including enforcement of labor peace agreements; (8) sets aside \$150 million General Fund to backfill any revenue loss and counts existing balances that departments are carrying to meet the minimum \$670 million baseline, and (9) adds reporting requirements for the Cannabis Tax Fund.
- **Commission on the Status of Women and Girls.** Increases funding to the Commission on the Status of Women and Girls by \$8.4 million.
- **Youth Empowerment Commission.** Includes funding to implement the Youth Empowerment Commission, which was established in law in 2021



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

June 10, 2022

Agenda Item 4a

Washington D.C. Legislative Update

Subject:

June 2022 Report from Washington, D.C. advocate.

Issues:

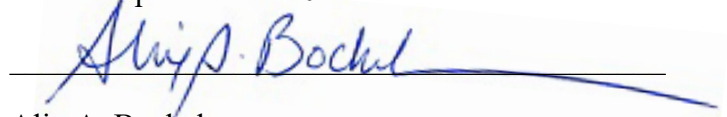
None identified.

Recommendations:

Information

Attachments:

- Attachment A: Summit Strategies Team Report – June 2022


Alix A. Bockelman



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Summit Strategies Team Report – June 2022

From: Summit Strategies Team

To: Therese McMillan, Executive Director

Date: June 1, 2022

Subject: June Federal Policy Monthly Report

- **MTC and ABAG June 2022 Washington, D.C. Advocacy Visit Update**
 - **Lawmakers Kick Off Fiscal Year 2023 (FY23) Appropriations**
 - **Reconciliation Negotiations Continue Behind the Scenes**
 - **Key Department of Housing and Urban Development (HUD) and Department of Transportation (DOT) Appointments**
 - **Agency Actions and Competitive Grant Update**
 - **National Transportation News Roundup**
-

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

MTC and ABAG June 2022 Washington, D.C. Advocacy Visit Update

Your federal affairs team has been working hard over the past few months to prepare for the fly-in later this month. We look forward to hosting Metropolitan Transportation Commission (MTC) members in Washington, DC, including folks we have met only over Zoom. We are in the process of setting up a schedule for you including meetings with key members of Congress, committee staffers, agency personnel, and relevant advocacy groups. All of these meetings will help to reinforce MTC's federal agenda and keep the needs and concerns of MTC on the minds of key policymakers in DC.

Lawmakers Kick Off Fiscal Year (FY) 2023 Appropriations

Over the past month, House and Senate appropriators have continued hosting agency heads to discuss budget requests for federal departments, including U.S. Department of Transportation (DOT) and U.S. Department of Housing and Urban Development (HUD). DOT Secretary Pete Buttigieg testified before the House and Senate Appropriations Transportation, Housing and Urban Development, and Related Agencies (THUD) subcommittees. Additionally, the THUD subcommittees hosted HUD Secretary Marcia Fudge to discuss the administration's HUD budget request. FY23 THUD appropriations remain critical for various transportation and housing programs.

Following the appropriations hearings, key Senators requested a meeting among top appropriators to set top-line FY23 spending levels as the Senate Appropriations Committee seeks to markup funding bills in the next two months. Last week, Senate Appropriations Committee Chairman Patrick Leahy (D-VT) and Ranking Member Richard Shelby (R-AL) met to discuss how to move the measures this summer. The two senators also expressed their intentions to meet with their House counterparts Chair Rosa DeLauro (D-CT) and Ranking Member Kay Granger (R-TX), to work toward an agreement. However, that will not happen until after the Memorial Day recess.

Reconciliation Negotiations Continue Behind the Scenes

President Biden and Senate Democratic leaders are mounting a final push to reach an agreement with Senator Joe Manchin (D-WV) on a reconciliation package before this summer's August recess; Democrats are working to advance this legislative package ahead of the upcoming midterm elections. Negotiations continue around increasing taxes on wealthy individuals, prescription drug price reforms, and clean energy investments. At an event in Davos, Switzerland, last month, Senator Manchin touted the possibility of advancing legislation this year to tackle inflation, drug pricing, and climate change. Senate Majority Leader Chuck Schumer (D-NY) has maintained private negotiations with Manchin to discuss inflation and his other top priorities.

Key HUD and DOT Appointments

On Wednesday, May 11, 2022, Federal Transit Administration (FTA) Administrator Nuria Fernandez announced the appointment of Veronica Vanterpool as Deputy Administrator to its staff. Vanterpool had previously served as Senior Advisor in the FTA Office of the Administrator, where she coordinated and provided executive direction on the agency's work on climate change, equity, and innovation.

On Friday, May 20, 2022, Julian Gordon was sworn in as HUD's Assistant Secretary for Housing and Federal Housing Commission. Commissioner Gordon most recently served as president of the National Community Stabilization Trust, a nonprofit organization that supports neighborhood revitalization and affordable homeownership through facilitating the rehabilitation of residential properties in underserved markets.

Agency Actions and Competitive Grant Update

DOT Opens Application Period for Vision Zero and Other Safe Streets Grants

On Monday, May 16, 2022, DOT announced that the application process is now open for local governments to apply for \$1 billion in FY 2022 funding to help them ensure safe streets and roads for all and address the national roadway safety crisis. The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary grant program to provide dedicated funding to support regional, local, and Tribal plans, projects and strategies that will prevent roadway deaths and serious injuries. [Applications are due on September 15th, 2022, and the NOFO can be found through this link.](#)

FTA Opens Application Period for Transit-Oriented Development (TOD) Planning Grants

On Thursday, May 26, 2022, DOT announced the availability of nearly \$13 million in discretionary grants through the FTA's Pilot Program for TOD Planning. The pilot program was established in 2014; BIL continued the program and increased funding by roughly 40 percent. Program supports comprehensive or site-specific planning projects that improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations. Applications are due on July 25th, 2022 and [the Notice of Funding Opportunity \(NOFO\) for this program can be found through this link.](#)

Federal Railroad Administration (FRA) Announces Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Funding Awards

On Thursday, June 2, 2022, FRA announced the award of more than \$368 million in CRISI grant program funds to 46 projects in 32 states and the District of Columbia. These investments will play a crucial role in modernizing our country's rail infrastructure and strengthening supply chains, helping to reduce congestion and get people and goods where they need to go quickly and more affordably. [A full list of selected and remaining projects can be found through this link.](#)

Of the 25 remaining projects, five are California-based, including:

- Southern San José Grade Separations (Monterey Rd) (Up to \$7,500,000)
- Alameda County Rail Safety Enhancement Program - Phase A (Up to \$25,000,000)
- Southern San José Grade Separations (Bascom Ave) (Up to \$1,220,000)
- Climate Change and Extreme Events Training and Research Program (Up to \$4,666,011)
- Pacific Surfliner Bridge 257.2 Replacement Project (Up to \$8,042,730)

National Transportation News Roundup (links to articles)

- [U.S. pedestrian fatalities reach highest level in 40 Years, GHSA estimates \(Transportation Today\)](#)
- [Transit agencies struggle to access funding, rights-of-way, due to complex governance structures](#)
- [White House Wants to Ensure Good Stewardship of Infrastructure Funds](#)
- [Nation's neglected bus stops pose early test for infrastructure money \(Washington Post\)](#)
- [Autonomous transit buses will still need skilled operators, researchers say. \(Smart Cities Dive\)](#)