

## Meeting Agenda

### Joint MTC ABAG Legislation Committee

*David Canepa, Chair    Jesse Arreguin, Vice Chair*

*Members*

*Eddie Ahn, Ken Carlson, Carol Dutra-Vernaci, Pat Eklund,  
Dave Hudson, Matt Mahan, Stephanie Moulton-Peters,  
Sue Noack, David Rabbitt, Belia Ramos, James P. Spering,  
Aaron Tiedemann, Vacant, and Vacant*

*Non-Voting Member*

*Dorene M. Giacomini*

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Friday, June 9, 2023

9:45 AM

Board Room - 1st Floor

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This meeting shall consist of a simultaneous teleconference call at the following location(s):  
City of Novato, City Administrative Offices, Baget Conference Room, 922 Machin Ave, Novato,  
CA 94945

Napa County Administration Building, CEO Office, Crystal Conference Room, 1195 Third  
Street, Suite 310, Napa, CA 94559

Pinole Public Library, 2935 Valley Road, Pinole, CA 94564

Meeting attendees may opt to attend in person for public comment and observation at 375  
Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public  
health protocols while in the building. The meeting webcast will be available at  
<https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are  
encouraged to participate remotely via Zoom at the following link or phone number.

Members of the public participating by Zoom wishing to speak should use the “raise hand”  
feature or dial \*9. When called upon, unmute yourself or dial \*6. In order to get the full Zoom  
experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/81041581908>

iPhone One-Tap: US: +12532050468,,81041581908#

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: 810 4158 1908

International numbers available: <https://bayareametro.zoom.us/u/kbYDCDPouD>

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](mailto:info@bayareametro.gov) by 5:00 p.m. the day before the scheduled meeting date. Please  
include the committee or board meeting name and agenda item number in the subject line.  
Due to the current circumstances there may be limited opportunity to address comments  
during the meeting. All comments received will be submitted into the record.

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

*Quorum: A quorum of this body shall be a majority of its regular voting members (7).*

## 2. Consent Calendar

- 2a. [23-0660](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the April 14, 2023 Meeting

**Action:** Committee Approval

**Attachments:** [2a 23-0660 2023-04-12 Joint MTC ABAG Legislation Committee Meeting](#)

- 2b. [23-0661](#) 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 23-0661 Handout June Legislative History.pdf](#)

- 2c. [23-0716](#) MTC Resolution No. 4590: Revised Draft 2023 MTC Public Participation Plan

**Action:** MTC Commission Approval

**Presenter:** Alex Eisenhart

**Attachments:** [2ci 23-0716 Summary Sheet 2023 MTC PPP.pdf](#)  
[2cii 23-0716 Attachment A MTC PPP Reso No 4590.pdf](#)  
[2ciii 23-0716 Attachment B MTC PPP CBO Engagement.pdf](#)  
[2civ 23-0716 Attachment C MTC PPP Revisions.pdf](#)

## 3. State Legislation

- 3a. [23-0663](#) Fiscal Year (FY) 2023-24 State Budget Update

Update on FY 2023-24 state budget, with a focus on transportation, housing, and climate adaptation provisions.

**Action:** Information

**Presenter:** Rebecca Long

**Attachments:** [3a 23-0663 Summary Sheet State Budget.pdf](#)

- 3b.**     [23-0796](#)     Assembly Bill 761 (Friedman): Transit Transformation Task Force
- Establishes a statewide task force to identify transit funding needs to support ridership growth, recommend policies aimed at increasing transit ridership and the customer experience, and recommend new rider-focused state performance metrics.
- Action:**                     Support / MTC Commission Approval
- Presenter:**               Georgia Gann Dohrmann
- Attachments:**           [3bi 23-0796 Summary Sheet AB 761 Friedman.pdf](#)  
[3bii 23-0796 Attachment A AB 761 Friedman Known Positions.pdf](#)
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- 3c.**     [23-0814](#)     Assembly Bill 1377 (Friedman): Homelessness Assistance on Transit
- Expands reporting requirement for recipients of state Homeless Housing, Assistance and Prevention Program funds to include a summary of efforts to improve service delivery to unsheltered individuals on transit systems within the recipient's jurisdiction.
- Action:**                     Support / ABAG Executive Board Approval  
Support / MTC Commission Approval
- Presenter:**               Georgia Gann Dohrmann
- Attachments:**           [3ci 23-0814 Summary Sheet AB 1377 Friedman.pdf](#)  
[3cii 23-0814 Attachment A AB 1377 Friedman Known Positions.pdf](#)
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- 3d.**     [23-0798](#)     Assembly Bill 1657 (Wicks): Statewide Housing Bond
- Places a \$10 billion general obligation (GO) bond on the March 2024 statewide ballot for a variety of housing production and preservation programs.
- Action:**                     Support / ABAG Executive Board Approval  
Support / MTC Commission Approval
- Presenter:**               Julie Snyder
- Attachments:**           [3di 23-0798 Summary Sheet AB 1657 Wicks.pdf](#)  
[3dii 23-0798 Attachment A Positions on AB 1657.pdf](#)

#### 4. Federal Legislation

4a. [23-0662](#) 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 23-0662 Handout Summit Strategies MTC Report May 2023.pdf](#)

#### 5. Public Comment / Other Business

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

#### 6. Adjournment / Next Meeting

The next meeting of the Joint MTC ABAG Legislation Committee will be held on Friday, July 14, 2023 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA, and other remote locations. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

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

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

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

## Meeting Minutes - Draft

### Joint MTC ABAG Legislation Committee

*David Canepa, Chair    Jesse Arreguin, Vice Chair*

**Members**

*Eddie Ahn, Carol Dutra-Vernaci, Pat Eklund, Dave Hudson,  
Matt Mahan, Stephanie Moulton-Peters, Sue Noack,  
David Rabbitt, Belia Ramos, James P. Spering, Vacant, Vacant,  
Vacant, and Vacant*

**Non-Voting Members**

*Dorene M. Giacomini and Vacant*

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Friday, April 14, 2023

9:45 AM

Board Room - 1st Floor

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

**Present:** 9 - Committee Member Eklund, Committee Member Spering, Chair Canepa, Committee Member Dutra-Vernaci, Committee Member Rabbitt, Committee Member Mahan, Committee Member Noack, Committee Member Moulton-Peters and Vice Chair Arreguin

**Absent:** 3 - Committee Member Ahn, Committee Member Ramos and Committee Member Hudson

Non-Voting Member Absent: Commissioner Giacomini

Ex Officio Voting Member Present: Commission Chair Pedroza

The following individual participated from a noticed remote location: Member Eklund

#### 2. Consent Calendar

**Upon the motion by Committee Member Spering and second by Committee Member Dutra-Vernaci, the  
Consent Calendar was unanimously approved. The motion carried by the  
following vote:**

**Aye:** 9 - Committee Member Eklund, Committee Member Spering, Chair Canepa, Committee Member Dutra-Vernaci, Committee Member Rabbitt, Committee Member Mahan, Committee Member Noack, Committee Member Moulton-Peters and Vice Chair Arreguin

**Absent:** 3 - Committee Member Ahn, Committee Member Ramos and Committee Member Hudson

**2a.**     [23-0419](#)     Approval of Joint MTC ABAG Legislation Committee Minutes of the March 10, 2023 Meeting

**Action:**     Committee Approval

**Attachments:**     [2a 23-0419 2023-03-10 Joint MTC ABAG Legislation Committee Meeting Minutes Draft.pdf](#)

**2b.**     [23-0420](#)     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\\_April\\_Legislative\\_History.pdf](#)

Commissioner Dutra-Vernaci departed after voting on the Consent Calendar.

**3. State Legislation**

**3a.**     [23-0509](#)     MTC/ABAG Sacramento Advocacy Visit - May 2023

Update on preparations for MTC/ABAG's May 2023 Sacramento advocacy trip.

**Action:** Information

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [3a\\_23-0509\\_Summary\\_Sheet\\_MTC\\_ABAG\\_Sacramento\\_Advocacy\\_Visit\\_May\\_2023..pdf](#)

**3b.**     [23-0510](#)     Assembly Bill 645 (Friedman): Speed Safety Pilot Program

Revised version of legislation MTC supported in 2021 and 2022 (Assembly Bill (AB) 550 (Chiu, 2021) and AB 2336 (Friedman, 2022)) to authorize specified cities to implement five-year pilots to test speed safety cameras, under specific circumstances.

**Action:** Support / MTC Commission Approval

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [3b\\_23-0510\\_Summary\\_Sheet\\_AB\\_645\\_Friedman.pdf](#)

**Upon the motion by Committee Member Mahan and second by Committee Member Noack, a support position on AB 645 (Friedman) was adopted to be forwarded to the ABAG Executive Board Approval and MTC Commission Approval for approval, respectively. The motion carried unanimously by the following vote:**

**Aye:** 8 - Committee Member Eklund, Committee Member Spering, Chair Canepa, Committee Member Rabbitt, Committee Member Mahan, Committee Member Noack, Committee Member Moulton-Peters and Vice Chair Arreguin

**Absent:** 4 - Committee Member Ahn, Committee Member Ramos, Committee Member Dutra-Vernaci and Committee Member Hudson

**3c. [23-0511](#) Assembly Bill 413 (Lee): Vehicles: Stopping, Standing and Parking Near a Crosswalk**

Prohibits vehicles from stopping, standing or parking within 20 feet of a marked crosswalk or intersection to improve visibility of bicyclists and pedestrians.

**Action:** Support and Seek Amendment / MTC Commission Approval

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [3c 23-0511 Summary Sheet AB 413 Lee.pdf](#)

**Upon the motion by Committee Member Noack and seconded by Committee Member Eklund, a support and seek amendment position on AB 413 (Lee) was adopted to be forwarded to the ABAG Executive Board and MTC Commission Approval for approval, respectively. The motion carried unanimously by the following vote:**

**Aye:** 8 - Committee Member Eklund, Committee Member Spering, Chair Canepa, Committee Member Rabbitt, Committee Member Mahan, Committee Member Noack, Committee Member Moulton-Peters and Vice Chair Arreguin

**Absent:** 4 - Committee Member Ahn, Committee Member Ramos, Committee Member Dutra-Vernaci and Committee Member Hudson

**3d. [23-0536](#) Assembly Bill 463 (Hart): Priority Access to Electricity for Public Transportation**

Provides public transportation access to the electric grid during emergencies.

**Action:** Support / MTC Commission Approval

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [3d 23-0536 Summary Sheet AB 463 Hart.pdf](#)

**Upon the motion by Committee Member Moulton-Peters and second by Committee Member Noack, a support position on AB 463 (Hart) was adopted to be forwarded to the MTC Commission Approval for approval. The motion carried unanimously by the following vote:**

**Aye:** 8 - Committee Member Eklund, Committee Member Spering, Chair Canepa, Committee Member Rabbitt, Committee Member Mahan, Committee Member Noack, Committee Member Moulton-Peters and Vice Chair Arreguin

**Absent:** 4 - Committee Member Ahn, Committee Member Ramos, Committee Member Dutra-Vernaci and Committee Member Hudson



**3e.**     [23-0513](#)     Senate Bill 532 (Wiener): Local Ballot Measure Labels

Provides option for local bonds and other tax measures to provide details via the voter guide instead of on the ballot label, with transparency safeguards.

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

**Presenter:** Julie Snyder

**Attachments:** [3e 23-0513 Summary Sheet SB 532 Wiener.pdf](#)

Upon the motion by Committee Member Mahan and seconded by Vice Chair Arreguin, a support position on SB 532 (Wiener) was adopted to be forwarded to the ABAG Executive Board and MTC Commission Approval for approval, respectively.

Staff requested MTC Chair Pedroza and ABAG President Arreguin to concur with the emergency procedure to communicate a position on SB 532 (Wiener) prior to the ABAG Executive Board and MTC Commission meeting date. MTC Chair Pedroza and ABAG President Arreguin indicated their concurrence. This is in conformance with MTC Resolution No. 1058, Revised, MTC Commission Procedures Manual.

The motion carried unanimously by the following vote:

- Aye:** 8 - Committee Member Eklund, Committee Member Sperling, Chair Canepa, Committee Member Rabbitt, Committee Member Mahan, Committee Member Noack, Committee Member Moulton-Peters and Vice Chair Arreguin
- Absent:** 4 - Committee Member Ahn, Committee Member Ramos, Committee Member Dutra-Vernaci and Committee Member Hudson

#### 4. Federal Legislation

**4a.**     [23-0514](#)     MTC/ABAG Washington, D.C. Advocacy Trip

Summary of MTC and ABAG's joint advocacy visit to Washington, D.C.

**Action:** Information

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [4ai 23-0514 Summary Sheet MTC-ABAG Washington D.C. Advocacy Trip.pdf](#)  
[4aii 23-0514 Attachment A ABAG-MTC Bay Area Housing-2023 Handout.pdf](#)  
[4aiii 23-0514 Attachment B MTC ABAG March 2023 DC Advocacy Schedule FINAL.pdf](#)

**4b.**     [23-0421](#)     Washington, D.C. Legislative Update

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

**Action:** Information

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [4b\\_23-0421\\_Handout\\_Summit\\_Strategies\\_MTC\\_Report\\_March\\_2023.pdf](#)

**5. Public Comment / Other Business**

**6. Adjournment / Next Meeting**

The next meeting of the Joint MTC ABAG Legislation Committee will be held on Friday, May 12, 2023 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA, and other remote locations. Any changes to the schedule will be duly noticed to the public.



LEGISLATIVE HISTORY  
MTC and ABAG Priority Bills  
Wednesday, June 7, 2023



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<a href="#">AB 6</a> <a href="#">Friedman</a>	Amended 3/16/2023	Senate Rules	<b>Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions.</b> Current law requires that each regional transportation plan also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would require the state board, after January 1, 2024, and not later than September 30, 2026, to establish additional targets for 2035 and 2045, respectively, as specified.		
<a href="#">AB 7</a> <a href="#">Friedman</a>	Amended 5/25/2023	Senate Rules	<b>Transportation: planning: project selection processes.</b> Current law establishes within state government the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. The agency is under the supervision of the Secretary of Transportation. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. On and after January 1, 2025, and to the extent possible, feasible, applicable, and cost effective, this bill would require the agency, the Department of Transportation, and the California Transportation Commission to incorporate specified principles into their processes for project development, selection, and implementation.		
<a href="#">AB 9</a> <a href="#">Muratsuchi</a>	Amended 4/17/2023	Assembly 2 year	<b>Greenhouse gases: market-based compliance mechanism.</b> The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms in regulating greenhouse gas emissions. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board to initiate a regulatory process to evaluate potential updates to the market-based compliance mechanism, and would require regulatory changes to take		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			effect no later than January 1, 2025. The bill would require the evaluation to focus on specified items, including whether the supply of emission allowances and carbon offsets are consistent with a linear trajectory toward the statewide greenhouse gas emissions reduction goal established in the state board's most recent scoping plan, rules for banking allowances to use for future compliance, and recommendations made by the Independent Emissions Market Advisory Committee and the state board's environmental justice advisory committee. The bill would require the state board, beginning January 1, 2028, and subsequently on a triennial basis, as specified, and in consultation with the Independent Emissions Market Advisory Committee and the environmental justice advisory committee, to conduct an evaluation of the market-based compliance mechanism, as provided.		
<a href="#">AB 12</a> <a href="#">Haney</a>	Amended 4/5/2023	Senate Judiciary	<b>Tenancy: security deposits.</b> Current law regulates the terms and conditions of residential tenancies, and prohibits a landlord from demanding or receiving security for a rental agreement for residential property, however denominated, in an amount or value in excess of an amount equal to 2 months' rent, in the case of unfurnished residential property, and an amount equal to 3 months' rent, in the case of furnished residential property, in addition to any rent for the first month paid on or before initial occupancy. This bill would instead prohibit a landlord from demanding or receiving security for a rental agreement for residential property in an amount or value in excess of an amount equal to one month's rent, regardless of whether the residential property is unfurnished or furnished, in addition to any rent for the first month paid on or before initial occupancy.		
<a href="#">AB 16</a> <a href="#">Dixon</a>	Introduced 12/5/2022	Assembly Transportation	<b>Motor Vehicle Fuel Tax Law: adjustment suspension.</b> 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 adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2024, upon making a determination that increasing the rate would impose an undue burden		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended.		
<a href="#"><u>AB 31</u></a> <a href="#"><u>Carrillo, Juan</u></a>	Introduced 12/5/2022	Assembly 2 year	<b>Public transit: funding.</b> Current law provides various sources of funding for capital and operating expenses of public transit systems and intercity rail in the state. This bill would state the intent of the Legislature to enact subsequent legislation that would appropriate funds for the development and operation of a privately run public transit system connecting the Victor Valley and the Antelope Valley in southern California.		
<a href="#"><u>AB 50</u></a> <a href="#"><u>Wood</u></a>	Amended 5/18/2023	Senate Rules	<b>Public utilities: timely service: customer energization.</b> Current law authorizes the Public Utilities Commission to fix the rates and charges for every public utility, and requires that those rates and charges be just and reasonable. Current law requires a public utility to furnish and maintain such adequate, efficient, just, and reasonable service, instrumentalities, equipment, and facilities as are necessary to promote the safety, health, comfort, and convenience of its patrons, employees, and the public. Current law requires the commission to enforce rules governing the extension of service by electrical corporations. This bill would additionally require a public utility to furnish and maintain timely service, instrumentalities, equipment, and facilities. The bill would require the commission, on or before January 1, 2025, to determine the criteria for timely service for electric customers, including, among other things, reasonable average energization time periods for categories of timely service, as specified. Until the commission determines the criteria, the bill would require each large electrical corporation, among other things, to take all practical measures to deliver electric service within 90 days of issuing a written commitment to serve for customers seeking a new connection, and within 30 days of issuing a written commitment to serve for customers seeking upgrades to an existing connection.		
<a href="#"><u>AB 59</u></a> <a href="#"><u>Gallagher</u></a>	Amended 4/5/2023	Assembly Appropriations Suspense File	<b>Taxation: renter's credit.</b> 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 2021, the		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			adjusted gross income limit is \$87,066 and \$43,533, respectively. Current law establishes the continuously appropriated Tax Relief and Refund Account in the General Fund and provides that payments required to be made to taxpayers or other persons from the Personal Income Tax Fund are to be paid from that account. This bill, for taxable years beginning on or after January 1 of the taxable year that includes the date on which funding is first authorized for purposes of this bill and for the succeeding 4 taxable years, and only when specified in a bill relating to the Budget Act, would increase the credit amount to \$2,000 for spouses filing joint returns, heads of households, and surviving spouses and \$1,000 for other individuals. In the event the increased credit amount is not specified in a bill relating to the Budget Act, the existing credit amounts, as described above, would be the credit amounts for that taxable year.		
<a href="#">AB 67</a> <a href="#">Muratsuchi</a>	Amended 3/13/2023	Senate Rules	<b>Homeless Courts Pilot Program.</b> Would, upon an appropriation by the Legislature, create the Homeless Courts Pilot Program, which would remain in effect until January 1, 2029, to be administered by the Judicial Council for the purpose of providing comprehensive community-based services to achieve stabilization for, and address the specific legal needs of, homeless individuals who are involved with the criminal justice system. The bill would require applicant cities or counties seeking grant funds to provide a number of specified services or program components, including, but not limited to, a diversion program enabling participating defendants to have specified charges dismissed upon completion of a program, provision of temporary, time-limited, or permanent housing during the duration of the program, and a dedicated representative to assist defendants with housing needs. The bill would require an applicant for grant funding under the program to submit a plan for a new homeless court program or expansion of an existing homeless court program, and would require any funding awarded to an applicant to be used in accordance with that plan.		
<a href="#">AB 73</a> <a href="#">Boerner</a>	Amended 3/9/2023	Senate Rules	<b>Vehicles: required stops: bicycles.</b> Current law requires the driver of any vehicle, including a person riding a bicycle, when approaching a stop sign at the entrance of an intersection, to stop before entering the intersection. A violation of this requirement is an infraction. This bill would require a person who is 18 years of age or older riding a bicycle upon a two-lane highway when approaching a stop sign at the entrance of an intersection with another roadway with two or fewer lanes, where stop signs are erected upon all approaches, to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and to pedestrians, as specified, and		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			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.		
<a href="#"><u>AB 84</u></a> <a href="#"><u>Ward</u></a>	Amended 5/18/2023	Senate Rules	<b>Property tax: welfare exemption: affordable housing.</b> Current property tax law, in accordance with the California Constitution, provides for a "welfare exemption" for property used exclusively for religious, hospital, scientific, or charitable purposes and that is owned or operated by certain types of nonprofit entities, if certain qualifying criteria are met. Under current property tax law, property that meets these requirements that is used exclusively for rental housing and related facilities is entitled to a partial exemption, equal to that percentage of the value of the property that is equal to the percentage that the number of units serving lower income households represents of the total number of residential units, in any year that any of certain criteria apply, including that the acquisition, rehabilitation, development, or operation of the property, or any combination of these factors, is financed with tax-exempt mortgage revenue bonds or general obligation bonds, or is financed by local, state, or federal loans or grants and the rents of the occupants who are lower income households do not exceed those prescribed by deed restrictions or regulatory agreements pursuant to the terms of the financing or financial assistance. This bill would expand this partial exemption to property acquired, rehabilitated, developed, or operated, or any combination of these factors, with financing from qualified 501(c)(3) bonds, as defined.	Support	Support
<a href="#"><u>AB 86</u></a> <a href="#"><u>Jones-Sawyer</u></a>	Amended 4/20/2023	Senate Rules	<b>Homelessness: Statewide Homelessness Coordinator.</b> Would require the Governor to appoint a Statewide Homelessness Coordinator, within the Governor's Office, to serve as the lead person for ending homelessness in California. The bill would require the coordinator to perform prescribed duties, including, among others, identifying a local leader in each relevant city, county, city and county, or other jurisdiction to serve as a liaison between the coordinator and that jurisdiction, overseeing homelessness programs, services, data, and policies between federal, state, and local agencies, coordinating the timing of release of funds and applications for funding for housing and housing-based services impacting Californians experiencing homelessness, and, in collaboration with local leaders, providing annual recommendations to the Legislature and the Governor, as specified. The bill would authorize the coordinator to adjust state goals		



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			to the extent allowed by state law.		
<a href="#">AB 96</a> <a href="#">Kalra</a>	Amended 5/1/2023	Senate L., P.E. & R.	<b>Public employment: local public transit agencies: autonomous transit vehicle technology.</b> Would require a public transit employer, at least 10 months before beginning a procurement process to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of a workforce, to provide written notice to the exclusive employee representative of the workforce affected by the autonomous transit vehicle technology of its determination to begin that procurement process. The bill would require the public transit employer and exclusive employee representative, upon written request by the exclusive employee representative, to commence collective bargaining within a specified time period on certain subjects, including creating plans to train and prepare the affected workforce to fill new positions created by the autonomous transit vehicle technology.		
<a href="#">AB 99</a> <a href="#">Connolly</a>	Amended 4/17/2023	Senate Transportation	<b>Department of Transportation: state roads and highways: integrated pest management.</b> Would require the Department of Transportation to adopt, on or before January 1, 2025, a statewide policy to use integrated pest management, as defined, on state roads and highways, as specified, and to implement the statewide policy in cities or counties that have adopted integrated pest management approaches to road-side vegetation management. The bill would require the Department of Transportation, in developing the statewide policy, to consult with the Department of Pesticide Regulation and the University of California Statewide Integrated Pest Management Program. The bill would require the Department of Transportation, when operating in a city or a county that has a more restrictive approach than the statewide policy, to the extent feasible, to operate in a manner consistent with the approach mandated by the city or the county. The bill would require the Department of Transportation, on or before December 31, 2025, and annually thereafter, to make publicly available on its internet website the amount, location, and type of pesticides, and the pesticide formulation, by city and county, it uses, and, at least 24 hours before applying a pesticide, would require the Department of Transportation to provide on its internet website and mobile application, and through any other means of communication deemed appropriate by the applicable state transportation district, information on when and where it plans to apply the pesticide.		
<a href="#">AB 221</a> <a href="#">Ting</a>	Introduced 1/10/2023	Assembly Budget	<b>Budget Act of 2023.</b> Would make appropriations for the support of state government for the 2023–24 fiscal year.		
<a href="#">AB 241</a>	Amended 5/18/2023	Assembly Third Reading	<b>Air quality programs: funding.</b> Current law creates the Enhanced Fleet Modernization Program to provide compensation for the		



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<a href="#">Reyes</a>			retirement and replacement of passenger vehicles and light-duty and medium-duty trucks that are high polluters. Current law requires the Bureau of Automotive Repair to administer the program and the State Air Resources Board to adopt the guidelines for the program. Current law requires the guidelines to ensure vehicle replacement or a mobility option be an option for all motor vehicle owners and may be in addition to compensation for vehicles retired. Current law creates the Enhanced Fleet Modernization Subaccount in the High Polluter Repair or Removal Account and makes available, upon appropriation, all moneys in the account to establish, implement, and administer the program. This bill would require the guidelines to ensure each replacement vehicle in the program be either a plug-in hybrid or zero-emission vehicle unless the state board makes a specified determination in consultation with the State Energy Resources Conservation and Development Commission, as specified		
<a href="#">AB 257</a> <a href="#">Hoover</a>	Amended 2/23/2023	Assembly 2 year	<b>Encampments: penalties.</b> Under current law, a person who lodges in a public or private place without permission is guilty of disorderly conduct, a misdemeanor. Current law also provides that a person who willfully and maliciously obstructs the free movement of any person on any street, sidewalk, or other public place is guilty of a misdemeanor. This bill would prohibit a person from camping, as defined, in a street, sidewalk, or other public property within 500 feet of a school, daycare center, playground, or youth center.		
<a href="#">AB 281</a> <a href="#">Grayson</a>	Amended 4/13/2023	Senate Gov. & F.	<b>Planning and zoning: housing: postentitlement phase permits.</b> Would require a special district that receives an application from a housing development project for service from a special district or an application from a housing development project for a postentitlement phase permit, as specified, to provide written notice to the applicant of next steps in the review process, including, but not limited to, any additional information that may be required to begin to review the application for service or approval. The bill would require the special district to provide this notice within 30 business days of receipt of the application for a housing development with 25 units or fewer, and within 60 business days for a housing development with 26 units or more. The bill would define various terms for these purposes. By imposing additional duties on special districts, the bill would impose a state-mandated local program.		
<a href="#">AB 284</a> <a href="#">Patterson, Joe</a>	Introduced 1/24/2023	Assembly 2 year	<b>Department of Housing and Community Development: annual report: Homeless Housing, Assistance, and Prevention program.</b> Under current law, grants under the Homeless Housing, Assistance, and Prevention (HHAP) program are allocated in 4 rounds of funding, administered by the California Interagency Council on Homelessness, as provided. Current law requires the Department of		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			Housing and Community Development to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. Current law requires that the report include, among other things, the number of units assisted by those programs and the number of individuals and households served and their income level. This bill would additionally require that this report include an evaluation of the HHAP program.		
<a href="#"><u>AB 309</u></a> <a href="#"><u>Lee</u></a>	Amended 5/1/2023	Senate Rules	<b>The Social Housing Act.</b> 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 ensure that social housing developments that are produced and acquired align with the goals of eliminating the gap between housing production and regional housing needs assessment targets and preserving affordable housing. 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 or authorized by the authority would be owned by the authority.		
<a href="#"><u>AB 312</u></a> <a href="#"><u>Reyes</u></a>	Amended 3/30/2023	Assembly 2 year	<b>State Partnership for Affordable Housing Registries in California Grant Program.</b> Would establish, subject to appropriation by the Legislature, the State Partnership for Affordable Housing Registries in California Grant Program to provide technical assistance to eligible entities, as defined, for the purpose of creating a state-managed online platform of affordable housing listings, information, and applications. The bill would require the department to administer the program and to adopt guidelines for this purpose. The bill would require the department to develop a housing preapplication to standardize applications for affordable housing and to solicit participation of eligible entities no later than January 1, 2026, and to launch the platform no later than July 1, 2027. The bill would require the department to provide technical assistance to participating entities and to ensure equitable access to database users, as specified. The bill would authorize the department to coordinate with the Office of Data and Innovation to carry out the requirements of the program and to contract with vendors pursuant to existing provisions of state contract law, as specified. The bill would establish minimum requirements for the platform and would require a vendor selected to create and maintain the platform to demonstrate specified capabilities and implement those requirements. The bill would exempt from disclosure as a public record any personally identifiable information collected by the platform or shared between eligible entities and the department in administering the program.		
<a href="#"><u>AB 316</u></a>	Amended	Senate Rules	<b>Vehicles: autonomous vehicles.</b> Would require a manufacturer of an		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<a href="#">Aguiar-Curry</a>	4/24/2023		autonomous vehicle to report to the Department of Motor Vehicles a collision on a public road that involved one of its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that is operating under a testing permit that resulted in damage of property, bodily injury, or death within 10 days of the collision.		
<a href="#">AB 321</a> <a href="#">Wilson</a>	Amended 4/13/2023	Assembly Appropriations Suspense File	<b>Sales and Use Tax: exemptions: zero-emission public transportation ferries.</b> Current sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. This bill, beginning January 1, 2024, and until January 1, 2029, would exempt from those taxes the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, zero-emission public transportation ferries, as defined, sold to a public agency, as specified.		
<a href="#">AB 323</a> <a href="#">Holden</a>	Amended 5/18/2023	Senate Rules	<b>Density Bonus Law: purchase of density bonus units by nonprofit housing organizations: civil actions.</b> Current property tax law establishes a welfare exemption under which property is exempt from taxation if the property is owned and operated by a nonprofit corporation that is organized and operated for the purpose of building and rehabilitating single-family or multifamily residences for sale, as provided, at cost to low-income families. Current law requires the developer and the city or county to ensure that (1) a for-sale unit that qualified the developer for the award of the density bonus is initially occupied by a person or family of the required income, offered at an affordable housing cost, as defined, and includes an equity sharing agreement, as specified, or (2) a qualified nonprofit housing organization that is receiving the above-described welfare exemption purchases the unit pursuant to a specified recorded contract that includes an affordability restriction, an equity sharing agreement, as specified, and a repurchase option that requires a subsequent purchaser that desires to sell or convey the property to first offer the nonprofit corporation the opportunity to repurchase the property. This bill would instead require the developer and the city or county to ensure that (1) the for-sale unit that qualified the developer for the award of the density bonus is to be initially sold to and occupied by a person or family of the required income, (2) the qualified nonprofit housing organization that is receiving the above-described welfare exemption meets specified requirements, including having a determination letter from the Internal Revenue Service affirming its tax-exempt status, as specified, being based in California, and the primary activity of the nonprofit corporation being the development and preservation of		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			affordable home ownership housing in California that incorporates within their contracts for initial purchase a repurchase option that requires a subsequent purchaser that desires to sell or convey the property to first offer the nonprofit corporation the opportunity to repurchase the property pursuant to an equity sharing agreement or a specified recorded contract that includes an affordability restriction, or (3) the city, county, and city and county has sent a list of buyers who are eligible to purchase the unit to the developer starting at the time the building permit is issued until 90 days after the certificate of occupancy or final inspection is issued or completed for that unit.		
<a href="#"><u>AB 338</u></a> <a href="#"><u>Aguiar-Curry</u></a>	Introduced 1/30/2023	Senate Rules	<b>Public works: definition.</b> Current law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law defines the term “public works” for purposes of requirements regarding the payment of prevailing wages to include construction, alteration, demolition, installation, or repair work done under contract and paid for using public funds, except as specified. Current law makes a willful violation of laws relating to the payment of prevailing wages on public works a misdemeanor. This bill would, commencing January 1, 2025, expand the definition of “public works” to include fuel reduction work done under contract and paid for in whole or in part out of public funds performed as part of a fire mitigation project, as specified. The bill would limit those provisions to work that falls within an apprenticeship occupation in the building and construction trades for which an apprenticeship program has been approved and to contracts in excess of \$100,000. The bill would delay the application of those provisions until January 1, 2026, for nonprofits.		
<a href="#"><u>AB 346</u></a> <a href="#"><u>Quirk-Silva</u></a>	Introduced 1/31/2023	Senate Rules	<b>Income tax credits: low-income housing: California Debt Limit Allocation Committee rulemaking.</b> 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.		
<a href="#"><u>AB 350</u></a>	Amended 3/30/2023	Senate Transportation	<b>Regional transportation plans: Sacramento Area Council of Governments.</b> Current law requires each regional transportation plan	Support	

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<a href="#">Aguiar-Curry</a>			to include, among other things, a sustainable communities strategy prepared by each metropolitan planning organization, as specified, which is designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. After adopting a sustainable communities strategy, current law requires a metropolitan planning organization to submit the strategy to the state board for review to determine whether the strategy, if implemented, would achieve the greenhouse gas emission reduction targets. Current law requires each transportation planning agency to adopt and submit to the California Transportation Commission and the Department of Transportation an updated regional transportation plan every 4 or 5 years, as specified. This bill would require the updated regional transportation plan, sustainable communities strategy, and environmental impact report adopted by the Sacramento Area Council of Governments (SACOG) on November 18, 2019, to remain in effect for all purposes until the SACOG adopts its next update to its regional transportation plan, which the bill would require it to adopt and submit on or before December 31, 2025.		
<a href="#">AB 356</a> <a href="#">Mathis</a>	Amended 4/18/2023	Senate Environmental Quality	<b>California Environmental Quality Act: aesthetic impacts.</b> The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. Current law, until January 1, 2024, specifies that, except as provided, a lead agency is not required to evaluate the aesthetic effects of a project and aesthetic effects are not considered significant effects on the environment if the project involves the refurbishment, conversion, repurposing, or replacement of an existing building that meets certain requirements. This bill would extend the operation of the above provision to January 1, 2029. The bill would require the lead agency to file a notice with the Office of Planning and Research and the county clerk of the county in which the project is located if the lead agency determines that it is not required to evaluate the aesthetic effects of a project and determines to approve or carry out that project. By imposing additional duties on lead agencies, the bill would impose a state-mandated local program.		
<a href="#">AB 361</a> <a href="#">Ward</a>	Amended 5/2/2023	Senate Transportation	<b>Vehicles: photographs of bicycle lane parking violations.</b> Would, until January 1, 2030, authorize a local agency, as defined, to install automated forward facing parking control devices on city-owned or district-owned parking enforcement vehicles for the purpose of taking photographs of parking violations occurring in bicycle lanes. The bill		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			would require a designated employee of a city, county, city and county, or a contracted law enforcement agency for a special transit district, who is qualified by the city and county or the district to issue parking citations, to review photographs for the purpose of determining whether a parking violation occurred in a bicycle lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. The bill would require these photographic records to be confidential and make these records available only to public agencies to enforce parking violations. The bill would require any local agency that implements this pilot program to report to specified committees of the Legislature on the system's effectiveness and impact on traffic outcomes, among other things, by December 31, 2029.		
<a href="#">AB 364</a> <a href="#">Bryan</a>	Amended 4/11/2023	Senate Rules	<b>Street furniture data: statewide integrated data platform.</b> 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. This bill would require the department to develop guidelines for data sharing, documentation, public access, quality control, and promotion of open-source and accessible platforms and decision support tools related to street furniture data, as provided. The bill would define "street furniture" as objects and pieces of equipment installed along a street or road to provide amenities for pedestrians, including, but not limited to, bus shelters, trash receptacles, benches, or public toilets. The bill would require the department to develop the guidelines, in collaboration with specified state and local agencies, and submit a report to the Legislature by January 1, 2025, and every 3 years thereafter, describing those guidelines. To the extent this imposes duties on local agencies, the bill would impose a state-mandated local program. The bill would also require the department to designate the Integrated Climate Adaptation and Resiliency Program Technical Advisory Council, or another entity with expertise and experience working on equity, to advise on the development of the initial and subsequent guidelines, and review the reports related to those guidelines, as provided.		
<a href="#">AB 394</a> <a href="#">Hoover</a>	Amended 3/1/2023	Assembly 2 year	<b>Housing: Building Homes and Jobs Act: report.</b> The Building Homes and Jobs Act, imposes a fee, except as provided, of \$75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded, per each single transaction per single parcel of real property, not to exceed \$225. Current law requires that a county recorder send revenues from this fee, as provided, to the State Controller for deposit in the Building Homes and Jobs Trust Fund. Current law, for moneys collected on and		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			after January 1, 2019, requires 20% of all moneys in the fund, upon appropriation by the Legislature, to be expended for affordable owner-occupied workforce housing. This bill would require the Department of Housing and Community Development to create and submit a report to the Legislature that includes specified information relating to the expenditure of the above-described moneys for affordable owner-occupied workforce housing, including how those moneys are being utilized and the number of new homeowners as a result of the expenditure of those moneys, among other things.		
<a href="#"><u>AB 410</u></a> <a href="#"><u>Jones-Sawyer</u></a>	Amended 4/13/2023	Senate Judiciary	<b>Shared mobility devices.</b> Current law requires a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying braille, as specified, to identify the device for the purpose of reporting illegal or negligent activity. Current law requires the sign to include the company name, email address, and telephone number of the service provider. This bill would repeal the requirements relating to tactile signs described above until January 1, 2024. The bill, commencing January 1, 2024, would add to those tactile sign requirements that the raised characters be at minimum 1/2 inch high and in a color that contrasts with the signage background, and would delete the requirement that the sign contain the email address of the service provider.		
<a href="#"><u>AB 411</u></a> <a href="#"><u>Bennett</u></a>	Amended 3/16/2023	Assembly 2 year	<b>California Recreational Trails and Greenways Act.</b> Would require the Department of Parks and Recreation to establish the California Recreational Trails and Greenways Program to, beginning in 2024, award competitive grants on a biennial basis for new, expanded, or improved public access opportunities through nonmotorized recreational trail creation, improvement, enhancement, and restoration projects. The bill would create the California Recreational Trails and Greenways Fund in the State Treasury, and would require that specified moneys, including, to the extent consistent with Proposition 68, unexpended Proposition 68 moneys that revert to the administering agency for allocation, upon appropriation by the Legislature, be deposited into the fund and, upon appropriation by the Legislature, be available for allocation by the department for purposes of the program, as specified. In order to reduce the financial burdens associated with frontloaded cost structures and match requirements, the bill would authorize the department to create a loan or grant process for advanced payment and match assistance to reduce barriers to participation in the program.		
<a href="#"><u>AB 413</u></a> <a href="#"><u>Lee</u></a>	Amended 3/22/2023	Senate Transportation	<b>Vehicles: stopping, standing, and parking.</b> Current law prohibits the stopping, standing, or parking of a vehicle in certain places and under certain conditions, including within an intersection, on a sidewalk or crosswalk, or in front of a fire station, Current law additionally	Support and Seek Amendments	



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			authorizes local jurisdictions to, by ordinance, restrict parking in certain areas, at certain times, and for certain reasons, and to establish metered parking. This bill would prohibit the stopping, standing, or parking of a vehicle within 20 feet of any unmarked or marked crosswalk, as specified.		
<a href="#">AB 426</a> <a href="#">Jackson</a>	Amended 5/18/2023	Senate Rules	<b>Department of Housing and Community Development: California Statewide Housing Plan.</b> Current law establishes the California Statewide Housing Plan to serve as a state housing plan for all relevant purposes. Current law requires that the plan incorporate, among other things, a statement of housing goals, policies, and objectives, and requires the Department of Housing and Community Development to update and provide a revision of the plan to the Legislature every 4 years, as specified. Current law requires each update and revision to the plan to include, among other things, an inventory of the number of affordable units needed to meet the state's affordable housing needs for the plan period, as defined. This bill would authorize the plan to also include a strategy for the state to keep pace with building housing units and affiliated infrastructure during an economic downturn, as specified.		
<a href="#">AB 434</a> <a href="#">Grayson</a>	Amended 3/16/2023	Senate Rules	<b>Housing element: notice of violation.</b> The Planning and Zoning Law, except as provided, requires that a public hearing be held on an application for a variance from the requirements of a zoning ordinance, an application for a conditional use permit or equivalent development permit, a proposed revocation or modification of a variance or use permit or equivalent development permit, or an appeal from the action taken on any of those applications. That law, for housing development projects that submit a preliminary application prior to January 1, 2030, prohibits a city or county from conducting more than 5 hearings, as defined, held pursuant to these provisions, or any other law, ordinance, or regulation requiring a public hearing, if the proposed housing development project complies with the applicable, objective general plan and zoning standards in effect at the time an application is deemed complete, as defined. The Planning and Zoning Law also requires a local agency, pursuant to either local ordinance or statute, to provide for ministerial approval of applications for accessory dwelling units or junior accessory dwelling units in areas zoned for residential use, as specified. That law prohibits a local agency from denying a permit for an unpermitted accessory dwelling unit constructed prior to January 1, 2018, except as provided. This bill would additionally authorize the department to notify a city, county, city and county, or the Attorney General when the planning agency of a city, county, or city and county fails to comply with the above-described provisions relating to hearings for specified variances, ministerial approval of applications		



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			for accessory dwelling units or junior accessory dwelling units, permitting for unpermitted accessory dwelling units constructed prior to January 1, 2018, sale or conveyance of accessory dwelling units, ministerial approval of proposed housing developments, ministerial approval of parcel maps for urban lot splits, or housing development projects being deemed an allowable use of parcels within a zone where office, retail, or parking are a principally permitted use, as provided.		
<a href="#">AB 457</a> <a href="#">Patterson, Joe</a>	Amended 3/15/2023	Senate Gov. & F.	<b>Surplus Land Act: exempt surplus land: leases.</b> Current law requires land to be declared surplus land or exempt surplus land, as supported by written findings, before a local agency takes any action to dispose of it consistent with the agency's policies or procedures. Current law requires any local agency disposing of surplus land to send, prior to disposing of that property or participating in negotiations to dispose of that property with a prospective transferee, a written notice of availability of the property pursuant to prescribed procedures. This bill would expand "exempt surplus land" to include a parcel that is (1) identified in the local agency's circulation element or capital improvement program for future roadway development, (2) no larger than 2 acres, (3) zoned for retail commercial use, and leased for a purpose consistent with the underlying zoning, and (4) abuts a state highway right-of-way.		
<a href="#">AB 463</a> <a href="#">Hart</a>	Introduced 2/6/2023	Assembly 2 year	<b>Electricity: prioritization of service: public transit vehicles.</b> Current law requires the Public Utilities Commission to establish priorities among the types or categories of customers of every electrical corporation and every gas corporation, and among the uses of electricity or gas by those customers, to determine which of those customers and uses provide the most important public benefits and serve the greatest public need, and to categorize all other customers and uses in order of descending priority based on these standards. Current law requires the commission, in establishing those priorities, to consider, among other things, the economic, social, and other effects of a temporary discontinuance in electrical or gas service to certain customers or for certain uses, as specified. If an electrical or gas corporation experiences a shortage of capacity or capability and is unable to meet all demands by its customers, existing law requires the commission to order that service be temporarily reduced by an amount that reflects the established priorities for the duration of the shortage. This bill would require the commission, in establishing those priorities, to also consider the economic, social equity, and mobility impacts of a temporary discontinuance in electrical service to the customers that rely on electrical service to operate public transit vehicles.	Support	
<a href="#">AB 480</a>	Amended 4/5/2023	Senate Gov. & F.	<b>Surplus land.</b> Current law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<a href="#">Ting</a>			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. Current law requires a local agency to take formal action in a regular public meeting to declare land is surplus and is not necessary for the agency's use and to declare land as either "surplus land" or "exempt surplus land," as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency's policies or procedures. This bill would recast that provision and would exempt a local agency, in specified instances, from making a declaration at a public meeting for land that is "exempt surplus land" if the local agency identifies the land in a notice that is published and available for public comment at least 30 days before the exemption takes effect.		
<a href="#">AB 485</a> <a href="#">Davies</a>	Amended 2/23/2023	Assembly 2 year	<b>Tenancy: application screening fee.</b> Current law regulates the hiring of real property and imposes various requirements on landlords relating to the application for, and leasing of, residential rental property, including prohibiting the imposition of an application screening fee greater than the cost of gathering information concerning the applicant, or the cost of using a tenant screening service or a consumer credit reporting service. Current law specifies that in no case shall the application screening fee charged by the landlord or their agent be greater than \$30. Existing law requires a landlord or their agent give a copy of a consumer credit report to an applicant who has paid an application screening fee and who is the subject of that report, if so requested by the applicant. This bill would require, under the circumstances described above, that the consumer credit report be given to the applicant within 24 hours.		
<a href="#">AB 499</a> <a href="#">Rivas, Luz</a>	Amended 5/30/2023	Senate Rules	<b>Los Angeles County Metropolitan Transportation Authority: job order contracting: pilot program.</b> Would establish a pilot program to authorize the Los Angeles County Metropolitan Transportation Authority to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various additional procedures and requirements for the use of job order contracting under		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			this authorization. The bill would require the authority, on or before January 1, 2028, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. These provisions would be repealed on January 1, 2029.		
<a href="#"><u>AB 500</u></a> <a href="#"><u>Davies</u></a>	Amended 2/27/2023	Assembly 2 year	<b>Rent increases: noticing.</b> Current law requires a landlord of a residential dwelling to give notice at least a specified number of days, either 30 or 90, before the effective date of the change based upon the percentage increase in the amount of rent charged to the tenant at any time during the 12 months before the effective date of the increase, either in and of itself or when combined with any other rent increases for the 12 months before the effective date of the increase. Current law authorizes a landlord of a residential dwelling to give notice either by personal service or mail, as specified. This bill would additionally authorize a landlord of a residential dwelling to give notice by electronic mail, as defined.		
<a href="#"><u>AB 510</u></a> <a href="#"><u>Jackson</u></a>	Amended 4/13/2023	Assembly 2 year	<b>Public social services: purposes.</b> Current law establishes various public social services programs, including, among others, CalWORKs and the State Supplementary Program for Aged, Blind and Disabled. Current law sets forth the purposes of public social services for which state grants are made to counties that include, among others, providing reasonable support and maintenance for needy and dependent families and persons. This bill would instead state that providing reasonable support and maintenance for needy and vulnerable children, adults, and families is a purpose of public social services.		
<a href="#"><u>AB 519</u></a> <a href="#"><u>Schiavo</u></a>	Amended 4/17/2023	Senate Rules	<b>Affordable Housing Finance Workgroup: affordable housing: consolidated application process.</b> Current law establishes the Department of Housing and Community Development and sets forth its powers and duties, including promoting the development of affordable housing in the state. Current law creates the California Housing Finance Agency within the department and authorizes the agency to make loans to finance affordable housing. Current law establishes the California Tax Credit Allocation Committee to allocate specified federal low-income housing tax credits. Current law also establishes the California Debt Limit Allocation Committee for the purpose of implementing the volume limit for the state on private activity bonds established pursuant to federal law. Under current law, the committee's duties include annually determining a state ceiling on the aggregate amount of private activity bonds that may be issued, and allocating that amount among state and local agencies. This bill would require the above-described entities to jointly convene an Affordable Housing Finance Workgroup to develop a consolidated application for housing developers to use to obtain grants, loans, tax credits, tax		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			exempt bonds, credit enhancement, and other types of financing for building affordable housing, and develop a coordinated review process for the application, as described. The bill would require the workgroup to include representatives of the above-described entities, nonprofit and for-profit affordable housing developers, and local and tribal governments.		
<a href="#">AB 529</a> <a href="#">Gabriel</a>	Amended 3/30/2023	Senate Rules	<b>Adaptive reuse projects.</b> Current law, for award cycles commenced after July 1, 2021, awards a city, county, or city and county, that has adopted a housing element determined by the Department of Housing and Community Development to be in substantial compliance with specified provisions of the Planning and Zoning Law and that has been designated by the department as prohousing based upon their adoption of prohousing local policies, as specified, additional points in the scoring of program applications for housing and infrastructure programs pursuant to guidelines adopted by the department, as provided. Current law defines “prohousing local policies” as policies that facilitate the planning, approval, or construction of housing, including, but not limited to, local financial incentives for housing, reduced parking requirements for sites that are zoned for residential development, and the adoption of zoning allowing for use by right for residential and mixed-use development. This bill would add the facilitation of the conversion or redevelopment of commercial properties into housing, including the adoption of adaptive reuse, as defined, ordinances or other mechanisms that reduce barriers for these conversions, to the list of specified prohousing local policies.		
<a href="#">AB 531</a> <a href="#">Irwin</a>	Introduced 2/8/2023	Senate Rules	<b>Veterans Housing and Homeless Prevention Bond Act of 2024.</b> Would enact the Veterans Housing and Homeless Prevention Bond Act of 2024 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 Veterans Housing and Homeless Prevention Bond Act of 2014.		
<a href="#">AB 540</a> <a href="#">Wicks</a>	Introduced 2/8/2023	Assembly Transportation	<b>Social Service Transportation Improvement Act: coordinated transportation services agencies.</b> The Social Service Transportation Improvement Act requires transportation planning agencies and county transportation commissions to prepare and adopt plans detailing required steps to consolidate social service transportation services, including the designation of consolidated transportation service agencies. The act requires funding for implementation to be provided from specified local transportation funds. This bill would require the coordination, rather than the consolidation, of social service transportation services under the act and would recharacterize consolidated transportation service agencies in the act as coordinated		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			transportation service agencies.		
<a href="#">AB 550</a> <a href="#">Schiavo</a>	Amended 4/5/2023	Assembly 2 year	<b>Homelessness: point-in-time count results: meetings.</b> The Planning and Zoning Law requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. Current law requires the housing element to identify the existing and projected housing needs of all economic segments of the community. Current federal law requires a continuum of care, a group organized under the federal McKinney-Vento Homeless Assistance Act, to develop a plan that includes planning for and conducting, at least biennially, a point-in-time count of homeless persons within the geographic area. Current law requires that information from the point-in-time count be used to, among other things, allocate funding for the Homeless Emergency Aid program and Homeless Housing, Assistance, and Prevention program. This bill would require a city, county, and city and county, within 60 days after the local continuum of care releases the results of a point-in-time count for a city, county, or city and county's jurisdiction, to, among other things, agendize the point-in-time count results at a meeting of the city, county, or city and county and present the steps the city, county, or city and county is taking to prevent and end homelessness, including, but not limited to, consideration of specified actions.		
<a href="#">AB 572</a> <a href="#">Haney</a>	Amended 5/26/2023	Senate Rules	<b>Common interest developments: imposition of assessments.</b> The Davis-Stirling Common Interest Development Act defines and regulates common interest developments, including the establishment and imposition of assessments. Current law limits increases in regular assessments and the aggregate of special assessments that the board may impose in any fiscal year without the approval of a majority of a quorum of members, as specified. This bill would prohibit an association that records its original declaration on or after January 1, 2024, from imposing an increase of a regular assessment on the owner of a deed-restricted affordable housing unit that is more than 5% greater than the preceding regular assessment for the association's preceding fiscal year, except as provided.		
<a href="#">AB 578</a> <a href="#">Berman</a>	Amended 5/18/2023	Senate Rules	<b>Multifamily Housing Program: No Place Like Home Program.</b> Under current law, the principal and accumulated interest of a loan issued under the Multifamily Housing Program is due and payable upon the completion of the term of the loan. Current law prohibits the amount of the required loan payments from exceeding 0.42% per annum for the first 30 years of the loan term. This bill would prohibit, for the first 30 years of the loan term, the amount of the required loan payments from exceeding 0.42% per annum or \$260 per assisted unit, whichever is less. The bill would authorize the department to adjust the \$260 cap for inflation based on the California		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			Consumer Price Index, as specified.		
<a href="#">AB 610</a> <a href="#">Holden</a>	Amended 5/18/2023	Senate Rules	<b>Student Transit Pass Pilot Program: free student transit passes.</b> Upon the appropriation of moneys by the Legislature, this bill would create the Student Transit Pass Pilot Program, administered by the Department of Transportation, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free student transit passes to persons attending public educational institutions, and persons 18 years of age or younger, providing free transit service to holders of those passes, and administering and participating in the program, as specified. The bill would authorize a transit agency to submit a grant application in partnership with one or more public educational institutions and would also authorize grant funds to be used to create a new fare free student transit pass program or to maintain, subsidize, or expand an existing fare free student transit pass program, as provided. The bill would authorize a transit agency with an existing fare free program that enables a person 18 years of age or younger to use a transit agency's bus and rail services without paying any additional fare or charge to submit an application without a public educational institution partner, as provided. The bill would require the department to submit a 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 student 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. The bill would repeal its provisions as of January 1, 2028.		
<a href="#">AB 637</a> <a href="#">Low</a>	Amended 3/20/2023	Assembly 2 year	<b>Density Bonus Law.</b> 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 a city or county to grant a proposal for an incentive or concession requested by a developer unless it would not result in identifiable and actual cost reductions, as specified, would have a specific, adverse impact on public health or safety or on specified real property and for which there is no method to avoid or mitigate that impact, as specified, or would be contrary to state or federal law. This bill would additionally except from the requirement that a city or county to grant a proposal an incentive or concession would alter the requirements of a local program, policy, or ordinance that requires, as a condition of the development of residential units,		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			that the development include a certain percentage of residential units that meet specified affordability requirements.		
<a href="#">AB 645</a> <a href="#">Friedman</a>	Amended 5/1/2023	Senate Rules	<b>Vehicles: speed safety system pilot program.</b> Would authorize, until January 1, 2032, the Cities of Los Angeles, San Jose, Oakland, Glendale, and Long Beach, and the City and County of San Francisco to establish a Speed Safety System Pilot Program if the system meets specified requirements. The bill would require a participating city or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the participating city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized. The bill would require a participating city or city and county to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program.	Support	Support
<a href="#">AB 653</a> <a href="#">Reyes</a>	Amended 5/1/2023	Senate Rules	<b>Federal Housing Voucher Acceleration Program.</b> The Housing Authorities Law creates a housing authority in each county and each city that is authorized to transact business and exercise specified powers upon adoption of a resolution by the governing body of the county or city declaring that there is a need for the authority to function. Among other things, current law authorizes a housing authority to prepare, carry out, acquire, lease, and operate housing projects and housing developments for persons of low income, as provided. This bill would establish the Federal Housing Voucher Acceleration Program, and would require the Department of Housing and Community Development to establish, administer, and fund a grant application process and award grants to public housing authorities in geographically diverse communities, as determined by the department, on or before July 1, 2024. The bill would authorize applicants to use grant funds to provide specified services to the eligible population. The bill would require the department to allocate grant funds to applicants based upon the number of public housing and Section 8 vouchers maintained by the housing authority and by a housing authority's success rate, defined as the percentage of new voucher families that successfully lease a qualifying unit.		
<a href="#">AB 744</a> <a href="#">Carrillo, Juan</a>	Amended 5/18/2023	Senate Rules	<b>California Transportation Commission: data, modeling, and analytic software tools procurement.</b> Upon the appropriation of funds by the Legislature, this bill would require the California Transportation Commission to acquire public domain or procure commercially available or open-source licensed data, modeling, and analytic software tools to support the state's sustainable transportation, congestion management, affordable housing, efficient land use, air		



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			quality, and climate change strategies and goals. The bill would require the commission to provide access to the data, modeling, and analytic software tools to state and local agencies, as specified. This bill would authorize the commission to provide a direct allocation of funding to local agencies for the above purposes, and would require state and local agencies that receive the funds or access to data, modeling, and analytic software tools to submit reports to the commission no later than February 1, 2026, regarding their use of the data, modeling, and analytic software tools. The bill would require the commission, based on those reports, to submit a report to the Legislature no later than December 1, 2026, regarding the use of the data, modeling, and analytic software tools by state and local agencies.		
<a href="#">AB 761</a> <a href="#">Friedman</a>	Introduced 2/13/2023	Senate Rules	<b>Transit Transformation Task Force.</b> Under current law, the Transportation Agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. Current law provides for the funding of public transit, including under the Transportation Development Act. This bill would require the secretary, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, the Controller's office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. 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 ridership and improve the transit experience for all users of those services. The bill would require the secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force's efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025. The bill would require the report to include a detailed analysis of specified issues and recommendations on specified topics.		
<a href="#">AB 799</a> <a href="#">Rivas, Luz</a>	Amended 4/19/2023	Senate Rules	<b>Homeless Housing, Assistance, and Prevention program: Homelessness Accountability and Results Act.</b> Current law establishes the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges informed by a best-practices framework focused on moving homeless individuals and families into permanent housing and supporting the efforts of those individuals and families to maintain their permanent housing. Current		



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			law provides for the allocation of funding under the program among continuums of care, cities, and counties in 4 rounds, the first of which is administered by the Business, Consumer Services, and Housing Agency, and the others are administered by the Interagency Council on Homelessness. This bill, the Homelessness Accountability and Results Act, would instead specify that the purpose of the Homeless Housing, Assistance, and Prevention program is to provide ongoing grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges informed by best-practices and to solve homelessness using evidence-based or, where no evidence exists, a data-informed and promising framework, as provided.		
<a href="#">AB 817</a> <a href="#">Pacheco</a>	Amended 3/16/2023	Assembly 2 year	<b>Open meetings: teleconferencing: subsidiary body.</b> Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency's jurisdiction and other requirements are met, including restrictions on remote participation by a member of the legislative body. This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. In order to use teleconferencing pursuant to the Ralph M. Brown Act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter.	Support	Support
<a href="#">AB 819</a> <a href="#">Bryan</a>	Introduced 2/13/2023	Senate Public Safety	<b>Crimes: public transportation: fare evasion.</b> Current law makes it a crime, punishable as an infraction and subsequently as a misdemeanor, for an adult to evade payment of a fare of a public transportation system, the misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or the unauthorized use of a discount ticket, as specified. Under existing law, a 3rd or subsequent violation of fare evasion or other listed associated violations is a misdemeanor and punishable by a fine of up to \$400 or by imprisonment in a county jail for a period of not more than 90 days, or both. This bill would no longer categorize as a misdemeanor a 3rd or subsequent violation, by an adult, of evading the payment of a fare of a public transportation system, the misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or the unauthorized use of a discount ticket, and would make a 3rd or subsequent violation punishable only by a fine of up to \$400.		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<a href="#">AB 825</a> <a href="#">Bryan</a>	Introduced 2/13/2023	Senate Rules	<b>Vehicles: bicycles on sidewalks.</b> Would prohibit a local authority from prohibiting the operation of a bicycle on a sidewalk adjacent to a highway or corridor that does not include a Class I, Class II, or Class IV bikeway, as defined. The bill would require a person riding a bicycle upon a sidewalk to yield the right-of-way to pedestrians and to adhere to a 10-miles-per-hour speed limit. By creating a new crime, this bill would impose a state-mandated local program.		
<a href="#">AB 837</a> <a href="#">Alvarez</a>	Amended 5/1/2023	Senate Rules	<b>Surplus land: exempt surplus land: sectional planning area.</b> Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines terms for these purposes, including, among others, “surplus land” to mean land owned in fee simple by any local agency for which the local agency’s governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency’s use. Current law defines “exempt surplus land” to mean, among other things, surplus land that a local agency is exchanging for another property necessary for the agency’s use and surplus land that a local agency is transferring to another local, state, or federal agency 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. This bill would provide, until January 1, 2024, that land that is subject to a sectional planning area, as described, is not subject to the above-described requirements for the disposal of surplus land if specified conditions are met. The bill would, commencing April 1, 2025, and annually thereafter, require a local agency that disposes of land pursuant to these provisions submit a specified report to the Department of Housing and Community Development.		
<a href="#">AB 894</a> <a href="#">Friedman</a>	Amended 4/20/2023	Senate Gov. & F.	<b>Parking requirements: shared parking.</b> Would require a public agency, as defined, to allow entities with underutilized parking to share their underutilized parking with the public, public agencies, or other entities. The bill would require a public agency to allow parking spaces identified in shared parking agreements to count toward meeting automobile parking requirements for a new or existing development or use, including, but not limited to, shared parking in underutilized spaces and in parking lots and garages that will be constructed as part of the development or developments when specified conditions regarding the distance between the entities that will share the parking are met. The bill would require the entities that are sharing parking to enter into a shared parking agreement, as specified. The bill would require a public agency to accept a parking analysis using peer-reviewed methodologies developed by a professional planning association, as specified, when determining the number of parking spaces that can be reasonably shared between different uses. The bill		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			would require a public agency, private landowner, or lessor to examine the feasibility of shared parking agreements to replace new parking construction or limit the number of new parking spaces that will be constructed when state funds are being used on a proposed new development or before a parking structure or surface parking lot is developed using public funds.		
<a href="#">AB 902</a> <a href="#">Rodriguez</a>	Amended 4/19/2023	Senate Transportation	<b>Ambulances: fee and toll exemptions.</b> Current law requires 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. This bill would clarify that the owner or operator of a toll facility is required to enter into an agreement for the use of a toll facility upon the request of a private or public local emergency service provider.		
<a href="#">AB 914</a> <a href="#">Friedman</a>	Amended 5/1/2023	Senate Rules	<b>Electrical infrastructure: California Environmental Quality Act: review time period.</b> The California Environmental Quality Act (CEQA) requires each state agency to establish, by resolution or order, time limits for completing the environmental review of a project where the state agency is the lead agency for the project, as specified. This bill would require a state agency, acting as the lead agency, to complete its environmental review for an electrical infrastructure project and to approve or deny the project within 2 years of the submission and acceptance of a complete application for the issuance of a lease, permit, license, certificate, or other entitlement for use for electrical infrastructure to the state agency. If the state agency fails to meet this time period, the bill would require the state agency to submit to the Legislature a report setting forth the reasons for why the review could not be completed within the time period and identifying potential impacts to the electrical system that could result from the delay.		
<a href="#">AB 919</a> <a href="#">Kalra</a>	Introduced 2/14/2023	Assembly 2 year	<b>Residential real property: sale of rental properties: right of first offer.</b> Would require an owner of residential real property, defined to include a single-family residential property that is occupied by a tenant or a multifamily residential property to take various actions before offering the residential real property for sale to any purchaser, soliciting any offer to purchase the residential real property, or otherwise entering into a contract for sale of the residential real property. The bill would exempt certain transfers of a residential real property from its provisions, including, among others, a transfer between spouses, domestic partners, parent and child, siblings, grandparent and grandchild, a transfer pursuant to a court order, and a transfer by eminent domain.		
<a href="#">AB 920</a> <a href="#">Bryan</a>	Introduced 2/14/2023	Assembly 2 year	<b>Discrimination: housing status.</b> Current law prohibits discrimination in any program or activity that is conducted, operated, or administered by the state, or by any state agency, that is funded directly by the state,		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			or that receives any financial assistance from the state, based upon specified personal characteristics. This bill would also prohibit discrimination based upon housing status, as defined.		
<a href="#"><u>AB 930</u></a> <a href="#"><u>Friedman</u></a>	Amended 4/26/2023	Assembly 2 year	<b>Local government: Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts.</b> Current law authorizes certain local agencies to form a community revitalization authority within a community revitalization and investment area, as defined, and authorizes an authority to, among other things, provide for low- and moderate-income housing and issue bonds, as provided. Current law authorizes a community revitalization and investment plan to provide for the division of taxes within the plan area. This bill would authorize the legislative bodies of 2 or more cities or counties to jointly form a Reinvestment in Infrastructure for a Sustainable and Equitable California district (RISE district) in accordance with specified procedures. The bill would authorize a special district to join a RISE district, by resolution, as specified.		
<a href="#"><u>AB 932</u></a> <a href="#"><u>Ting</u></a>	Amended 5/18/2023	Senate Rules	<b>Accessory dwelling units: Accessory Dwelling Unit Program: reports.</b> Under existing law, the California Housing Finance Agency (CalHFA) administers the Accessory Dwelling Unit Program, for the purpose of assisting homeowners in qualifying for loans to construct accessory dwelling units and junior accessory dwelling units on the homeowners' property and increasing access to capital for homeowners interested in building accessory dwelling units. Existing law requires the CalHFA to convene a working group to develop recommendations for the program, as specified. This bill would require CalHFA to evaluate the program and report CalHFA's findings to the Legislature by January 1, 2025.		
<a href="#"><u>AB 963</u></a> <a href="#"><u>Schiavo</u></a>	Amended 4/27/2023	Assembly Appropriations Suspense File	<b>The End the Foster Care-to-Homelessness Pipeline Act.</b> The Bergeson-Peace Infrastructure and Economic Development Bank Act, among other things, authorizes the I-Bank to make loans, issue bonds, and provide financial assistance for various types of projects that qualify as economic development or public development facilities. This bill, the End the Foster Care-to-Homelessness Pipeline Act, would establish the End the Foster Care-to-Homelessness Pipeline Program within the I-Bank to guarantee qualified loans made by financial institutions to qualified nonprofit and for-profit businesses for the construction, acquisition, and renovation of housing for current and former foster youth between 18 and 25 years of age and who qualify for specified programs. The bill would authorize the bank, in determining whether to guarantee a qualified loan, to give preference to counties with high housing inelasticity and high rates of foster youth, as specified. The bill would authorize the bank to reimburse up to 80% of the guaranteed portion of principal and interest that result		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			from a qualified loan that is in default, not to exceed \$250,000,000, and would require the Controller to transfer moneys from the General Fund to the California Infrastructure and Economic Development Bank Fund, at the direction of the bank, for that purpose.		
<a href="#">AB 976</a> <a href="#">Ting</a>	Introduced 2/14/2023	Senate Rules	<b>Accessory dwelling units: owner-occupancy requirements.</b> 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 instead prohibit a local agency from imposing an owner-occupancy requirement on any accessory dwelling unit.		
<a href="#">AB 980</a> <a href="#">Friedman</a>	Amended 3/13/2023	Assembly 2 year	<b>Active Transportation Program: report.</b> Current law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Current law requires the California Transportation Commission to develop guidelines and project selection criteria for the program and authorizes the commission to amend the adopted guidelines after conducting at least one public hearing. This bill would require an applicant that receives funding under the program for a project to, within one year of completing the project, submit a report to the commission describing how the project met active transportation goals.		
<a href="#">AB 981</a> <a href="#">Friedman</a>	Amended 3/20/2023	Assembly 2 year	<b>State highways: pilot highway maintenance and rehabilitation demonstration projects.</b> Would require the Department of Transportation, beginning in 2025 and ending in 2032, to use cold in-place recycling or partial depth recycling, as defined, on at least 12 projects each year. The bill would require the department, beginning in 2027 and ending in 2032, to use full depth recycling, as defined, on at least 5 projects each year. The bill would require the department to submit an annual report to the Legislature regarding these projects. The bill would repeal its provisions on January 1, 2034.		
<a href="#">AB 990</a> <a href="#">Grayson</a>	Amended 4/17/2023	Assembly 2 year	<b>Water quality: waste discharge requirements: infill housing projects.</b> The Porter-Cologne Water Quality Control Act (act) designates the State Water Resources Control Board and the California regional water quality control boards as the principal state agencies with authority over matters relating to water quality. The act requires the state board and the regional boards to, among other things, coordinate their respective activities to achieve a unified and effective		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			water quality control program in the state. Under Current law, the state board and the 9 California regional water quality control boards regulate water quality and prescribe waste discharge requirements in accordance with the federal National Pollutant Discharge Elimination System (NPDES) permit program established by the federal Clean Water Act and the act. This bill would require the regional water board, defined to mean the regional water board with geographic boundaries for the San Francisco Bay region, to, by July 1, 2024, initiate modifications to its waste discharge requirements, as specified. The bill would require these modifications to be completed within 6 months of initiation.		
<a href="#">AB 1035</a> <a href="#">Muratsuchi</a>	Amended 4/10/2023	Assembly 2 year	<b>Mobilehome parks: rent caps.</b> Would enact the Mobilehome Affordability Act. The bill would prohibit the management of a mobilehome park from increasing the gross rental rate for a tenancy for a mobilehome space more than 3% plus the percentage change in the cost of living, as defined, over the course of any 12-month period, as specified. The bill would prohibit management from increasing the gross rental rate for a tenancy in more than 2 increments over a 12-month period, after the tenant maintains the tenancy over a 12-month period. The bill would prohibit management from imposing an increase in rent on a prospective purchaser or homeowner that purchases a mobilehome if the purchase qualifies as an in-place transfer, as specified. The bill would exempt specified mobilehome spaces from these provisions		
<a href="#">AB 1053</a> <a href="#">Gabriel</a>	Amended 3/30/2023	Senate Rules	<b>Housing programs: multifamily housing programs: expenditure of loan proceeds.</b> Current law establishes the Department of Housing and Community Development and requires it to administer various programs intended to promote the development of housing, including the Multifamily Housing Program, pursuant to which the department provides financial assistance in the form of deferred payment loans to pay for the eligible costs of development of specified types of housing projects. Current law sets forth various general powers of the department in implementing these programs, including authorizing the department to enter into long-term contracts or agreements of up to 30 years for the purpose of servicing loans or grants or enforcing regulatory agreements or other security documents. This bill would authorize a borrower to use any funds approved, reserved, or allocated by the department for purposes of providing a loan under any multifamily housing program under these provisions for construction financing, permanent financing, or a combination of construction financing and permanent financing, as provided.	Support	Support
<a href="#">AB 1097</a>	Amended 4/17/2023	Senate Rules	<b>Use tax: registration: qualified purchaser.</b> Current sales and use tax law requires a qualified purchaser to register with the California		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<a href="#">Rivas, Luz</a>			Department of Tax and Fee Administration to facilitate the collection of the use tax. Current law defines “qualified purchaser” for this purpose to include a person that satisfies specified conditions, including that the person receives at least \$100,000 in gross receipts from business operations per calendar year. This bill would, until January 1, 2029, amend the definition of qualified purchaser by removing the condition that the person receives at least \$100,000 in gross receipts per calendar year, and would add as a condition that the person makes more than \$10,000 in purchases subject to the use tax per calendar year if the use tax imposed on those purchases has not otherwise been paid to a retailer, as provided.		
<a href="#">AB 1114</a> <a href="#">Haney</a>	Amended 4/13/2023	Senate Gov. & F.	<b>Planning and zoning: housing development projects: postentitlement phase permits.</b> Current law relating to housing development approval requires a local agency to compile a list of information needed to approve or deny a postentitlement phase permit, to post an example of a complete, approved application and an example of a complete set of postentitlement phase permits for at least 5 types of housing development projects in the jurisdiction, as specified, and to make those items available to all applicants for these permits no later than January 1, 2024. Current law defines “postentitlement phase permit” to include all nondiscretionary permits and reviews filed after the entitlement process has been completed that are required or issued by the local agency to begin construction of a development that is intended to be at least 2/3 residential, excluding discretionary and ministerial planning permits, entitlements, and certain other permits and reviews. These permits include, but are not limited to, building permits and all interdepartmental review required for the issuance of a building permit, permits for minor or standard off-site improvements, permits for demolition, and permits for minor or standard excavation and grading. This bill would modify the definition of “postentitlement phase permit” to also include all building permits and other permits issued under the California Building Standards Code or any applicable local building code for the construction, demolition, or alteration of buildings, whether discretionary or nondiscretionary.		
<a href="#">AB 1183</a> <a href="#">Holden</a>	Amended 3/14/2023	Assembly 2 year	<b>Streamlined housing projects: construction permits: notice.</b> 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, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards, including, among others, that the development is a multifamily housing development that contains 2 or more residential units and the development proponent commits to record, prior to the issuance of the first building permit, a land use		



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			restriction or covenant providing that any lower or moderate-income housing units remain available at affordable housing costs or rent to persons and families of lower or moderate income for no less than 55 years or 45 years, as specified. This bill, if a city or county approves a construction project through the expedited, streamlined permitting described above, would require the city or county to require the development proponent to place a sign of reasonable dimensions and design on the parcel in which the project is located that includes specified information, including the development proponent's contact information, the construction permit numbers, and a brief project description.		
<a href="#">AB 1287</a> <a href="#">Alvarez</a>	Amended 4/26/2023	Senate Rules	<b>Density Bonus Law: additional density bonus and incentives or concessions: California Coastal Act of 1976.</b> Would require a city, county, or city and county to grant an additional density bonus, calculated as specified, when (1) an applicant proposes to construct a housing development that conforms to specified requirements, (2) the applicant agrees to include additional units affordable to very low income households or moderate income households, as specified, and (3) the housing development provides 24% of the base density units to lower income households, conforms to specified requirements and provides 15% of the base density units to very low income households, or conforms to specified requirements and provides 44% of the total units to moderate-income units. The bill would require a city, county, or city and county to grant four incentives or concessions for a project that includes at least 16% of the units for very low income households or at least 45% for persons and families of moderate income in a development in which the units are for sale. The bill would increase the incentives or concessions for a project in which 100% of all units are for lower income households, as specified, from 4 to 5.		
<a href="#">AB 1308</a> <a href="#">Quirk-Silva</a>	Amended 3/30/2023	Senate Rules	<b>Planning and Zoning Law: single-family residences: parking requirements.</b> The Planning and Zoning Law authorizes the legislative body of any county or city to adopt ordinances that regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes. This bill would prohibit a public agency, as defined, from increasing the minimum parking requirement that applies to a single-family residence as a condition of approval of a project to remodel, renovate, or add to a single-family residence, except as specified. By imposing additional duties on local officials, the bill would impose a state-mandated local program.		
<a href="#">AB 1317</a> <a href="#">Carrillo, Wendy</a>	Amended 4/17/2023	Senate Rules	<b>Unbundled parking.</b> Current law prohibits an owner of residential real property from, over the course of any 12-month period, increasing the gross rental rate for a dwelling or a unit more than 5% plus the percentage change in the cost of living, or 10%, whichever is lower, of		



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			the lowest gross rental rate charged for that dwelling or unit at any time during the 12 months before the effective date of the increase, as prescribed. This bill would require the owner of qualifying residential property, as defined, that provides parking with the qualifying residential property to unbundle parking from the price of rent, as specified. The bill would define “unbundled parking” as the practice of selling or leasing parking spaces separate from the lease of the residential use. The bill would define “qualifying residential property” as any dwelling or unit that is intended for human habitation that (1) is issued a certificate of occupancy on or after January 1, 2025, (2) consists of 16 or more residential units, and (3) is located within the County of Alameda, Fresno, Los Angeles, Riverside, Sacramento, San Bernardino, San Joaquin, Santa Clara, Shasta, or Ventura. The bill would provide a tenant of a qualifying residential property with a right of first refusal to parking spaces built for their unit, as specified.		
<a href="#">AB 1318</a> <a href="#">Rivas, Luz</a>	Introduced 2/16/2023	Senate Environmental Quality	<b>California Environmental Quality Act: exemption: residential projects.</b> The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would expand the exemption by increasing the size of a residential project that would qualify for the exemption to include a project of not more than 5 acres in total area. The bill would require a lead agency approving an exempt residential project on an urbanized infill site to file a notice of exemption with the Office of Planning and Research, as specified. This bill contains other related provisions and other existing laws.		
<a href="#">AB 1319</a> <a href="#">Wicks</a>	Amended 3/16/2023	Senate Rules	<b>Bay Area Housing Finance Authority: housing revenue.</b> The San Francisco Bay Area Regional Housing Finance Act provides the Bay Area Housing Finance Agency with various powers, including the power to place a measure on the ballot to raise revenue and allocate funds throughout the San Francisco Bay area, apply for and receive grants or loans from public and private entities, incur and issue bonds and other indebtedness, and otherwise incur liabilities or obligations. Current law authorizes a city or county, or an agency created pursuant to a joint powers agreement, to issue revenue bonds to defray the costs of acquiring home mortgages or making loans to lending institutions in	Sponsor	Sponsor

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			order to enable them to make home mortgages, and the costs of studies and surveys, insurance premiums, underwriting fees, legal, accounting and marketing services incurred in connection with the issuance and sale of bonds, as specified. This bill would authorize the authority to issue mortgage revenue bonds, pursuant to provisions described above; acquire, hold, develop, operate, and dispose of real property; and create one or more California limited liability companies of which the authority is the sole member.		
<a href="#">AB 1334</a> <a href="#">Pellerin</a>	Amended 4/20/2023	Senate Rules	<b>Mobilehome parks: additional spaces: exemption from additional fees or charges.</b> The Mobilehome Parks Act authorizes any person to file an application with the governing body of a city or county for a conditional use permit for a mobilehome park. The act requires a person, before operating a mobilehome park, and each year thereafter, to obtain a valid permit from the enforcement agency in order to operate the park. The act also requires the owner of a mobilehome park to obtain a permit to create, move, shift, or alter park lot lines. This bill would authorize an owner of an existing mobilehome park that is subject to, or intends to qualify for, a valid permit to operate the park, to apply to the enforcement agency to add additional specified spaces to the mobilehome park not to exceed 10% of the previously approved number of spaces in the mobilehome park, if the owner has not been served with a notice of violation that constitutes an imminent threat to health and safety. The bill would exempt the additional spaces from any business tax, local registration fee, use permit fee, or other fee, except those fees that apply to the existing spaces in the park.		
<a href="#">AB 1335</a> <a href="#">Zbur</a>	Amended 5/11/2023	Senate Housing	<b>Local government: transportation planning and land use: sustainable communities strategy.</b> Current law requires specified designated transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, as described. Current law requires the plan to include specified information, including a sustainable communities strategy prepared by each metropolitan planning organization, and requires each transportation planning agency to adopt and submit, every 4 years, an updated plan to the California Transportation Commission and the Department of Transportation. Current law requires the sustainable communities strategy to include specified information, including an identification of areas within the region sufficient to house all the population of the region over the course of the planning period of the regional transportation plan, as specified, and an identification of areas within the region sufficient to house an 8-year projection of the regional housing need for the region, as specified. This bill would additionally require each metropolitan planning organization to include in the	Oppose	Oppose

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			sustainable communities strategy the total number of new housing units necessary to house all the population of the region over the course of the planning period of the regional transportation plan, calculated as specified and except as provided, and the total number of new housing units necessary to house the above-described 8-year projection, as specified.		
<a href="#">AB 1385</a> <a href="#">Garcia</a>	Amended 3/23/2023	Senate Transportation	<b>Riverside County Transportation Commission: transaction and use tax.</b> Current law authorizes the Riverside County Transportation Commission to impose a transactions and use tax for transportation purposes subject to approval of the voters, which, pursuant to the California Constitution, requires approval of 2/3 of the voters. Current law limits the commission to a 1% maximum tax rate, and requires the commission's tax or taxes to be levied at a rate divisible by 1/4%, unless a different rate is specifically authorized by statute. This bill would raise the maximum tax rate the commission may impose from 1% to 1.5%. This bill would make legislative findings and declarations as to the necessity of a special statute for the County of Riverside.		
<a href="#">AB 1386</a> <a href="#">Gabriel</a>	Amended 4/11/2023	Senate Rules	<b>Veterans housing: tenant referrals.</b> Current law, the Veterans Housing and Homeless Prevention Act of 2014, requires the California Housing Finance Agency, the Department of Housing and Community Development, and the Department of Veterans Affairs (referred to collectively as "the departments") to establish and implement programs that focus on veterans at risk for homelessness or experiencing temporary or chronic homelessness, as specified. In this regard, existing law requires the departments to establish and implement programs that, among other things, ensure projects combine housing and supportive services. Current law requires the departments to ensure at least 50% of funds awarded for capital development are used to provide housing to veterans with extremely low incomes, and requires that at least 60% of units funded targeting extremely low income households are supportive housing. This bill would authorize an entity tasked with making referrals of units targeted to extremely low income households to match prospective tenants with incomes at or below 60% of the area median income, if the source of the income is service-connected in the event that an eligible tenant is unable to be matched to and accept placement in an available unit within 21 days of the unit becoming available.		
<a href="#">AB 1418</a> <a href="#">McKinnor</a>	Amended 4/12/2023	Senate Rules	<b>Tenancy: local regulations: contact with law enforcement or criminal convictions.</b> Would prohibit a local government from, among other things, imposing a penalty against a resident, owner, tenant, landlord, or other person as a consequence of contact with a law enforcement agency on or near the property, as specified. The bill similarly would prohibit a local government from requiring or		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			encouraging a landlord to evict or penalize a tenant because of the tenant's association with another tenant or household member who has had contact with a law enforcement agency or has a criminal conviction or to perform a criminal background check of a tenant or a prospective tenant. The bill would preempt inconsistent local ordinances, rules, policies, programs, or regulations and prescribe remedies for violations. The bill would require a local government to repeal, or bring into compliance, an inconsistent local ordinance, rule, policy, program, or regulation within one year of the effective date of the provisions. By imposing new duties on local governments, this bill would impose a state-mandated local program.		
<a href="#">AB 1464</a> <a href="#">Connolly</a>	Amended 3/23/2023	Assembly 2 year	<b>Richmond-San Rafael Bridge.</b> Existing law establishes state-owned toll bridges in the San Francisco Bay area, including the Richmond-San Rafael Bridge. Under existing law, the Bay Area Toll Authority is responsible for the administration of the toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law requires the Department of Transportation to collect tolls, operate, maintain, and provide rehabilitation of the state-owned toll bridges in the San Francisco Bay area and to be responsible for the design and construction of improvements on those bridges in accordance with programming and scheduling requirements adopted by the Bay Area Toll Authority. This bill would require the department and the authority, if they develop a project to open the 3rd lane on the westbound level of the Richmond-San Rafael Bridge to motor vehicle traffic, to consider operating the Richmond-San Rafael Bridge in a specified manner.		
<a href="#">AB 1485</a> <a href="#">Haney</a>	Amended 3/28/2023	Senate Rules	<b>Housing element: enforcement: Attorney General.</b> Current law authorizes the Department of Housing and Community Development to notify the office of the Attorney General, that a city, county, or city and county is in violation of state law if the department finds that the housing element or an amendment to the housing element does not substantially comply with specified provisions of the Planning and Zoning Law, or that the local government has taken action or failed to act in violation of specified provisions of law relating to housing, including, among others, the Housing Accountability Act, the Density Bonus Law, and the Housing Crisis Act of 2019. Current law provides that an intervention takes place when a nonparty becomes a party to an action or proceeding between other persons by, among other things, joining a plaintiff in claiming what is sought by the complaint. Current law requires the court to permit a nonparty to intervene in the action or proceeding if a provision of law confers an unconditional right to intervene. This bill would permit both the department and the office of the Attorney General to intervene as a matter of unconditional right in		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			any legal action addressing a violation of the specified housing laws described above, including, among others, the Housing Accountability Act, the Density Bonus Law, and the Housing Crisis Act of 2019.		
<a href="#">AB 1490</a> <a href="#">Lee</a>	Amended 5/1/2023	Senate Rules	<b>Affordable housing development projects: adaptive reuse.</b> That Housing Accountability Act states that it shall not be construed to prohibit a local agency from requiring a housing development project to comply with objective, quantifiable, written development standards, conditions, and policies appropriate to, and consistent with, meeting the jurisdiction's share of the regional housing need, except as provided. That act further provides that a housing development project or emergency shelter shall be deemed consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision if there is substantial evidence that would allow a reasonable person to conclude that the housing development project or emergency shelter is consistent, compliant, or in conformity. Under this bill, an extremely affordable adaptive reuse project on an infill parcel that is not located on or adjoined to an industrial use site would be an allowable use. The bill would authorize a local agency to impose objective design review standards, except as specified. The bill would provide that for purposes of the Housing Accountability Act, a proposed housing development project is consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision if the housing development project is consistent with the standards specified in these provisions. The bill would require a local agency to determine whether the proposed development meets those standards within specified timeframes. The bill would define an extremely affordable adaptive reuse project for these purposes to mean a multifamily housing development project that involves retrofitting and repurposing of an existing building that includes residential units, as specified, and that meets specified affordability requirements, including that 100% of the units be dedicated to lower income households, 50% of which shall be dedicated to very low income households, as specified.		
<a href="#">AB 1505</a> <a href="#">Rodriguez</a>	Amended 5/18/2023	Senate Rules	<b>Seismic retrofitting: soft story multifamily housing.</b> Existing law establishes the California Earthquake Authority, administered under the authority of the Insurance Commissioner and governed by a 3-member board, to transact insurance in this state as necessary to sell policies of basic residential earthquake insurance. Under existing law, the California Residential Mitigation Program, also known as the CRMP, is a joint powers authority created in 2012 by agreement between the California Earthquake Authority and the Office of Emergency Services. This bill would, instead, state the intent of the		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			Legislature to appropriate \$250,000,000 from the General Fund to the CRMP for the purpose of implementing the Seismic Retrofitting Program for Soft Story Multifamily Housing. This bill contains other related provisions and other existing laws.		
<a href="#">AB 1508</a> <a href="#">Ramos</a>	Amended 4/10/2023	Senate Rules	<b>Department of Housing and Community Development: California Statewide Housing Plan.</b> Current law establishes the California Statewide Housing Plan to serve as a state housing plan for all relevant purposes. Current law requires that the plan incorporate, among other things, a statement of housing goals, policies, and objectives, and requires the Department of Housing and Community Development (department) to update and provide a revision of the plan to the Legislature every 4 years, as specified. Current law requires each update and revision to the plan occurring on or after January 1, 2023, to include an inventory of the number of affordable units needed to meet the state's affordable housing needs for the plan period and to incorporate technical updates and provide technical recommendations, as specified. This bill would require each update and revision to the plan to also include (1) an analysis of first-time home buyer assistance policies, goals, and objectives; (2) recommendations for actions that will contribute to increasing homeownership opportunities for first-time home buyers in California; and (3) an evaluation and summary of demographic disparities in homeownership attainment in California, as specified.		
<a href="#">AB 1525</a> <a href="#">Bonta</a>	Amended 4/19/2023	Assembly 2 year	<b>Transportation projects: priority populations.</b> Would require the agency, the Department of Transportation, and the California Transportation Commission, on or before July 1, 2025, to jointly develop and adopt criteria and an evaluation process for purposes of jointly evaluating each agency, Department of Transportation, or California Transportation Commission project, as defined, to, among other things, determine if the project would be located in a priority population, address an important need of a priority population, and provide a direct, meaningful, and assured benefit to a priority population, as specified. The bill would require the agency, the Department of Transportation, and the California Transportation Commission, on and after July 1, 2025, to jointly evaluate all new proposed projects by the criteria, and, on or before July 1, 2026, and annually thereafter, to jointly submit a report to the Legislature that evaluates how projects funded during the prior year impacted priority populations, as specified.		
<a href="#">AB 1532</a> <a href="#">Haney</a>	Introduced 2/17/2023	Assembly 2 year	<b>Office conversion projects.</b> The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city that includes, among other mandatory elements, a housing		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			element. Under that law, supportive housing, as defined, is a use by right in zones where multifamily and mixed uses are permitted if the developer provides the planning agency with a plan for providing supportive services and the proposed housing development meets specified criteria. This bill would make an office conversion project, as defined, that meets certain requirements a use by right in all areas regardless of zoning. The bill would define “office conversion project” to mean the conversion of a building used for office purposes or a vacant office building into residential dwelling units. The bill would define “use by right” to mean that the city or county’s review of the office conversion may not require a conditional use permit, planned unit development permit, or other discretionary city or county review or approval that would constitute a “project” for purposes of the California Environmental Quality Act, as specified.		
<a href="#">AB 1580</a> <a href="#">Carrillo, Juan</a>	Amended 5/1/2023	Assembly 2 year	<b>Air pollution: electric vehicle infrastructure.</b> Current law establishes the Clean Transportation Program, which is administered by the State Energy Resources Conservation and Development Commission, to provide financial assistance to certain entities to develop and deploy innovative technologies to transform California’s fuel and vehicle types to help attain the state’s climate change goals. Current law requires the commission to develop and adopt an investment plan to determine priorities and opportunities for the Clean Transportation Program and to submit to the Joint Legislative Budget Committee and all relevant policy and fiscal committees of the Legislature a draft update to the investment plan each January concurrent with the submittal of the Governor’s Budget. This bill would require the commission and the Department of Transportation, on or before June 30, 2024, to jointly develop a California National Electric Vehicle Infrastructure Program Roadmap that is consistent with federal requirements and guidance provided by the federal National Electric Vehicle Infrastructure Formula Program and that only includes projects receiving funding under that federal program. The bill would require the commission and the department to update the roadmap each January thereafter.		
<a href="#">AB 1587</a> <a href="#">Ting</a>	Amended 4/17/2023	Senate Rules	<b>Multifamily Housing Program: report on use of funds.</b> Current law establishes the Multifamily Housing Program, administered by the Department of Housing and Community Development. Existing law requires that funds appropriated to provide housing for individuals and families who are experiencing homelessness or who are at risk of homelessness and who are impacted by the COVID-19 pandemic be disbursed in accordance with the Multifamily Housing Program for specified uses, including as grants to cities, counties, and cities and counties. Current law requires the department, in coordination with the		



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			Business, Consumer Services, and Housing Agency, to report to specified committees of the Legislature on the use of these funds, as provided, on or before April 1, 2021. Current law requires the report to include specified information, including the location of any properties for which the funds are used and the number of usable housing units produced, or planned to be produced, using the funds. This bill would revise the reporting requirement described above by requiring the department to report on the use of those funds on or before July 1, 2026.		
<a href="#">AB 1630</a> <a href="#">Garcia</a>	Amended 3/21/2023	Assembly 2 year	<b>Planning and zoning: housing development approvals: student housing projects.</b> Would enact The Student Housing Crisis Act of 2023. The bill would require a city, county, or city and county to classify student and faculty and staff housing as a permitted use on all real property within 1,000 feet of a university campus, as defined, for zoning purposes. The bill would require a proposed student or faculty and staff housing project, as defined, to be considered ministerially, without discretionary review or a hearing, if specified requirements are met, including that a minimum of 20% of the units in the project be rented by students or faculty and staff of the university. The bill would prohibit a local agency from imposing or enforcing on a student or faculty and staff housing project subject to ministerial consideration certain restrictions, including a minimum automobile parking requirement. The bill would require student or faculty and staff housing to have certain recorded deed restrictions, except as provided, that ensure for at least 55 years that, among other things, at least 20% of the units are affordable to lower income households, as defined, except as provided. In connection with an application submitted pursuant to these provisions, the bill would require a city, county, or city and county to take specified actions, including, upon the request of the applicant, provide a list of permits and fees that are required by the city, county, or city and county. By imposing new duties on local jurisdictions, this bill would impose a state-mandated local program.		
<a href="#">AB 1633</a> <a href="#">Ting</a>	Amended 4/27/2023	Senate Rules	<b>Housing Accountability Act: disapprovals: California Environmental Quality Act.</b> The Housing Accountability Act prohibits a local agency from disapproving a housing development project, as described, unless it makes certain written findings based on a preponderance of the evidence in the record. The act defines “disapprove the housing development project” as including any instance in which a local agency either votes and disapproves a proposed housing development project application, including any required land use approvals or entitlements necessary for the issuance of a building permit, or fails to comply with specified time periods. Current law, the California Environmental Quality Act (CEQA),		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if the lead agency finds that the project will not have that effect. This bill would define “disapprove the housing development project” as also including any instance in which a local agency fails to make a determination of whether the project is exempt from CEQA or commits an abuse of discretion, as specified, or fails to adopt a negative declaration or addendum for the project, to certify an environmental impact report for the project, or to approve another comparable environmental document, if certain conditions are satisfied.		
<a href="#">AB 1657</a> <a href="#">Wicks</a>	Amended 4/17/2023	Senate Rules	<b>The Affordable Housing Bond Act of 2024.</b> Would enact the Affordable Housing Bond Act of 2024, which, if adopted, would authorize the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and homeownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program.		
<a href="#">AB 1702</a> <a href="#">Hart</a>	Introduced 2/17/2023	Assembly 2 year	<b>Active Transportation Program.</b> Current law establishes the Active Transportation Program in the Department of Transportation for purposes of encouraging increased use of active modes of transportation, such as biking and walking. This bill would make nonsubstantive changes to that provision.		
<a href="#">AB 1735</a> <a href="#">Low</a>	Introduced 2/17/2023	Senate Transportation	<b>Transit districts: prohibition orders.</b> 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 to issue a prohibition order to any person cited for committing one or more of certain prohibited acts in specified transit facilities. Current law prohibits a person subject to the prohibition order from entering the property, facilities, or vehicles of the transit district for specified periods of time. Current law establishes notice requirements in that regard and provides for initial and administrative review of the order. This bill would provide that the Santa Clara Valley Transportation Authority is a transit district for purposes of these provisions regarding prohibition orders.		
<a href="#">ACA 1</a> <a href="#">Aguiar-Curry</a>	Amended 5/30/2023	Assembly Local Government	<b>Local government financing: affordable housing and public infrastructure: voter approval.</b> 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	Support and Seek Amendments	Support and Seek Amendments

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			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. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure.		
<a href="#"><u>ACA 3</u></a> <a href="#"><u>Lee</u></a>	Introduced 1/19/2023	Assembly Revenue and Taxation	<b>Wealth tax: appropriation limits.</b> Would authorize the Legislature to impose a tax upon all forms of personal property or wealth, whether tangible or intangible, and would require any tax so imposed to be administered and collected by the Franchise Tax Board and the Department of Justice, as determined by the Legislature in statute. The measure would authorize the Legislature to classify any form of personal property or wealth for differential taxation or for exemption by a majority vote.		
<a href="#"><u>ACA 10</u></a> <a href="#"><u>Haney</u></a>	Introduced 3/6/2023	Assembly Housing and Community Development	<b>Fundamental human right to housing.</b> The California Constitution enumerates various personal rights, including the right to enjoy and defend life and liberty, acquiring, possessing, and protecting property, and pursuing and obtaining safety, happiness, and privacy. This measure would declare that the state recognizes the fundamental human right to adequate housing for everyone in California. The measure would make it the shared obligation of state and local jurisdictions to respect, protect, and fulfill this right, by all appropriate means, as specified.		
<a href="#"><u>SB 4</u></a> <a href="#"><u>Wiener</u></a>	Amended 5/18/2023	Assembly Desk	<b>Planning and zoning: housing development: higher education institutions and religious institutions.</b> The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. That law allows a development proponent to submit an application for a development that is subject to a specified streamlined, ministerial approval process not subject to a conditional use permit, if the development satisfies certain objective planning standards. This bill would require that a housing development project be a use by right upon the request of an applicant who submits an application for streamlined approval, on any land owned by an independent institution of higher education or		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			religious institution on or before January 1, 2024, if the development satisfies specified criteria, including that the development is not adjoined to any site where more than one-third of the square footage on the site is dedicated to industrial use. The bill would define various terms for these purposes.		
<a href="#">SB 7</a> <a href="#">Blakespear</a>	Amended 5/1/2023	Senate 2 year	<b>The Homeless Housing Obligation Act.</b> Would, by January 1, 2030, require each city and county to provide housing opportunities, as defined, for homeless individuals within its jurisdiction, based on their most recent point-in-time count. The bill would require each city and county to develop a housing obligation plan that describes how the city or county plans to increase housing opportunities in its jurisdiction so that it can offer at least one housing opportunity to each homeless individual, as specified. In this regard, the bill would require a housing obligation plan to include, among other things, goals and plans to fulfill the city or county's housing obligation, including specific projects and completion timelines, and the city or county's progress in reducing the number of homeless individuals in its jurisdiction. The bill would require a housing obligation plan to identify steps taken by the city or county to consult with other jurisdictions to ensure that the plan is consistent with regional homelessness planning efforts. The bill would require a city or county to submit its housing obligation plan to the Department of Housing and Community Development for review and post the plan to its internet website by January 1, 2025. The bill would require a city or county to update its housing obligation plan on or before January 1 of each subsequent year.		
<a href="#">SB 12</a> <a href="#">Stern</a>	Introduced 12/5/2022	Senate 2 year	<b>California Global Warming Solutions Act of 2006: emissions limit.</b> Under the California Global Warming Solutions Act of 2006, the State Air Resources Board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. This bill instead would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 55% below the 1990 level by no later than December 31, 2030.		
<a href="#">SB 17</a> <a href="#">Caballero</a>	Amended 4/18/2023	Assembly Housing and Community Development	<b>Senior housing: tax credits.</b> Current law, enacted to implement a specified low-income housing tax credit established by federal law, requires the California Tax Credit Allocation Committee to annually determine and allocate the state ceiling in accordance with those provisions and in conformity with federal law. Current law authorizes the committee to adopt, amend, or repeal rules and regulations for the		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			allocation of housing credits. Current law requires that specified amounts of the low-income housing tax credits be set aside for allocation to rural areas, small developments, and farmworker housing, as specified. This bill would require the committee to revise its regulations to increase the housing type goal for senior developments to 20 percent.		
<a href="#">SB 18</a> <a href="#">McGuire</a>	Amended 3/22/2023	Assembly Desk	<b>Housing programs: Tribal Housing Reconstitution and Resiliency Act.</b> 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 CalHOME Program, and the California Emergency Solutions Grants Program. The Administrative Procedure Act generally governs the procedure for the adoption, amendment, or repeal of regulations by state agencies and for the review of those regulatory actions by the Office of Administrative Law. This bill would enact the Tribal Housing Reconstitution and Resiliency Act and would create the Tribal Housing Grant Program Trust Fund. The bill would require the fund, upon annual appropriation from the Legislature, to be allocated in accordance with a specified formula, as provided. The bill would exempt rules, policies, and standards of general application issued by the department for the purpose of implementing these provisions from the Administrative Procedure Act.		
<a href="#">SB 20</a> <a href="#">Rubio</a>	Amended 5/16/2023	Assembly Local Government	<b>Joint powers agreements: regional housing trusts.</b> The Joint Exercise of Powers Act specifically authorizes the creation of the Orange County Housing Finance Trust and the San Gabriel Valley Regional Housing Trust, both joint powers authorities, for the purpose of funding housing to assist the homeless population and persons and families of extremely low, very low, and low income within their respective regions, as specified. This bill would authorize 2 or more local agencies, as defined, to create a regional housing trust for the purpose of funding housing to assist the homeless population and persons and families of extremely low, very low, and low income within their jurisdictions by entering into a joint powers agreement pursuant to the Joint Exercise of Powers Act. The bill would also authorize a federally recognized tribal government to enter into the joint powers agreement. The bill would require a regional housing trust created pursuant to these provisions to be governed by a board of directors consisting of a minimum of 5 directors, as specified. The bill would authorize a regional housing trust to fund the planning, construction, and acquisition of housing, receive public and private financing and funds, and authorize and issue bonds, as specified. The		

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			bill would require the joint powers agreement establishing the regional housing trust to incorporate specified annual financial reporting and auditing requirements.		
<a href="#">SB 31</a> <a href="#">Jones</a>	Amended 3/22/2023	Senate 2 year	<b>Encampments: sensitive areas: penalties.</b> Would prohibit a person from sitting, lying, sleeping, or storing, using, maintaining, or placing personal property upon any street, sidewalk, or other public right-of-way within 1000 feet of a sensitive area, as defined. The bill would specify that a violation of this prohibition is a public nuisance that can be abated and prevented, as provided. The bill would also provide that a violation of the prohibition may be charged as a misdemeanor or an infraction, at the discretion of the prosecutor. The bill would prohibit a person from being found in violation of the bill's provisions unless provided notice, at least 72 hours before commencement of any enforcement action, as provided. By imposing criminal penalties for a violation of these provisions, this bill would impose a state-mandated local program.		
<a href="#">SB 34</a> <a href="#">Umberg</a>	Amended 2/22/2023	Assembly Local Government	<b>Surplus land disposal: violations: Orange County.</b> Would, until January 1, 2030, would require the County of Orange, or any city located within Orange County, if notified by the Department of Housing and Community Development that its planned sale or lease of surplus land is in violation of existing law, to cure or correct the alleged violation within 60 days, as prescribed. The bill would prohibit an Orange County jurisdiction that has not cured or corrected any alleged violation from disposing of the parcel until the department determines that it has complied with existing law or deems the alleged violation not to be a violation.		
<a href="#">SB 35</a> <a href="#">Umberg</a>	Amended 3/21/2023	Assembly Health	<b>Community Assistance, Recovery, and Empowerment (CARE) Court Program.</b> The Community Assistance, Recovery, and Empowerment (CARE) Act, authorizes specified adult persons to petition a civil court to create a voluntary CARE agreement or a court-ordered CARE plan and implement services, to be provided by county behavioral health agencies, to provide behavioral health care, including stabilization medication, housing, and other enumerated services, to adults who are currently experiencing a severe mental illness and have a diagnosis identified in the disorder class schizophrenia and other psychotic disorders, and who meet other specified criteria. Current law authorizes CARE Act proceedings to commence in the county where the respondent resides, is found, or is facing criminal or civil proceedings. Current law requires the act to be implemented with technical assistance and continuous quality improvement, as specified, including expected start dates for specified counties. Current law also requires the State Department of Health Care Services to implement guidelines under which counties can apply for and be provided		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			additional time to implement the above-described provisions. Current law authorizes the department to grant an extension once, and no later than December 1, 2025. This bill would instead authorize the department to grant an extension no later than December 15, 2025.		
<a href="#">SB 37</a> <a href="#">Caballero</a>	Amended 3/13/2023	Senate 2 year	<b>Older Adults and Adults with Disabilities Housing Stability Act.</b> Current law establishes various programs to address homelessness, including requiring the Governor to create an Interagency Council on Homelessness and establishing the Homeless Emergency Aid program for the purpose of providing localities with one-time grant funds to address their immediate homelessness challenges, as specified. Current law commits to the Department of Housing and Community Development the administration of various housing assistance programs, including provisions relating to residential hotel rehabilitation and tasks the department, in consultation with each council of governments, with the determination of each region's existing and projected housing need. This bill would, upon an appropriation by the Legislature for this express purpose, require the Department of Housing and Community Development, commencing January 1, 2024, to begin developing the Older Adults and Adults with Disabilities Housing Stability Program.		
<a href="#">SB 63</a> <a href="#">Ochoa Bogh</a>	Introduced 1/4/2023	Senate 2 year	<b>Homeless and Mental Health Court and Transitioning Home Grant Programs.</b> Under current law, the Board of State and Community Corrections administers several grant programs, including a mentally ill offender crime reduction grant program, a medication-assisted treatment grant program, and a violence intervention and prevention grant program. This bill would establish two new grant programs until January 1, 2028: the Homeless and Mental Health Court Grant Program that would, subject to an appropriation by the Legislature, be administered by the Judicial Council and provide grants to counties for the purpose of establishing or expanding homeless courts and mental health courts, as specified; and the Transitioning Home Grant Program that would, subject to an appropriation by the Legislature, be administered by the board and provide grants to county sheriffs and jail administrators to fund programs aimed at reducing homelessness among inmates released from custody, as specified.		
<a href="#">SB 72</a> <a href="#">Skinner</a>	Introduced 1/10/2023	Senate Budget and Fiscal Review	<b>Budget Act of 2023.</b> Would make appropriations for the support of state government for the 2023–24 fiscal year.		
<a href="#">SB 84</a> <a href="#">Gonzalez</a>	Amended 5/18/2023	Senate Inactive File	<b>Air quality programs: funding.</b> Current law creates the Enhanced Fleet Modernization Program to provide compensation for the retirement and replacement of passenger vehicles and light-duty and medium-duty trucks that are high polluters. Existing law requires the Bureau of Automotive Repair to administer the program and the State		



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			Air Resources Board to adopt the guidelines for the program. Current law requires the guidelines to ensure vehicle replacement or a mobility option be an option for all motor vehicle owners and may be in addition to compensation for vehicles retired. Current law creates the Enhanced Fleet Modernization Subaccount in the High Polluter Repair or Removal Account and makes available, upon appropriation, all moneys in the account to establish, implement, and administer the program. This bill would require the guidelines to ensure each replacement vehicle in the program be either a plug-in hybrid or zero-emission vehicle unless the state board makes a specified determination in consultation with the State Energy Resources Conservation and Development Commission, as specified.		
<a href="#">SB 91</a> <a href="#">Umberg</a>	Introduced 1/17/2023	Assembly Natural Resources	<b>California Environmental Quality Act: exemption: supportive and transitional housing: motel conversion.</b> Current law, until January 1, 2025, exempts from the California Environmental Quality Act (CEQA) projects related to the conversion of a structure with a certificate of occupancy as a motel, hotel, residential hotel, or hostel to supportive or transitional housing, as defined, that meet certain conditions. This bill would extend indefinitely the above exemption.		
<a href="#">SB 221</a> <a href="#">Seyarto</a>	Amended 4/24/2023	Senate Appropriations Suspense File	<b>Personal Income Tax Law: Corporation Tax Law: credits: domestic violence survivor housing.</b> Would, for taxable years beginning on or after January 1, 2023, and before January 1, 2028, allow a credit of \$5,000 against the taxes imposed by the Personal Income Tax Law and the Corporation Tax Law to a qualified taxpayer. The bill would define a qualified taxpayer for this purpose to mean a taxpayer that owns and leases qualified rental property, as defined, to a qualified nonprofit, as defined, pursuant to a qualified lease. The bill would require the qualified taxpayer to obtain certification, under penalty of perjury, from the qualified nonprofit that the qualified rental property will be used to provide housing to survivors of domestic violence, as provided. By expanding the crime of perjury, this bill would establish a state-mandated local program.		
<a href="#">SB 225</a> <a href="#">Caballero</a>	Amended 3/13/2023	Assembly Housing and Community Development	<b>Community Anti-Displacement and Preservation Program: statewide contract.</b> This bill would establish the Community Anti-Displacement and Preservation Program (CAPP) to make loans to aq/rehab unrestricted housing units and attach long-term affordability restrictions. HCD would issue an RFQ to select a private sector entity or consortium to manage the program for 5 years. Additionally, HCD could award funding to local entities to make loans for the same purposes.	Support	Support
<a href="#">SB 229</a> <a href="#">Umberg</a>	Amended 2/23/2023	Assembly Local Government	<b>Surplus land: disposal of property: violations: public meeting.</b> Current law prescribes requirements for the disposal of land determined to be surplus land by a local agency. Those requirements		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			include a requirement that a local agency, before disposing of a property or participating in negotiations to dispose of that property with a prospective transferee, send a written notice of availability of the property to specified entities, depending on the property's intended use, and send specified information in regard to the disposal of the parcel of surplus land to the Department of Housing and Community Development. Current law, among other enforcement provisions, makes a local agency that disposes of land in violation of these disposal provisions, after receiving notification of violation from the department, liable for a penalty of 30% of the final sale price of the land sold in violation for a first violation and 50% for any subsequent violation. Under current law, except as specified, a local agency has 60 days to cure or correct an alleged violation before an enforcement action may be brought. This bill would require a local agency that has received a notification of violation from the department to hold an open and public session to review and consider the substance of the notice of violation. The bill would require the local agency's governing body to provide prescribed notice no later than 14 days before the public session.		
<a href="#">SB 233</a> <a href="#">Skinner</a>	Amended 5/18/2023	Assembly Desk	<b>Electric vehicles and electric vehicle supply equipment: bidirectional capability.</b> Would require the State Energy Resources Conservation and Development Commission, in consultation with the State Air Resources Board, on or before June 30, 2024, to convene a stakeholder workgroup to examine challenges and opportunities associated with using an electric vehicle as a mobile battery to power a home or building or providing electricity to the electrical grid, and require the Energy Commission, in consultation with the stakeholder workgroup, on or before January 1, 2026, to submit a report to the Governor and Legislature that includes specified information related to the bidirectional capability of electric vehicles and electric vehicle service equipment, as specified.		
<a href="#">SB 239</a> <a href="#">Dahle</a>	Introduced 1/24/2023	Senate 2 year	<b>California Environmental Quality Act: housing development projects: judicial proceedings.</b> The California Environmental Quality Act (CEQA) requires a court, in an action or proceeding brought challenging any determination, finding, or decision of a public agency on the grounds of noncompliance with CEQA and a finding by the court of such noncompliance, to enter an order that includes one or more of specified mandates, one of which may be a mandate to suspend any or all specific project activity or activities, as provided. CEQA provides that, except as otherwise specified, it is not intended to limit the equitable powers of the courts. This bill would limit the standing to file and maintain the above action or proceeding to the Attorney General. The bill would authorize the court, upon its own		

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			motion or of a party, to conduct a hearing to determine if the Attorney General is bringing and maintaining an action or proceeding for nonenvironmental purposes, as defined. If the court determines that the action is brought or maintained for nonenvironmental purposes, the bill would authorize the court to take necessary actions, including the dismissal of the action or proceeding, award of attorneys' fees, or both dismissal and award.		
<a href="#">SB 240</a> <a href="#">Ochoa Bogh</a>	Amended 5/2/2023	Assembly Desk	<b>Surplus state real property: affordable housing and housing for formerly incarcerated individuals.</b> Current law requires the Department of General Services to first offer surplus state real property to a local agency, as defined, and then to nonprofit affordable housing sponsors, as defined, prior to being offered for sale to private entities or individuals. Current law requires a local agency or nonprofit affordable housing sponsor to satisfy certain requirements to be considered as a potential priority buyer of the surplus state real property, including that the local agency or nonprofit affordable housing sponsor demonstrate, to the satisfaction of the department, that the surplus state real property, or portion of that surplus state real property, is to be used by the local agency or nonprofit affordable housing sponsor for open space, public parks, affordable housing projects, or development of local government-owned facilities. Current law authorizes the department to sell surplus state real property, or a portion of surplus state real property, to a local agency, or to a nonprofit affordable housing sponsor if no local agency is interested in the surplus state real property, for affordable housing projects at a sales price less than fair market value if the department determines that such a discount will enable the provision of housing for persons and families of low or moderate income. This bill would additionally authorize a local agency or nonprofit affordable housing sponsor to be considered as a potential priority buyer of surplus state real property upon demonstration that the property is to be used by the agency or sponsor for housing for formerly incarcerated individuals, subject to the same provisions described above, as specified.		
<a href="#">SB 265</a> <a href="#">Hurtado</a>	Amended 5/18/2023	Assembly Desk	<b>Cybersecurity preparedness: critical infrastructure sectors.</b> Would require the Office of Emergency Services (Cal OES) to direct the California Cybersecurity Integration Center (Cal-CSIC) to prepare, and Cal OES to submit to the Legislature on or before January 1, 2025, a strategic, multiyear outreach plan to assist critical infrastructure sectors, as defined, in their efforts to improve cybersecurity and an evaluation of options for providing grants or alternative forms of funding to, and potential voluntary actions that do not require funding and that assist, that sector in their efforts to improve cybersecurity preparedness.		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<a href="#">SB 267</a> <a href="#">Eggman</a>	Amended 5/18/2023	Assembly Desk	<b>Credit history of persons receiving government rent subsidies.</b> The California Fair Employment and Housing Act (FEHA) prohibits, in instances in which there is a government rent subsidy, the use of a financial or income standard in assessing eligibility for the rental of housing that is not based on the portion of the rent to be paid by the tenant. FEHA requires the Civil Rights Department to enforce specific provisions of the act, including the provision described above. This bill would additionally prohibit the use of a person's credit history as part of the application process for a rental housing accommodation without offering the applicant the option of providing lawful, verifiable alternative evidence of reasonable ability to pay the portion of the rent to be paid by the tenant, including, but not limited to, government benefit payments, pay records, and bank statements, in instances in which there is a government rent subsidy. The bill would require the housing provider to reasonably consider that alternative evidence in lieu of the person's credit history in determining whether to offer the rental accommodation to the applicant.		
<a href="#">SB 272</a> <a href="#">Laird</a>	Amended 6/6/2023	Assembly Natural Resources	<b>Sea level rise: planning and adaptation.</b> Current law creates within the Ocean Protection Council the California Sea Level Rise State and Regional Support Collaborative to provide state and regional information to the public and support to local, regional, and other state agencies for the identification, assessment, planning, and, where feasible, the mitigation of the adverse environmental, social, and economic effects of sea level rise within the coastal zone, as provided. This bill would require a local government, as defined, lying, in whole or in part, within the coastal zone, as defined, or within the jurisdiction of the San Francisco Bay Conservation and Development Commission, as defined, to implement sea level rise planning and adaptation through either submitting, and receiving approval for, a local coastal program, as defined, to the California Coastal Commission or submitting, and receiving approval for, a subregional San Francisco Bay shoreline resiliency plan to the San Francisco Bay Conservation and Development Commission, as applicable, on or before January 1, 2034, as provided. By imposing additional requirements on local governments, the bill would impose a state-mandated local program. The bill would require local governments that receive approval for sea level rise planning and adaptation on or before January 1, 2029, to be prioritized for sea level rise funding, upon appropriation by the Legislature, for the implementation of projects in the local government's approved sea level rise adaptation plan.		
<a href="#">SB 294</a> <a href="#">Wiener</a>	Introduced 2/2/2023	Senate 2 year	<b>Housing development projects: floor area ratios.</b> The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			things, a housing element. Current law prohibits a local agency, as defined, from imposing a floor area ratio standard that is less than 1.0 on a housing development project that consists of 3 to 7 units, or less than 1.25 on a housing development project that consists of 8 to 10 units. Current law prohibits a local agency from imposing a lot coverage requirement that would physically preclude a housing development project of not more than 10 units from achieving the floor area ratios described above. This bill would delete the 10-unit maximum for eligible projects, and would prohibit a local agency from imposing a floor area ratio standard that is less than 2.5 on a housing development project that consists of 11 to 20 units. The bill would prohibit a local agency from imposing a floor area ratio standard that is less than 1.25 for every ten housing units, rounded to the nearest ten units, on a housing development project that consists of more than 20 units.		
<a href="#">SB 320</a> <a href="#">Skinner</a>	Introduced 2/6/2023	Senate Gov. & F.	<b>Property taxation: possessory interests: independent: publicly owned housing project.</b> Current property tax law requires that all property subject to tax be assessed at its full cash value, and includes certain possessory interests among those property interests that are subject to tax. Current property tax law defines a taxable possessory interest to be a use that is independent, durable, and exclusive. Current property tax law specifies that, for purposes of the definition of a taxable possessory interest, a possession or use is not independent if it is pursuant to a contract that includes, but is not limited to, a long-term lease for the private construction, renovation, rehabilitation, replacement, management, or maintenance of housing for active duty military personnel and their dependents, if specified criteria are met. This bill would provide that there is no independent possession or use of land or improvements if the possession or use is for a tenancy, as defined, in a residential unit, as defined, in a publicly owned housing project, as defined, is part of a governmental assistance program, and directly fulfills the governmental, public purpose of providing the housing, as described in the governmental assistance program.		
<a href="#">SB 341</a> <a href="#">Becker</a>	Introduced 2/7/2023	Assembly Housing and Community Development	<b>Housing development.</b> Current law awards jurisdictions that are in substantial compliance with specified provisions and that are prohousing additional points or preference in the scoring of applications for specified state programs, including, among others, the Affordable Housing and Sustainable Communities Program and the Infill Incentive Grant Program of 2007. Current law authorizes additional bonus points to be awarded to other state programs when already allowable under state law. Current law establishes the Infill Infrastructure Grant Program of 2019, which requires the department, upon appropriation of funds by the Legislature, to establish and		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			administer a grant program to allocate those funds to eligible applicants, as defined, to fund capital improvement projects that are an integral part of, or necessary to facilitate the development of, a qualifying infill project, qualifying infill area, or catalytic qualifying infill area, as those terms are defined, pursuant to specified requirements. Current law requires the department, in its review and ranking of applications for the award of capital improvement project grants, to rank affected qualifying infill projects and qualifying infill areas based on specified priorities. This bill would remove the Affordable Housing and Sustainable Communities program from the list of specified state programs for which additional points or preference is awarded. This bill, with respect to the Infill Infrastructure Grant Program of 2019, would specify that only the qualifying infill area portion of that program must be awarded additional points or preference. This bill would add the qualifying infill area and catalytic qualifying infill area portions of the Infill Infrastructure Grant Program of 2019 as one of the specified state programs for which additional points or preference is awarded.		
<a href="#">SB 352</a> <a href="#">Padilla</a>	Amended 3/29/2023	Senate 2 year	<b>California Workforce Development Board: minimum wage and housing.</b> Would require the California Workforce Development Board, in conjunction with the Secretary of Labor and Workforce Development and the Director of Housing and Community Development, to examine housing costs by county, regionally, and in the state and create a formula to ascertain how much a household with at least one full-time minimum wage worker must earn to reasonably afford a decent standard of living, including appropriate housing and basic expenses, including nonhousing necessities, in that county, regionally, and in the state. The bill, commencing in 2024, would also require the California Workforce Development Board to recommend to the Legislature by December 15 of each year the minimum wage for a household with at least one full-time minimum wage earner to afford a decent standard of living, including appropriate housing and basic expenses, including nonhousing necessities, in each county, regionally, and in the state and recommend a method to annually adjust figures to account for housing cost inflation and inflation broadly.		
<a href="#">SB 381</a> <a href="#">Min</a>	Amended 3/14/2023	Assembly Transportation	<b>Electric bicycles: study.</b> Would require the Mineta Transportation Institute at San Jose State University, in consultation with relevant stakeholders, to, on or before January 1, 2026, conduct a study on electric bicycles to inform efforts to improve the safety of users of the transportation system, and to submit a report of the findings from the study to the Legislature. The bill would require the study to examine, identify, and analyze available information regarding, among other things, data on injuries, crashes, emergency room visits, and deaths		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			related to bicycles and electric bicycles and best practices for policy to promote safe use of electric bicycles.		
<a href="#">SB 395</a> <a href="#">Wahab</a>	Amended 4/10/2023	Senate 2 year	<b>Leases: notice of termination or rent increase: statewide database.</b> Current law specifies various terms and conditions that apply to all persons who hire dwelling units located within this state, including tenants, lessees, boarders, lodgers, and others. Current law regulates evictions and provides that a tenant who remains in possession of a property after the term of the tenant's lease expires, or who fails to pay rent, is guilty of unlawful detainer. This bill would, beginning January 1, 2025, require a landlord to file with the office of the Secretary of State a copy of any notice of termination or notice of rent increase within 10 days of serving the notice on the tenant, subject to specified requirements. The bill would make failure to file the notice an affirmative defense to a cause of action for unlawful detainer.		
<a href="#">SB 405</a> <a href="#">Cortese</a>	Amended 4/26/2023	Senate 2 year	<b>Planning and zoning: housing element: inventory of sites: regional housing need.</b> The Planning and Zoning Law requires each county and each 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 specified mandatory elements, including a housing element. Current law also establishes a planning agency in each city and each county with the powers necessary to carry out the Planning and Zoning Law. Current law requires the housing element to include, among other things, an inventory of land suitable and available for residential development. For a housing element or amendment adopted on or after January 1, 2021, existing law requires the planning agency to submit to the Department of Housing and Community Development an electronic copy of its inventory, as specified. Existing law requires a county or city to submit each revision or amendment of its housing element to the department promptly following adoption of the revision or amendment and requires the department, within 90 days, to review the adopted housing element or amendment and report its findings to the planning agency. This bill would expand the requirement to submit an electronic copy of the above-described inventory to the department to additionally require the planning agency to submit a housing element or amendment prepared on or after January 1, 2021.		
<a href="#">SB 406</a> <a href="#">Cortese</a>	Introduced 2/9/2023	Assembly Natural Resources	<b>California Environmental Quality Act: exemption: financial assistance: housing.</b> The California Environmental Quality Act (CEQA) exempts for its requirements actions taken by the Department of Housing and Community Development or the California Housing Finance Agency to provide financial assistance or insurance for the development and construction of residential housing, as provided. This bill would extend the above exemption to actions taken by a local		



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			agency to provide financial assistance or insurance for the development and construction of residential housing.		
<a href="#">SB 423</a> <a href="#">Wiener</a>	Amended 5/23/2023	Assembly Desk	<b>Land use: streamlined housing approvals: multifamily housing developments.</b> 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, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards, including, among others, that the development proponent has committed to record, prior to the issuance of the first building permit, a land use restriction or covenant providing that any lower or moderate-income housing units required, as specified, remain available at affordable housing costs, as defined, or rent to persons and families of lower or moderate-income for no less than specified periods of time. Current law repeals these provisions on January 1, 2026. This bill would authorize the Department of General Services to act in the place of a locality or local government, at the discretion of that department, for purposes of the ministerial, streamlined review for development on property owned by or leased to the state.		
<a href="#">SB 434</a> <a href="#">Min</a>	Amended 3/16/2023	Assembly Desk	<b>Transit operators: street harassment survey.</b> Would require a transit operator, as defined, upon appropriation of funds by the Legislature, to collect and publish specified survey data for the purpose of informing efforts to improve the safety of riders and reduce street harassment on public transit on or before December 31, 2024. The bill would require a transit operator to conduct outreach activities with subpopulations of riders who are underrepresented in surveys and impacted by street harassment to gain insight into the perspectives of these riders based on their experiences. The bill would authorize a transit operator to collect survey data in multiple languages to reach limited-English-proficient riders impacted by street harassment, as provided. The bill would require a transit operator to publish and make publicly available on its internet website the survey data collected pursuant to these provisions and promptly notify the Governor and the Legislature of publication of the survey data. The bill would provide that specified information collected by a transit operator in the 5 years before the effective date of this bill is deemed to be survey data collected by the transit operator for purposes of the bill, and that specified outreach activity conducted by a transit operator in the 5 years before the effective date of this bill is deemed to be outreach activities conducted by the transit operator for purposes of the bill. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program.		
<a href="#">SB 439</a>	Amended	Assembly Consent Calendar	<b>Special motions to strike: priority housing development</b>		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<a href="#">Skinner</a>	5/26/2023		<b>projects.</b> Current law permits any party to file a notice of motion and motion to strike the whole or any part of a pleading. Under existing law, a party may file with the trial court a special motion to strike a cause of action against a person arising from any act of that person in furtherance of the person's right of petition or free speech under the United States Constitution or the California Constitution in connection with a public issue. This bill would permit a party to file with the trial court a special motion to strike the whole or any part of a pleading in all civil actions brought by any plaintiff to challenge the approval or permitting of a priority housing development project, as defined. The bill would require the trial court to deny the motion to strike if it determines that the plaintiff has established that there is a probability that the plaintiff will prevail on the claim. The bill would entitle a prevailing defendant on a special motion to strike to recover their attorney's fees and costs, except as specified.		
<a href="#">SB 460</a> <a href="#">Wahab</a>	Introduced 2/13/2023	Senate 2 year	<b>Hiring of real property: criminal history.</b> This bill would prohibit a housing provider from inquiring about an applicant's criminal history, requiring an applicant to disclose their criminal history, or requiring an applicant to authorize the release of their criminal history, unless they are complying with federal law, as specified. The bill would also prohibit a housing provider from basing any adverse action, in whole or in part, on information contained in an applicant's criminal history, if the housing provider received criminal history information about an applicant, unless they are complying with federal law.		
<a href="#">SB 466</a> <a href="#">Wahab</a>	Amended 5/15/2023	Senate 2 year	<b>Costa-Hawkins Rental Housing Act: rental rates.</b> The Costa-Hawkins Rental Housing Act prescribes statewide limits on the application of local rent control with regard to certain properties. The act generally authorizes an owner of residential real property to establish the initial rental rate for a dwelling or unit, except in specified circumstances, including, (1) when the residential real property has a certificate of occupancy issued after February 1, 1995, (2) when the residential real property has already been exempt from the residential rent control ordinance of a public entity on or before February 1, 1995, pursuant to a local exemption for newly constructed units, and (3) when the residential real property is alienable and separate from title to any other dwelling units, except as specified. This bill would instead authorize an owner of residential real property to establish the initial rental rate for a dwelling or unit when the residential real property has been issued a certificate of occupancy within the 28 years preceding the date on which the owner seeks to establish a rental rate under these provisions, except as specified for dwellings or units exempt from the residential rent control ordinance of a public entity on or before February 1, 1995, pursuant to a local exemption for newly constructed		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			units.		
<a href="#">SB 469</a> <a href="#">Allen</a>	Amended 3/28/2023	Assembly Housing and Community Development	<b>Housing: publicly funded low-rent housing projects.</b> The California Constitution prohibits the development, construction, or acquisition in any manner of a low-rent housing project by any state public body, as defined, until a majority of the qualified electors of the city, town, or county in which it is proposed to develop, construct, or acquire the same, voting upon that issue, approve the project by voting in favor at an election. The California Constitution, for purposes of this prohibition, defines “low-rent housing project” to mean any development 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 by supplying all or part of the labor, by guaranteeing the payment of liens, or otherwise. Current law establishes exclusions from this definition of “low-rent housing project,” including a development that consists of the acquisition, rehabilitation, reconstruction, alterations work, or any combination thereof, of lodging facilities or dwelling units using moneys appropriated and disbursed pursuant to specified provisions of the Zenovich-Moscone-Chacon Housing and Home Finance Act relating to affordable housing preservation, rental housing development awarded funds from certain multifamily housing direct loan programs, and housing for individuals and families who are experiencing homelessness or who are at risk of homelessness and who are impacted by the COVID-19 pandemic or other communicable diseases. This bill would expand that exclusion to include a development that consists of the acquisition, rehabilitation, reconstruction, alterations work, or any combination thereof, of lodging facilities or dwelling units using an allocation of federal or state low-income housing tax credits from the California Tax Credit Allocation Committee or moneys appropriated and disbursed pursuant to any provision of the Zenovich-Moscone-Chacon Housing and Home Finance Act, thereby excluding the developments that receive money from the specified funds and programs from the scope of the above-described constitutional provision.		
<a href="#">SB 482</a> <a href="#">Blakespear</a>	Introduced 2/14/2023	Assembly Desk	<b>Multifamily Housing Program: supportive housing: capitalized operating reserves.</b> Would require the Department of Housing and Community Development to offer capitalized operating reserves to supportive housing units developed under the Multifamily Housing Program.		
<a href="#">SB 507</a> <a href="#">Gonzalez</a>	Amended 4/17/2023	Senate 2 year	<b>Electric vehicle charging station infrastructure: assessments.</b> Would establish a goal of putting at least 8,000,000 zero-emission vehicles on California roads by 2030 for purposes of the		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			statewide assessment and would require the State Energy Resources Conservation and Development Commission to also assess the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet the goal of ensuring 100% of new cars and light trucks sold in California are zero-emission vehicles by 2035, and evaluate the electric vehicle charging infrastructure needs of specified use cases to ensure an equitable deployment of electric vehicle charging infrastructure.		
<a href="#">SB 523</a> <a href="#">Laird</a>	Amended 3/20/2023	Senate 2 year	<b>Santa Cruz Metropolitan Transit District.</b> Current law authorizes the formation of the Santa Cruz Metropolitan Transit District, with specified powers and duties related to the operation of public transit services serving the County of Santa Cruz. Current law authorizes the board of directors of the district to establish a retirement system for the officers and employees of the district. Current law authorizes the board of directors of the district to create a retirement board, to administer the retirement system, of not more than 5 members, as specified. This bill would authorize the retirement board to instead have not more than 7 members.		
<a href="#">SB 532</a> <a href="#">Wiener</a>	Amended 5/18/2023	Assembly Desk	<b>Ballot measures: local taxes.</b> Current law requires that the ballots used when voting upon a measure proposed by a local governing body or submitted to the voters as an initiative or referendum measure, including a measure authorizing the issuance of bonds or the incurrence of debt, have printed on them a true and impartial statement describing the purpose of the measure. If the proposed measure imposes a tax or raises the rate of a tax, current law requires the ballot to include in the statement of the measure the amount of money to be raised annually and the rate and duration of the tax to be levied. Current law requires the ballot label contain no more than 75 words. This bill would exempt from this requirement a measure that imposes or increases a tax with more than one rate or authorizes the issuance of bonds. If the proposed measure imposes or increases a tax with more than one rate, or authorizes the issuance of bonds, this bill would require that the ballot include in the statement of the measure to be voted on an estimate of the amount of money to be raised annually and the rate and the duration of the tax to be levied.	Support	Support
<a href="#">SB 555</a> <a href="#">Wahab</a>	Amended 5/22/2023	Assembly Desk	<b>Stable Affordable Housing Act of 2023.</b> Current law establishes the Department of Housing and Community Development and sets forth its powers and duties. Current law establishes various programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, homeownership for very low and low-income households, and downpayment assistance for first-time homebuyers. This bill, the Stable Affordable Housing Act of 2023, would declare a 10-year goal of creating 1.2 million units of		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			social housing through a mix of acquisition and new production and a 5-year goal of creating 600,000 units of social housing through a mix of acquisition and new production, of which no less than 200,000 units are affordable to extremely low and very low income households, as defined.		
<a href="#">SB 569</a> <a href="#">Glazer</a>	Introduced 2/15/2023	Assembly Desk	<b>Taxation: renter's credit.</b> 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 2021, 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. Current law establishes the continuously appropriated Tax Relief and Refund Account in the General Fund and provides that payments required to be made to taxpayers or other persons from the Personal Income Tax Fund are to be paid from that account. This bill, for taxable years beginning on or after January 1, 2023, and before January 1, 2028, would require the Franchise Tax Board to annually recompute for inflation the above-mentioned credit amounts, as provided. The bill, for credits allowable for taxable years beginning on or after January 1, 2023, and before January 1, 2028, would provide that the credit amount in excess of the qualified renter's liability would be refundable and paid from the Tax Relief and Refund Account to the qualified renter upon appropriation by the Legislature.		
<a href="#">SB 614</a> <a href="#">Blakespear</a>	Introduced 2/15/2023	Senate Rules	<b>Transportation Development Act.</b> The Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, provides for funding of local public transit systems throughout the state, as provided. The act makes legislative findings and declarations in that regard. This bill would make nonsubstantive changes to the legislative findings and declarations of the act.		
<a href="#">SB 617</a> <a href="#">Newman</a>	Amended 3/30/2023	Assembly Local Government	<b>Public contracts: progressive design-build: local and regional agencies.</b> Current law, until January 1, 2029, authorizes local agencies, defined as any city, county, city and county, or special district authorized by law to provide for the production, storage, supply, treatment, or distribution of any water from any source, to use the progressive design-build process for up to 15 public works projects in excess of \$5,000,000 for each project. Current law defines "progressive design-build" as a project delivery process in which both		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			the design and construction of a project are procured from a single entity that is selected through a qualifications-based selection at the earliest feasible stage of the project. Current law requires the selected entity and its general partners or joint venture members to verify specified information under penalty of perjury. This bill would additionally authorize a transit district, municipal operator, consolidated agency, joint powers authority, regional transportation agency, or local or regional agency, as described, to use the progressive design-build process.		
<a href="#">SB 649</a> <a href="#">Hurtado</a>	Introduced 2/16/2023	Senate 2 year	<b>California Endangered Species Act: incidental take permits.</b> The California Endangered Species Act requires the Department of Fish and Wildlife to adopt regulations for issuance of incidental take permits. Existing law prohibits the department from issuing an incidental take permit if issuance of the permit would jeopardize the continued existence of the species. Existing law requires the department to make this determination based on the best scientific and other information that is reasonably available, and to include consideration of the species' capability to survive and reproduce, and any adverse impacts of the taking on those abilities in light of (1) known population trends; (2) known threats to the species; and (3) reasonably foreseeable impacts on the species from other related projects and activities. This bill would require the department to make that decision based on a real-time monitoring system, rather than a calendar-based schedule, and to additionally consider the proximity of the species relative to the operation of a facility subject to the permit conditions and the known location of the population relative to the facility subject to the permit.		
<a href="#">SB 682</a> <a href="#">Skinner</a>	Amended 4/27/2023	Senate 2 year	<b>Low-carbon cement and low-carbon concrete.</b> Current law requires the State Air Resources Board to develop a comprehensive strategy for the state's cement sector to achieve net-zero emissions of greenhouse gases associated with cement used in the state as soon as possible, but no later than December 31, 2045. This bill would set a policy for the state to purchase or specify, on a statewide basis, at least 10%, by volume, of cement and concrete, including supplementary cementitious materials, that meet a certain benchmark by 2030 and to exclude the purchase of all fossil-based supplementary cementitious materials from that 10% by 2035.		
<a href="#">SB 684</a> <a href="#">Caballero</a>	Amended 3/22/2023	Assembly Housing and Community Development	<b>Land use: streamlined approval processes: development projects of 10 or fewer single-family residential units on urban lots under 5 acres.</b> The Subdivision Map Act vests the authority to regulate and control the design and improvement of subdivisions in the legislative body of a local agency and sets forth procedures governing the local agency's processing, approval, conditional approval or disapproval,		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			and filing of tentative, final, and parcel maps, and the modification thereof. The act generally requires a subdivider to file a tentative map or vesting tentative map with the local agency, as specified, and the local agency, in turn, to approve, conditionally approve, or disapprove the map within a specified time period. The Planning and Zoning Law contains various provisions requiring a local government that receives an application for certain types of qualified housing developments to review the application under a streamlined, ministerial approval process depending on the type of housing development, as specified. Current law, known as the Starter Home Revitalization Act of 2021, requires a city or county to approve an application for a small home lot housing development project, as defined, on a proposed site to be subdivided unless the city or county makes a finding related to the development's compliance with certain requirements or the development's specific, adverse public health or safety impact. This bill would require a local agency to ministerially approve, without discretionary review or a hearing, a parcel map or a tentative and final map for a housing development project that meets specified requirements.		
<a href="#">SB 689</a> <a href="#">Blakespear</a>	Amended 3/20/2023	Senate 2 year	<b>Local coastal program: conformity determination.</b> Current law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways. Current law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize the minimum safety design criteria established by the department or alternative criteria that meet specified requirements. Current law authorizes a city or county to prepare a bicycle transportation plan with specified required elements for these purposes and, subject to approval of the county transportation commission or transportation planning agency, authorizes the city or county to submit the plan to the department with an application for funds for bikeways and related facilities that will implement the plan. This bill would require any project that is contained within, or consistent with, a bicycle transportation plan to be deemed consistent, and in conformity, with any applicable certified local coastal program.		
<a href="#">SB 693</a> <a href="#">Seyarto</a>	Introduced 2/16/2023	Senate 2 year	<b>Exempt surplus land: City of Murrieta.</b> Current law prescribes requirements for the disposal of surplus land, as defined, by a local agency, as defined. Current law requires land to be declared surplus land or exempt surplus land, as supported by written findings, before a local agency takes any action to dispose of it consistent with the agency's policies or procedures. Current law requires any local agency disposing of surplus land to send, prior to disposing of that property or		



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			participating in negotiations to dispose of that property with a prospective transferee, a written notice of availability of the property pursuant to prescribed procedures. This bill would exempt specified parcels located within the City of Murrieta from the Surplus Land Act. This bill contains other related provisions.		
<a href="#">SB 710</a> <a href="#">Durazo</a>	Amended 5/18/2023	Assembly Desk	<b>Sale of excess state highway property: State Highway Route 710 Terminus.</b> Current law, if the Department of Transportation determines that real property, or an interest in the property, acquired for highway purposes is no longer necessary for those purposes, authorizes the department to sell or exchange the property or property interest in the manner and upon terms, standards, and conditions established by the California Transportation Commission, as provided. Current law authorizes the California Transportation Commission to relinquish a portion of State Highway Route 710. This bill would require the department to establish and administer a Terminus Regional Planning Committee, as provided, to meet quarterly and complete and submit a report to the Legislature on the issues of traffic and potential land use related to the State Route 710 Terminus adjacent areas, as defined.		
<a href="#">SB 712</a> <a href="#">Portantino</a>	Amended 3/30/2023	Assembly Desk	<b>Tenancy: micromobility devices.</b> Would prohibit a landlord from prohibiting a tenant from owning a personal micromobility device or from storing up to one personal micromobility device in their dwelling unit for each person occupying the unit, subject to certain exceptions. The bill would define “micromobility device” for those purposes to mean a device that is powered by the physical exertion of the rider or an electric motor and is designed to transport one individual or one adult accompanied by up to 3 minors.		
<a href="#">SB 713</a> <a href="#">Padilla</a>	Amended 4/17/2023	Assembly Housing and Community Development	<b>Planning and zoning: density bonuses: development standard.</b> 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, waivers or reductions of development standards, parking ratios, and other incentives or concessions, as specified, if the developer agrees to construct certain types of housing. Current law prohibits a city, county, or city and county from applying any development standard that will have the effect of physically precluding the construction of a development meeting specified criteria at the densities or with the concessions or incentives permitted by the Density Bonus Law. Current law defines “development standard” as including a site or construction condition, including, but not limited to, a height limitation, a setback requirement, a floor area ratio, an onsite open-space requirement, a minimum lot area per unit requirement, or a parking ratio that applies to a residential development pursuant to any ordinance, general plan element, specific plan, charter, or other local		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			condition, law, policy, resolution, or regulation. This bill would specify that “development standard” for these purposes includes these standards adopted by the local government or enacted by the local government’s electorate exercising its local initiative or referendum power, whether that power is derived from the California Constitution, statute, or the charter or ordinances of the local government.		
<a href="#">SB 721</a> <a href="#">Becker</a>	Amended 3/22/2023	Assembly P. & C.P.	<b>California Interagency AI Working Group.</b> Would, until January 1, 2030, create the California Interagency AI Working Group to deliver a report to the Legislature, as prescribed, regarding artificial intelligence. The bill would require the working group members to be Californians with expertise in at least 2 of certain areas, including computer science, artificial intelligence, and data privacy. The bill would require the report to the Legislature to include, among other things, a recommendation of a definition of artificial intelligence as it pertains to its use in technology for use in legislation.		
<a href="#">SB 736</a> <a href="#">McGuire</a>	Amended 5/26/2023	Assembly Governmental Organization	<b>Tribal gaming: compact ratification.</b> Would ratify amendments to the existing tribal-state gaming compact entered into between the State of California and the Middletown Rancheria of Pomo Indians of California to extend the terms of that compact. The bill would also ratify a new tribal-state gaming compact entered into between the State of California and the Middletown Rancheria of Pomo Indians of California. The bill would provide that, in deference to tribal sovereignty, certain actions related to these compacts are not projects for the purposes of the California Environmental Quality Act (CEQA).		
<a href="#">SB 747</a> <a href="#">Caballero</a>	Amended 5/18/2023	Assembly Desk	<b>Land use: economic development: surplus land.</b> Current law authorizes a city, county, or city and county, with the approval of its legislative body by resolution after a public hearing, to acquire, sell, or lease property in furtherance of the creation of an economic opportunity, as defined. Current law specifies the Legislature’s intent regarding those provisions. This bill would authorize a city, county, or city and county, in addition to a sale or lease, to otherwise transfer property to create an economic opportunity. The bill would make related, conforming changes. The bill would additionally state the Legislature’s intent is to ensure that residents of the state have access to jobs that allow them to afford housing without the need for public subsidies.		
<a href="#">SB 768</a> <a href="#">Caballero</a>	Amended 3/22/2023	Senate 2 year	<b>California Environmental Quality Act: vehicle miles traveled: statement of overriding consideration.</b> The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			environment. CEQA prohibits a public agency from approving or carrying out a project for which a certified EIR has identified one or more significant effects on the environment that would occur if the project is approved or carried out unless the public agency finds either (1) changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant effects on the environment, (2) those changes or alterations are within the jurisdiction of another public agency and have been, or can and should be, adopted by the other agency, or (3) specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the EIR and the public agency finds that those specific considerations outweigh the significant effects on the environment, commonly known as a statement of overriding consideration. This bill would provide that a public agency, in approving or carrying out a housing development project, as defined, a commercial project, or an industrial project, is not required to issue a statement of overriding consideration for significant effects on the environment identified by a project's vehicle miles traveled or similar metrics if the lead agency has imposed all feasible mitigation measures on the project and it finds no feasible alternatives to the project..		
<a href="#">SB 822</a> <a href="#">Durazo</a>	Amended 5/18/2023	Assembly Desk	<b>Workforce development: Interagency High Road Act.</b> Current law requires the California Workforce Development Board to assist the Governor in promoting the development of a well-educated and highly skilled 21st century workforce, and the development of a high road economy that offers an educated and skilled workforce with fair compensation and treatment in the workplace. Current law also requires the board to assist in developing standards, procedures, and criteria for high road employers, high road jobs, high road workforce development, and high road training partners, as specified. Current law defines “high road” for these purposes to mean a set of economic and workforce development strategies to achieve economic growth, economic equity, shared prosperity, and a clean environment. This bill would require the Department of Industrial Relations and the California Workforce Development Board, within the Labor and Workforce Development Agency, to collectively be responsible for oversight and decisionmaking, including, among other duties, creating high road evaluation metrics and providing technical assistance to state agencies. The bill would require the board to also assist in developing standards, procedures, and criteria for high road contracting and high road procurement, as specified, and would make conforming changes. The bill would require, upon request by a state agency, the board to establish interagency agreements that advance the objectives of high road procurement, contracting, and incentive programs. The bill would		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			require, by January 1, 2025, each state agency to report to the Legislature the agency's plan to incorporate high road employment requirements in that state agency's procurement processes, contracts, and incentives programs.		
<a href="#">SB 823</a> <a href="#">Smallwood-Cuevas</a>	Amended 5/1/2023	Senate 2 year	<b>Discounted electric vehicle charging payment card competitive grant program.</b> Would, upon appropriation by the Legislature, require the Energy Commission, in consultation with the Public Utilities Commission, State Air Resources Board, and California Integrated Travel Project, to establish a competitive grant program to award moneys for projects that provide an eligible resident, as specified, with a payment card that may be used at any publicly available electric vehicle charging station, as specified. The bill would require the Energy Commission to prioritize projects with the greatest potential to provide payment cards to individuals enrolled in a low-income residential customer electrical rate assistance program and to establish criteria for awarding a grant pursuant to the program, as specified. The bill would authorize the Energy Commission to select an administrator to oversee the program and to adopt, and revise, guidelines or other standards for the program. The bill would require the Energy Commission, on or before 15 months after the program is established, and annually thereafter, to prepare and submit to the Governor and Legislature a report that includes specified information relating to the program.		
<a href="#">SB 827</a> <a href="#">Glazer</a>	Introduced 2/17/2023	Senate 2 year	<b>San Francisco Bay Area Rapid Transit District: Office of the BART Inspector General.</b> Would provide that the BART Inspector General is vested with the full authority to exercise all responsibility for maintaining a full scope, independent, and objective audit and investigation program. The bill would provide the office with access and authority to examine all records, files, documents, accounts, reports, correspondence, or other property of the district and external entities that perform work for the district. The bill would provide that all books, papers, records, and correspondence of the office are public records subject to the California Public Records Act, but would prohibit the BART Inspector General from releasing certain types of records to the public, except under certain circumstances. The bill would also make it a crime to engage in specified activities with regard to an audit, evaluation, investigation, or review conducted pursuant to these provisions, as specified. Because the bill would create a new crime, the bill would impose a state-mandated local program.		
<a href="#">SB 834</a> <a href="#">Portantino</a>	Amended 5/2/2023	Assembly Desk	<b>Housing: California Family Home Construction and Homeownership Bond Act of 2023.</b> Would enact the California Family Home Construction and Homeownership Bond Act of 2023 (bond act), which, if adopted, would authorize the issuance of bonds in		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
			the amount of \$25,000,000,000 pursuant to the State General Obligation Bond Law to finance the California Family Home Construction and Homeownership Program, established as part of the bond act. The bill would authorize the California Housing Finance Agency to award California Socially Responsible Second Mortgage Loans to eligible applicants to use as a down payment or to pay closing costs on the purchase of a new home. The bill would also authorize the agency to award Family Homeownership Opportunity Infrastructure Improvement Loans to developers to be used for predevelopment infrastructure improvements and other upfront costs typically incurred in connection with new home construction, under specified conditions. The bill would require that moneys received from a loan recipient for the repayment of financing provided under the program be used to pay debt service when due on bonds issued pursuant to the bond act. The bill would also authorize the agency to issue revenue bonds for the purposes of financing the program, as specified.		
<a href="#">SBX1 2</a> <a href="#">Skinner</a>	Chaptered 3/28/2023	Senate Chaptered	<b>Energy: transportation fuels: supply and pricing: maximum gross gasoline refining margin.</b> Current law requires operators of refineries in the state that produce gasoline meeting California specifications, within 30 days of the end of each calendar month, to submit a report to the State Energy Resources Conservation and Development Commission containing certain information regarding its refining activities related to the production of gasoline in that month. Current law requires the commission to notify a refiner that has failed to timely provide the required information and imposes a civil penalty on the refiner that fails to submit the required information within 5 days of being notified of the failure. This bill would authorize the commission to establish a maximum gross gasoline refining margin, as provided. The bill would require the commission, if the commission establishes the maximum gross gasoline refining margin, to establish a penalty for exceeding the maximum gross gasoline refining margin, as provided. The bill would authorize the commission to petition the court to enjoin a refiner from exceeding the maximum gross gasoline refining margin. The bill would also authorize the commission to impose an administrative civil penalty on a refiner for exceeding the maximum gross gasoline refining margin, as provided. The bill would require the commission to consider a refiner's request for an exemption from the maximum gross gasoline refining margin, as provided. The bill would require a refiner seeking an exemption to file a statement under the penalty of perjury setting forth the basis of the request for exemption.		

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
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**Metropolitan Transportation Commission and Association of Bay Area Governments  
Joint MTC ABAG Legislation Committee**

**California Local & Regional Government Association Bill Position Resources**

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

- <https://www.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**  
**2023 Legislative Deadlines\***

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**January**

- 1: Statutes take effect
- 4: Legislature reconvenes
- 10: Budget must be submitted by Governor
- 16: Martin Luther King, Jr. Day
- 20: Last day for policy committees to hear and report to fiscal committees' fiscal bills introduced in their house in the odd-numbered year.

**February**

- 17: Last day for bills to be introduced
- 20: Presidents' Day

**March**

- 30: Spring Recess begins upon adjournment
- 31: Cesar Chavez Day observed.

**April**

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

**May**

- 5: Last day for policy committees to meet and report to the floor nonfiscal bills introduced in their house
- 12: Last day for policy committees to meet prior to June 5
- 19: 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 June 5.
- 29: Memorial Day
- 30- June 2: Floor session only. No committees may meet for any purpose, except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees.

**Joint MTC ABAG Legislation Committee**  
**2023 Tentative Legislative Deadlines**  
**Page 2 of 2**

**June**

- 2: Last day for each house to pass bills introduced in that house
- 5: Committee meetings may resume
- 15: Budget Bill must be passed by midnight

**July**

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

**August**

- 14: Legislature reconvenes from Summer Recess

**September**

- 1: Last day for fiscal committees to meet and report bills
- 4: Labor Day
- 5-14: Floor session only. No committees may meet for any purpose, except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees.
- 8: Last day to amend bills on the floor
- 14: Last day for each house to pass bills. Interim (Study) Recess begins upon adjournment

**October**

- 14: Last day for Governor to sign or veto bills passed by the Legislature before September 14 and in the Governor's possession in or after September 14
- 2: Bills enacted on or before this date take effect January 1, 2023

**2024**

- January 1: Statutes take effect
- January 3: Legislature reconvenes

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**

**June 9, 2023**

**Agenda Item 2c**

**MTC Resolution No. 4590: Revised Draft 2023 MTC Public Participation Plan**

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**Subject:**

Summary of what we heard during the 45-day public comment period for MTC's Draft 2023 Public Participation Plan (PPP), what changed and recommendation for approval.

**Background:**

Federal regulations require MTC to adopt a PPP to inform the public and our partners about how they can participate in the development of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP). State statutes further require metropolitan planning organizations, like MTC, to develop an engagement plan for the development of the RTP and the Sustainable Communities Strategy (SCS), which is the region's long-range plan known as Plan Bay Area. Due to the nature of the specific federal and state requirements, the PPP has historically been focused exclusively on the long-range plan and the TIP; however, the latest iteration of the PPP informs members of the public of the various other opportunities to get involved in MTC's work. The current update provided a timely opportunity to incorporate MTC's Equity Platform into the PPP, as well as update our Guiding Principles and Engagement Strategies.

**What We Heard:**

On February 24, 2023, MTC released the Draft PPP for a 45-day public comment period. Multiple e-mail blasts, a direct mailer to Equity Priority Communities, a press release and a digital promotion campaign encouraged the Bay Area public to read and comment on the PPP. Additionally, MTC staff conducted a new round of engagement with leaders from community-based organizations to solicit input on the document's proposed engagement methods, especially those aimed at engaging historically underrepresented and hard-to-reach populations (see Attachment B). The public comment period closed on April 10, 2023.

In addition to the input received from CBO leaders, the public comment period yielded 124 comments in the form of emails, comments submitted via the web and written correspondence

from members of the public as well as our partners. The following are the key takeaways from engagement on the Draft PPP:

- Prioritize online engagement and quick opportunities to provide input (e.g., surveys, questionnaires).
- When conducting in-person engagement, go to where the people are and offer incentives to increase participation.
- Increase education and raise the public's awareness about who MTC is and its work, especially regarding Plan Bay Area.
- *Broadly* promote and advertise upcoming events and engagement opportunities.
- Increase accountability and build trust by reporting back on how the public's feedback influenced the decision-making process.

**What Changed:**

The Draft PPP was revised to incorporate the feedback and suggestions heard during the 45-day public comment period. Attachment C details the revisions made to the Draft PPP.


**Recommendation:**

Approve / MTC Commission Approval

MTC staff requests the Joint MTC ABAG Legislation Committee forward MTC Resolution No. 4590, to the Commission to approve the 2023 Public Participation Plan.

**Attachments:**

- Attachment A: MTC Resolution No. 4590
- Attachment B: Public Participation Plan CBO Engagement
- Attachment C: Summary of Revisions to the Draft 2023 MTC Public Participation Plan



Andrew B. Fremier

Date: June 28, 2023  
W.I.: 1112  
Referred by: Legislation

ABSTRACT

Resolution No. 4590

This resolution adopts the 2023 MTC Public Participation Plan.

This resolution supersedes MTC Resolution No. 4174, Revised.

Further discussion of the 2023 MTC Public Participation Plan is contained in the Joint MTC ABAG Legislation Committee memorandum dated June 9, 2023.

Date: June 28, 2023  
W.I.: 1112  
Referred by: Legislation

Re: MTC Public Participation Plan

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION 4590

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

WHEREAS, MTC is committed to involving Bay Area residents, as well as public agencies and officials, Tribal governments, freight providers and other interested parties in the development of transportation plans and programs in a manner consistent with federal legislation, Infrastructure Investment and Jobs Act (IIJA, PL 117-58) and pursuant to requirements of the Federal Highway Administration and the Federal Transit Administration that metropolitan planning organizations adopt and periodically update public participation plans [23 CFR Part 450 and 49 CFR Part 613]; and

WHEREAS, MTC is committed to implementing California Senate Bill 375 (Chapter 728, 2008 Statutes), which calls upon metropolitan planning organizations to adopt participation plans to engage the public in development of the regional transportation plan/sustainable communities strategy; and

WHEREAS, MTC in March 2006, as part of adopting principles on Environmental Justice, committed to “Create an open and transparent public participation process that empowers low-income communities and communities of color to participate in decision making that affects them;” and

WHEREAS, MTC, recognizing the value to be gained from listening to and learning from many voices from throughout the diverse nine-county Bay Area, developed the attached Public Participation Plan after extensive research and numerous conversations, meetings, surveys and focus groups; now, therefore, be it

RESOLVED, that MTC adopts the Public Participation Plan attached hereto and incorporated herein as Attachment A; be it further

RESOLVED, that Attachment A shall be revised periodically by MTC as part of its ongoing commitment to inform and include the people of the Bay Area in its decision-making process; and be it further

RESOLVED, that this resolution supersedes MTC resolutions 4174, Revised (MTC Public Participation Plan, 2018), 3821 (Public Participation Plan, 2007), 2648 (Federal Public Involvement Procedures, 2003) and 3351 (Public Involvement Action Plan, 2001), and be it further

RESOLVED that the Executive Director is authorized to implement and administer the Commission's Public Participation Plan, and shall submit a copy of this resolution to the Federal Highway Administration and the Federal Transit Administration, and to other agencies as appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on June 28, 2023.



Date: June 28, 2023  
W.I.: 1112  
Referred by: Legislation

Attachment A  
Resolution No. 4590

The MTC Public Participation Plan is on file in the offices of the Metropolitan Transportation Commission, Bay Area Metro Center, 375 Beale Street, Suite 800, San Francisco, CA 94105.

# DRAFT Public Participation Plan

for the San Francisco Bay Area



Revised, June 2023



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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# Table of Contents

List of Acronyms.....	4
<b>Chapter 1 — Introduction.....</b>	<b>6</b>
What is MTC? .....	6
Two Boards, One Staff .....	7
Public Participation Plan Purpose.....	8
Public Participation Opportunities.....	8
Who We Engage .....	9
<b>Chapter 2 — MTC’s Commitment to Participation.....</b>	<b>12</b>
Equity Platform .....	12
Guiding Principles: Our Vision for Engagement.....	13
Engagement Strategies .....	14
<b>Chapter 3 — How to Get Involved.....</b>	<b>16</b>
Engagement Opportunities .....	16
Public Meetings and Events .....	16
Public Hearings.....	16
Public Information Office.....	17
Multilingual Phone Lines.....	17
Plan Bay Area Comment Line.....	17
Library.....	18
Virtual Engagement.....	18
Policy Committees .....	21
MTC Committees .....	21
Policy Advisory Council .....	22
<b>Chapter 4 — Engagement Techniques .....</b>	<b>24</b>
Traditional Methods.....	24
Virtual Engagement .....	24
Visualization Techniques .....	25
Polls/Surveys .....	25

Online and Printed Materials .....	26
Targeted Mailings/Flyers .....	26
Local Media .....	26
Promotion of Meetings and Events .....	27
Techniques for Reporting on Impact .....	27
Techniques for Involving Historically Underserved Populations .....	28
Communities with Low Incomes, Communities of Color and Unhoused Communities .....	28
Low-Literacy Populations .....	28
Persons with Disabilities .....	29
Limited-English Proficient Populations .....	29
Native American Tribes.....	30
<b>Chapter 5 — Who We Engage .....</b>	<b>31</b>
Community-based Organizations .....	32
<b>Chapter 6 — Tribal Government Consultation and Engagement with Native American Tribes .....</b>	<b>33</b>
Federally Recognized Tribes.....	33
California Native American Tribes .....	34
<b>Chapter 7 — Revising the Public Participation Plan .....</b>	<b>36</b>

## List of Acronyms

ABAG	Association of Bay Area Governments
AC	Advance Construction
AC Transit	Alameda-Contra Costa Transit District
ADA	Americans with Disabilities Act
ASL	American Sign Language
BAIFA	Bay Area Infrastructure Financing Authority
BAHA	Bay Area Headquarters Authority
BAHFA	Bay Area Housing Finance Authority
BART	Bay Area Rapid Transit
BATA	Bay Area Toll Authority
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBO	Community-based Organization
CEQA	California Environmental Quality Act
CMP	Congestion Management Process
CNP	Connected Network Plan
CTA	County Transportation Agency
CTP	Countywide Transportation Plan
EIR	Environmental Impact Report
FAST	Fairfield/Suisun Transit System
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FMS	Fund Management System
FTA	Federal Transit Administration
GHG	Greenhouse gas
GGBHTD	Golden Gate Bridge, Highway and Transportation District
IIJA	Infrastructure Investment and Jobs Act
LAVTA	Livermore-Amador Valley Transit Authority
LEP	Limited English Proficient
LGBTQ+	Lesbian, gay, bisexual, transgender, queer and others

MAP-21 Act	Moving Ahead for Progress in the 21st Century Act
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
NEPA	National Environmental Policy Act
NOC	Notice of Completion
NOD	Notice of Determination
NOP	Notice of Preparation
OWP	Overall Work Plan
PDA	Priority Development Area
PM	Particulate matter
POP	Program of Projects
PPA	Priority Production Area
PPP	Public Participation Plan
PTAC	Partnership Technical Advisory Committee
RHNA	Regional Housing Needs Allocation
RTP	Regional Transportation Plan
SAFE	Service Authority for Freeways and Expressways
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SamTrans	San Mateo County Transit District
SB 375	Senate Bill 375, the Sustainable Communities and Climate Protection Act (2008)
SFMTA	San Francisco Municipal Transportation Agency
SIM	State Implementation Plan
SCS	Sustainable Communities Strategy
SMART	Sonoma Marin Area Rail Transit
Soltrans	Solano County Transit
TIP	Transportation Improvement Program
VTA	Santa Clara Valley Transportation Authority

# Chapter 1 — Introduction

The policies and investments made by the Metropolitan Transportation Commission (MTC) influence the lives of all people who live and work in the San Francisco Bay Area every day. MTC wants residents of the Bay Area to be involved in the regional planning process and is committed to a transparent decision-making process that is informed by meaningful public consultation and community engagement. To help inform its decisions, MTC is committed to providing:

- 1) ample opportunities for early and continuing participation in its projects, programs and plans; and
- 2) full public access to the decision-making process.

This Public Participation Plan outlines the many opportunities available to get engaged in MTC's work. This plan defines our mission and vision for public engagement and participation, along with the processes for communicating with the public about our programs, plans, projects and decisions. This plan seeks to provide Bay Area residents from across the nine counties with the information necessary to participate in and influence the regional policy development and decision-making processes.

## What is MTC?

The Metropolitan Transportation Commission (MTC) is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area. MTC supports the region's network of streets, roads, highways, public transit systems, airports and other transportation resources, including the movement of goods through ports and freight rail lines. MTC was created by the California Legislature in 1970 to plan the Bay Area's transportation system. The federal government later designated MTC as the Bay Area's metropolitan planning organization (MPO) charging it with the task of coordinating and deciding how to spend federal transportation dollars that are suballocated to the region.

Over the years, MTC's work has expanded through state legislation to address other regional issues, including administration of toll bridge revenues, the environment and housing. MTC's role has expanded into multiple authorities — created by state law or as a



joint powers authority to carry out specific duties or projects for residents of the Bay Area. These authorities include:

- [\*\*Bay Area Toll Authority\*\*](#) (BATA) – manages the toll revenues from the Bay Area’s seven state-owned bridges. BATA also manages FasTrak®, the electronic toll payment system established in state law.
- [\*\*Service Authority for Freeways and Expressways\*\*](#) (SAFE) – operates the freeway service patrol tow trucks and the emergency roadside call box programs. State law established the framework for establishing a SAFE as well as their funding sources; MTC is the Bay Area’s SAFE.
- [\*\*Bay Area Infrastructure Financing Authority\*\*](#) (BAIFA) – oversees the financing, planning and operation of MTC Express Lanes and related transportation projects. BAIFA was established as a joint powers authority of MTC and BATA to administer express lanes and other toll facilities.
- [\*\*Bay Area Housing Finance Authority\*\*](#) (BAHFA) – established in state law, BAHFA is a first-of-its kind regional authority created to address the Bay Area’s chronic housing challenges.
- [\*\*Bay Area Headquarters Authority\*\*](#) (BAHA) – manages and maintains the Bay Area Metro Center building in San Francisco where ABAG and MTC are housed. BAHA was established as a joint powers authority of MTC, ABAG, the Bay Area Air Quality Management District and the San Francisco Bay Conservation and Development Commission — all co-located in the Bay Area Metro Center.

## Two Boards, One Staff

In 2008, Senate Bill 375 (Steinberg) was enacted and called upon regional agencies to link together their transportation and land use plans more closely to help achieve climate goals — specifically, reducing greenhouse gas (GHG) emissions from the transportation sector. This law linked some of MTC’s planning work more closely with that of the Association of Bay Area Governments (ABAG), the Bay Area’s regional planning agency responsible for land use planning. SB 375 requires that MTC and ABAG jointly develop the Bay Area’s long-range plan known as Plan Bay Area.

ABAG is a joint powers authority of the nine counties and 101 cities in the region that works to strengthen cooperation and collaboration among them to build healthier, stronger communities. ABAG helps local governments plan for new housing development and adapt to change while addressing sustainability, energy, resilience and equity. In

2017, the staffs of both agencies merged, and they now work as one integrated organization reporting to two boards to promote better collaboration and integration on common Bay Area goals.

Most of the work of each board is conducted and approved separately. However, some work — such as setting legislative priorities and developing Plan Bay Area — is conducted jointly. To streamline the decision-making process, MTC and ABAG have a merged legislation policy committee (the Joint MTC-ABAG Legislation Committee; see p. 21) and each board has a separate committee that meets jointly (the Joint MTC Planning Committee with the ABAG Administrative Committee; see p. 22). Action items brought before this committee are approved individually by each board.

## Public Participation Plan Purpose

Two key planning efforts prompt the development of the Public Participation Plan: the [Regional Transportation Plan](#) (RTP) and the [Transportation Improvement Program](#) (TIP). However, the work of MTC expands beyond these two planning efforts to encompass a range of plans, projects and programs that work together to improve the quality of life for all Bay Area residents as well as our natural environment. As such, this Public Participation Plan highlights opportunities for getting involved and influencing the regional decision-making process, and it details MTC’s decision-making process.

The federal and state requirements for public participation related to the RTP and TIP are included as:

- Appendix A. Public Participation Plan Statutory Requirements
- Appendix B. Public Participation Procedures for the Regional Transportation Plan and the Transportation Improvement Program
- Appendix C. Public Participation Plan for Plan Bay Area 2050+

## Public Participation Opportunities

While MTC and ABAG work on a myriad of plans, projects and programs with a wealth of engagement opportunities, below is a sampling of the major efforts.

- [Plan Bay Area](#) – The long-range regional plan for the Bay Area required under SB 375 is focused on transportation, housing, economic development and environmental resilience, and serves as the region’s RTP and Sustainable Communities Strategy

(SCS). Federal regulations require MTC to engage in a planning process that creates opportunities for public involvement, participation and consultation throughout the development of the RTP. As such, the public participation procedures for the RTP are thoroughly detailed in Appendix A. Furthermore, SB 375 requires MTC and ABAG to develop a Public Participation Plan for developing the RTP/SCS. See Appendix B for the complete Public Participation Plan for the next update of Plan Bay Area.

- [\*\*Transportation Improvement Program\*\*](#) (TIP) – The TIP is a federally-required comprehensive four-year regional spending plan for near-term transportation projects, programs and investment priorities. Federal regulations require MTC to engage in a planning process that creates opportunities for public involvement, participation and consultation throughout the development of the TIP. The public participation procedures for the TIP are thoroughly detailed in Appendix A.
- [\*\*Overall Work Plan\*\*](#) (OWP) – The OWP describes the annual budget, allocation and use of federal and state transportation planning funds in the Bay Area. The OWP is developed each fiscal year and details the agency’s planning and budgetary priorities for the following fiscal year.
- [\*\*Bay Area Housing Finance Authority\*\*](#) (BAHFA) – BAHFA is a first-of-its-kind regional authority created to address the Bay Area’s chronic housing challenges. It offers a powerful new set of financing and policy tools to promote housing affordability and address the region’s housing crisis. BAHFA is a separate legal entity but is governed by the same board as MTC.
- [\*\*Regional Housing Needs Allocation\*\*](#) (RHNA) – Establishes a blueprint for how each city and county in the state must plan for housing. Required by state law, RHNA is updated every eight years by ABAG.

Chapter 3 describes in detail the various opportunities to get involved in MTC’s work.

## Who We Engage

MTC represents the entire nine-county San Francisco Bay Area in all its economic, geographic and demographic diversity. The agency is committed to engaging and using input from a range of stakeholders from all nine Bay Area counties, including:

- **General Public** – all residents of the region, with special consideration for the needs of [Equity Priority Communities](#)<sup>1</sup>, people of color, communities with low-incomes, persons with disabilities, youth, communities with limited English proficiency and seniors.
- **Community Organizations** – especially those that serve Equity Priority Communities as well as other groups such as environmental advocates, special interest nonprofit organizations, neighborhood groups, homeowner associations, among others.
- **Government Agencies** – public agencies like local transit operators, cities and counties, other regional agencies like the Air District, public health agencies, water districts, county transportation agencies (CTAs), the region’s ports and airports, and agencies at the state and federal levels.
- **Labor and Business Community** – unions, building trade councils. private-sector entities whose work intersects with transportation and land use planning, business associations, private transportation providers, freight shippers, consulting firms, technology developers. non-profit business interest groups, and more.
- **Elected Officials** – elected representatives at all levels, including city councils and mayoral offices, county supervisors, and state and federal legislators.
- **Tribal Governments and Communities** – federally recognized Tribal governments within the Bay Area and California Native American Tribes with Tribal cultural resources in the region.

See Chapter 5 for a full list of stakeholders and partners that MTC aims to engage with.

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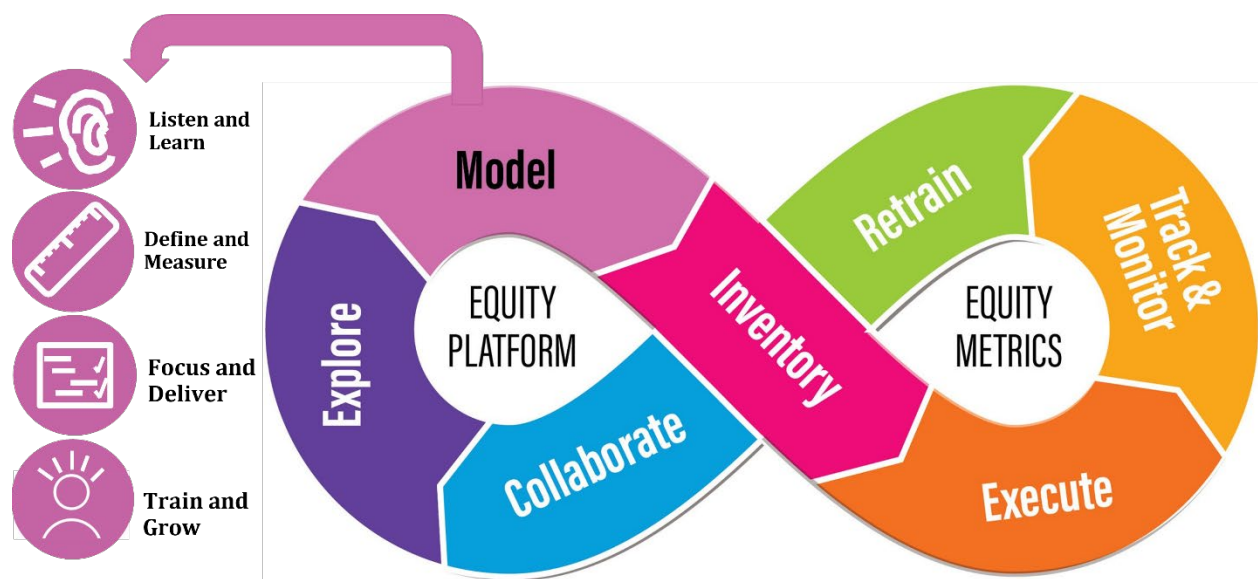
<sup>1</sup> Equity Priority Communities are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color. A combination of additional factors helps define these areas. See: <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>.



# Chapter 2 — MTC’s Commitment to Participation

## Equity Platform

MTC defines equity as “inclusion into a Bay Area where everyone can participate, prosper and reach their full potential.” The agency strives to advance equity through carefully considered investments and policies that can support historically underserved and systemically marginalized communities, including people with low incomes and communities of color.



The Equity Platform, adopted by MTC (Resolution No. 4559) in January 2023, provides a framework for how MTC addresses equity challenges and approaches complex systems and environments. It is grounded by four pillars:

- Listen and Learn
- Define and Measure
- Focus and Deliver
- Train and Grow

The Equity Platform is an ongoing, iterative process that guides staff to create and design solutions that focus on affected communities; increase opportunity for those people most affected by exclusion; shift decision-making power to the people who are affected by policies; and invest in training and education to advance goals for fairness and inclusion. Additional information about MTC’s Equity Platform is available at [mtc.ca.gov/about-mtc/what-mtc/equity-platform](https://mtc.ca.gov/about-mtc/what-mtc/equity-platform).

Operationalizing our Equity Platform in our public and community engagement means revising policies and implementing processes that lift the voices of those who have been systemically excluded from the regional decision-making process, including people of color, communities with low incomes, persons with disabilities, seniors and people who speak languages other than English.

## Guiding Principles: Our Vision for Engagement

MTC’s guiding principles for engagement serve as our vision for public participation and are rooted in our mission to advance equity in the Bay Area. MTC advances equity by investing resources in engagement strategies that lift the voices of those who have been historically left out of the decision-making process, and by working to ensure historically underserved communities can meaningfully influence decision-making.

### **1. Effective engagement has a clear purpose.**

Defining the purpose for engaging the public, understanding the context and identifying the audience of those affected is imperative to ensure meaningful engagement from the standpoint of the agency and the participants.

### **2. Effective engagement requires two-way education and relationship building.**

Acknowledging the expertise that exists within a given community and boosting engagement with activities that increase mutual education fosters more productive conversations. Ongoing, mutual education improves outcomes and requires cultivating relationships with partners and communities to build trust and achieve consensus.

### **3. Effective engagement is not one-size-fits-all.**

Efforts must be tailored to each unique project and audience to enhance community engagement while making every effort to increase participation opportunities for those most impacted by past and current decisions.



**4. Clear communication is essential in effective engagement.**

Public engagement must be conducted through clear and compelling communications that are appropriate for the intended audience. Leveraging inclusive storytelling builds shared understanding.

**5. Effective engagement demands accountability.**

Informing the public of opportunities to participate in the process and clearly demonstrating how community voices have influenced planning and policy decisions builds confidence in the public process.

**6. Engagement requires openness and transparency.**

An open and transparent public participation process empowers low-income communities and communities of color to participate in decision-making that affects them (this guiding principle was adopted as an environmental justice principle by the Commission in 2006).

## Engagement Strategies

Our strategies describe the iterative process MTC follows when implementing public engagement programs and inform *how* we conduct engagement.

**Strategy 1: Engage Early and Often**

MTC structures major planning initiatives and funding decisions to provide the public and our partners with ample opportunity to help shape outcomes as early as possible. MTC provides timely information to raise awareness of upcoming projects, key milestones and opportunities to influence the policy development and decision-making processes.

**Strategy 2: Enable Access for All**

MTC works to provide all Bay Area residents with opportunities for meaningful participation, regardless of ability, age or income. This strategy aims to increase activities that reach communities who have been historically left out of policy decisions that affect them. Further, MTC recognizes that individuals should not need to be a transportation professional to understand and participate in our work.

**Strategy 3: Prioritize Co-creation and Plain Language**

MTC aims to conduct engagement activities that design and create solutions in partnership and collaboration with communities affected by policies and decisions. MTC

strives to use clear communications and plain language to foster informed, productive dialogue throughout the engagement process.

#### **Strategy 4: Respond and Report Back**

MTC is committed to responding to all correspondence received and summarizing comments heard from participants on impending actions, so decision-makers and the public have a clear understanding of the depth and breadth of opinions on a given issue. MTC also strives to inform participants about how their input and feedback help shape or contribute to key decisions and actions. When outcomes do not correspond to the views expressed, every effort is made to explain why.

#### **Strategy 5: Assess Impact**

MTC evaluates our engagement activities in an effort to inform and improve future engagement. Evaluation helps determine who was missing from the process and identifies opportunities for improvement and corrective action.



# Chapter 3 — How to Get Involved

MTC uses a variety of methods to engage the Bay Area public in its policies, projects and programs. The following information outlines how the public can get involved in MTC's work.

## Engagement Opportunities

### Public Meetings and Events

Public meetings on specific issues are held as needed and promoted and publicized broadly. These meetings can range from large in-person open houses and community workshops to small group discussions and focus groups to webinars and online workshops. To solicit comments on various plans, projects and programs, MTC holds meetings online or in-person throughout the nine-county San Francisco Bay Area. Meetings are located and scheduled to maximize public participation (including virtual, evening meetings, etc.) and can include non-traditional meetings such as pop-up workshops at existing events or online interactive workshops. Additionally, MTC works with community-based organizations to ensure that historically underserved communities have opportunities to provide input. MTC provides [notice of upcoming meetings and events on the MTC website](#). If warranted, e-mail announcements and news releases are also sent to the public and local media outlets, respectively.

### Public Hearings

Public hearings are sometimes required by law for certain policy decisions. Notice of these public hearings is placed on [MTC's website](#), and — when required by law — in the legal section of numerous newspapers in the region, including newspapers circulated in historically underserved communities of the Bay Area. Materials to be considered at public hearings are posted online and made available to interested persons upon request. To be notified when public hearings are scheduled, contact the MTC Public Information Office at (415) 778-6747 or [info@bayareametro.gov](mailto:info@bayareametro.gov) and request to be added to the public hearing distribution list.

## Public Information Office

MTC's commitment to public participation includes staff dedicated to involving the public in our work. In addition to the components of MTC's public outreach program detailed in this plan, public information staff can:

- request translation services or Americans with Disabilities Act (ADA) accommodations for members of the public who speak languages other than English or are visually- or hearing-impaired.
- offer assistance and make hard copies available to the public of any item on its websites (including meeting notices, agendas, meeting materials, etc.) when a person does not have Internet access.
- work with interested organizations to arrange for staff and/or Commissioners to make presentations to community groups.
- respond to inquiries from the public and media received by:
  - Telephone: (415) 778-6757
  - Mail: 375 Beale Street, Suite 800, San Francisco, CA 94105
  - E-mail: [info@bayareametro.gov](mailto:info@bayareametro.gov)

## Multilingual Phone Lines

Members of the public can reach public information staff in various languages, including:

- English: (415) 778-6757
- Chinese: (415) 778-6689
- Spanish: (415) 778-6656

Members of the public who speak languages other than Cantonese, English, Mandarin or Spanish, can call the MTC main line at (415) 778-6700 and be connected to an operator who will facilitate language assistance in any other language.

## Plan Bay Area Comment Line

Plan Bay Area has a dedicated listening line that allows members of the public to participate in the plan update process via phone. Participants can record their comments to be entered into the official record. Callers can leave Plan Bay Area-related comments in English, Cantonese, Mandarin and Spanish by calling (415) 778-2292.

## Library

The [MTC-ABAG Library](#) provides access to both a digital and physical collection of materials on transportation planning, housing, demographics, economic trends, public policy issues and more. The library, located at 375 Beale Street, offers a collection of publications from MTC and ABAG, as well as research on current topics, historical documents from transit agencies and local governments, and more.

The digital collection can be accessed [through the library catalog](#), and the physical collection can be accessed by making an appointment to visit the library. Call or email our American Library Association-accredited librarian for reference assistance or to make an appointment to visit the library's physical collection at (415) 778-5236 or [library@bayareametro.gov](mailto:library@bayareametro.gov). MTC also offers a searchable, complete digital archive of reports, plans and more at [mtc.ca.gov/digital-library](https://mtc.ca.gov/digital-library).

## Virtual Engagement

### Websites

**MTC's website** — [mtc.ca.gov](https://mtc.ca.gov) — is targeted to audiences ranging from transit riders to transportation professionals, as well as elected officials and news media seeking information on particular programs, projects and public meetings. Updated daily, the site provides information about MTC's projects and programs, the agency's structure and governing body, and upcoming public meetings and workshops. It contains the names, e-mail addresses and phone numbers for staff and Commission members; all of MTC's current planning and funding documents; information about the MTC-ABAG Library and a link to the library catalog; as well as detailed facts about the region's travel patterns, among others. It also includes important links to partner government agencies as well as to other MTC sites such as the Bay Area's [511.org](https://511.org), [ClipperCard.com](https://ClipperCard.com), and [BayAreaFasTrak.org](https://BayAreaFasTrak.org).

**The Vital Signs website** — [vitalsigns.mtc.ca.gov](https://vitalsigns.mtc.ca.gov) — provides a wealth of data on Bay Area travel and commute patterns. Vital Signs tracks trends related to transportation, land and people, the economy, the environment and social equity. This data-driven website compiles dozens of indicators; each is presented with interactive visualizations that allow readers to explore historical trends, examine differences between cities and counties, and even compare the Bay Area with other peer metropolitan areas.

**The ABAG website** — [abag.ca.gov](http://abag.ca.gov) — is targeted to local government staff and elected officials. The site provides information on ABAG’s work, as well as the agency’s structure and governing body; upcoming public meetings and events; and technical assistance resources for local staff.

## ***Social Media Channels***

MTC has a plethora of social media channels that help to engage the Bay Area’s nearly eight million residents.

### **MTC’s main social media channels**

- Facebook, [MTCBATA](#)
- Instagram, [MTCBATA](#)
- Twitter, [@MTCBATA](#)
- YouTube, [MTCBATA](#)
- Nextdoor, MTCBATA
- LinkedIn, [MTCBATA](#)

### **Other MTC social media channels**

- Clipper
  - Facebook, [BayAreaClipper](#)
  - Twitter, [@BayAreaClipper](#)
  - YouTube, [BayAreaClipper](#), [Clipperonyourphone4742](#)
- FasTrak®
  - Facebook, [BayAreaFasTrak](#)
- Twitter, [@fastrakbayarea](#)
- Vimeo, [bayareafastrak](#)
- 511
  - Facebook, [511SFBay](#)
  - Instagram, [511sfbay](#)
  - Twitter, [@511SFBay](#)

## ***Bay Link Blog***

The Bay Link blog is a source for news and insights from MTC and ABAG. The blog compiles news headlines about transportation, housing, the environment and the economy from around the Bay Area and shares original content about MTC’s and ABAG’s work. The blog is available at: [blog.bayareametro.gov](http://blog.bayareametro.gov).

## ***e-News***

MTC maintains several distribution lists used to send out announcements, e-newsletters, meeting agendas, project updates, and much more. To sign up to receive updates from MTC, visit [mtc.ca.gov/about-mtc/public-participation/get-involved](http://mtc.ca.gov/about-mtc/public-participation/get-involved). To be added to the distribution lists of MTC committees, contact the MTC Public Information Office at [info@bayareametro.gov](mailto:info@bayareametro.gov) or (415) 778-6757 and request to be added to the individual committee distribution list.



As required by state statute, Plan Bay Area and BAHFA offer a simple way for the public to register to receive updates. During the plan development process, Plan Bay Area has an e-newsletter that is sent monthly, and as needed, delivering project updates and announcements. To sign up to receive Plan Bay Area updates, visit [planbayarea.org/get-involved/mailling-list](https://planbayarea.org/get-involved/mailling-list).

As its work ramps up, BAHFA will begin to send updates to interested individuals who register to receive news on their projects and engagement opportunities. To sign up to receive BAHFA updates, visit [abag.ca.gov/our-work/housing/bahfa-bay-area-housing-finance-authority](https://abag.ca.gov/our-work/housing/bahfa-bay-area-housing-finance-authority).





# Policy Committees

MTC conducts its work through various committees that provide planning, policy and funding recommendations to the full [Commission](#). Much of the substantive work of the agency is done at the committee level. As such, MTC encourages the public to participate at this stage when decisions are being debated.

All meetings are open to the public. A complete calendar of meetings is available on the MTC website: [mtc.ca.gov/meetings-events](https://mtc.ca.gov/meetings-events). Additionally, the public can receive email updates about individual committee meetings by contacting the MTC Public Information Office at [info@bayareametro.gov](mailto:info@bayareametro.gov) or (415) 778-6757 and requesting to be added to a committee's distribution list.

Members of the public can watch meetings via webcast on the [MTC website](#), or they can participate in meetings via Zoom or in-person. (Note: to actively participate in a meeting, members of the public must join the meeting via Zoom or in person.) To participate in live meetings, visit the main [Meetings & Events page](#) on the MTC website and click on the name of the meeting. There, you will find the details to participate in the meeting via Zoom.

## MTC Committees

The following committees make recommendations to the Commission:

- [Administration Committee](#) – Oversees and approves administrative tasks, including staff oversight, consultant contracts, budgeting and financial policies, reports and audits. Has final decision-making authority over most items.
- [Joint MTC-ABAG Legislation Committee](#) – A joint committee of MTC and ABAG that oversees both agencies' legislative advocacy priorities, including positions on state bills and budget requests.
- [Operations Committee](#)<sup>2</sup> – Oversees MTC's public-facing programs like Clipper®.
- [Planning Committee](#) – Oversees MTC's planning studies, including updates to Plan Bay Area. Typically meets jointly with the ABAG Administrative Committee.

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<sup>2</sup> The Operations Committee will become the Regional Network Management Committee starting July 2023, and its scope will include customer-facing improvements for transit.

- [\*\*Programming and Allocations Committee\*\*](#) – Develops the policies and recommendations about how to spend regional, state and federal funds, and allocates funding to specific projects.

In addition, BAHFA and BATA have their own oversight committees:

- [\*\*BAHFA Oversight Committee\*\*](#) — Oversees BAHFA’s work to address the Bay Area’s chronic housing challenges.
- [\*\*BATA Oversight Committee\*\*](#) – Oversees policies and funding decisions related to BATA, including FasTrak, the region’s electronic toll collection system.

MTC’s work is sometimes conducted jointly with ABAG. For example, ABAG’s [\*\*General Assembly\*\*](#) periodically receives updates on [\*\*Plan Bay Area\*\*](#). Additionally, the legislation committee is a joint committee of ABAG and MTC (see above) and two separate committees meet jointly:

- [\*\*Joint MTC Planning Committee with the ABAG Administrative Committee\*\*](#) – MTC and ABAG committees that meet jointly to oversee planning initiatives for both agencies, including Plan Bay Area, which is approved jointly by MTC and the ABAG Executive Committee.

Additional information on ABAG’s policy committees is available at [abag.ca.gov/about-abag/what-we-do/how-we-govern](http://abag.ca.gov/about-abag/what-we-do/how-we-govern).

Furthermore, MTC believes that strong collaboration creates better transportation systems for the Bay Area and has several [\*\*interagency committees\*\*](#) that work with many partners to manage a transportation network that ranges from sidewalks to regional rail, and that is owned and operated by dozens of government agencies.

## Policy Advisory Council

MTC’s [\*\*Policy Advisory Council\*\*](#) — made up of 27 Bay Area residents — advises MTC on current and future transportation policies. The Policy Advisory Council reflects MTC’s commitment to including the public in an open and transparent process of making transportation decisions for the Bay Area. [\*\*Current Council members\*\*](#) are selected for a 4-year term with the current term ending in 2025. Members of the public are encouraged to apply to become a member of the Policy Advisory Council during its next open recruitment process.

The Policy Advisory Council will meet the fourth Friday of each month starting in July 2023, and its meetings are open to the public. To be notified about Policy Advisory Council

meetings, contact the MTC Public Information Office at (415) 778-6747 or [info@bayareametro.gov](mailto:info@bayareametro.gov) and request to be added to the Council's distribution list.



# Chapter 4 — Engagement Techniques

MTC uses various techniques to engage the public. A menu of the participation methods is outlined below and includes traditional approaches as well as opportunities to engage virtually. These techniques are informed by outreach we conducted in advance of updating this plan, as well as input received during the public comment period.

## Traditional Methods

- Conduct meetings, workshops and open houses at varied times of day and in various locations throughout the nine county Bay Area, including evening/weekend meetings in all nine counties, to encourage participation.
- Present to existing groups and organizations, co-host events with community groups, business associations, etc.
- Participate in community events.
- Contract with community-based organizations in Equity Priority Communities for focused engagement.
- Conduct “pop-up” workshops/meetings in public locations. These are on-the-spot meetings or workshops held in locations where the public is already gathered.
- Organize small-group discussions, such as focus groups, with participants recruited randomly from telephone polls, by stakeholder interest groups or by community-based organizations.
- Sponsor a topical forum or summit with partner agencies, the media or other community organizations.
- Host question-and-answer sessions with planners and policy board members.
- Offer food and childcare at in-person events to attract more participants.
- Offer incentives such as gift cards or Clipper cards to increase participation.

## Virtual Engagement

- Hold virtual workshops/open houses hosted via online meeting platforms like Zoom. Include dial-in options to ensure more people can participate.

- Provide remote access to meetings by webcasting meetings online or via Facebook, YouTube, etc.
- Host telephone town halls or online webinars.
- Provide asynchronous opportunities for participating (e.g., webinar recordings with online comment forms, interactive games, etc.).
- Conduct online interactive surveys.
- Use social media, texting platforms or apps and paid digital promotion to reach a larger audience.
- Post video recordings of past public meetings/workshops.
- Post written or display materials from in-person meetings online.
- Encourage interaction among participants via web (e.g., online discussion boards, etc.).
- Provide access to planning data (e.g., maps, charts, background on travel models, forecasts, census data, research reports, etc.).
- Post information online in advance of public meetings.

## Visualization Techniques

- Maps
- Charts, illustrations, photographs
- Table-top displays and models
- Electronic voting at workshops
- PowerPoint slide shows
- Videos (traditional, animated, simulation)
- Online or in-person games

## Polls/Surveys

- Statistically valid polls to gauge public opinion
- Electronic surveys via web and SMS-based (text) surveys
- Intercept interviews/surveys where people congregate, such as at transit hubs
- Printed surveys distributed at meetings, transit hubs, on-board transit vehicles, etc.
- Short surveys at in-person meetings to obtain input

## Online and Printed Materials

- User-friendly, easy-to-understand, accessible documents (including use of executive summaries)
- Post cards, mailers, etc.
- Maps, charts, photographs and other means of displaying information
- The Bay Link blog to share important or complex information in an accessible manner

## Targeted Mailings/Flyers

- Work with community-based organizations to distribute flyers/information via their channels.
- Send e-mails to targeted distribution lists.
- Provide easy-to-use email subscription services allowing members of the public to sign-up for periodic e-newsletters, e-announcements, etc.
- Distribute flyers and other printed collateral to key community organizations.
- Place notices on board transit vehicles and at transit hubs.

## Local Media

- Issue news/press releases.
- Invite reporters to news briefings.
- Conduct media roundtables to educate reporters on complex topics.
- Meet with editorial staff.
- Submit opinion pieces/commentaries to local news media.
- Purchase display ads.
- Negotiate inserts into local printed media.
- Visit ethnic media outlets to encourage use of MTC/ABAG news releases.
- Place speakers on radio/TV talk shows.
- Place Public Service Announcements on radio and TV.
- Develop content for public access/cable television programming.
- Develop civic journalism partnerships.

## Promotion of Meetings and Events

- Post meeting and events announcements online, including on a regularly-updated Meeting & Events calendar.
- Use paid digital promotion to promote events and meetings.
- Use the Bay Link blog to promote events and meetings.
- Distribute e-mail blasts to share important announcements, project updates, etc.
- Disseminate information through partnerships with local government, transit operators and community-based and interest organizations.
- Distribute periodic e-newsletters.
- Disseminate information via social media channels.
- Disseminate information via local media.
- Promote meetings and events via bus/car cards, posters, bus tails and queens and transit shelter posters.
- Create and distribute messaging toolkits for local government and other partners to promote MTC's programs and events.

## Techniques for Reporting on Impact

- Present/share information on what was heard with decision-makers and members of the public.
- Report on how public input influenced the process to decision-makers and members of the public.
- Summarize key themes of public comments in staff reports to policy committees.
- Notify participants via presentations, email and/or e-newsletter when reporting how public input influenced the process and/or when sharing information on what was heard.
- When partnering with community-based organizations, report back to organization leaders about how public input influenced the process.
- Post comments, key themes and how feedback influenced the process online.



# Techniques for Involving Historically Underserved Populations

## Communities with Low Incomes, Communities of Color and Unhoused Communities

- Make presentations to and have discussions with MTC's Policy Advisory Council.
- Use paid partnerships with community-based organizations to co-host meetings and small group sessions in order to remove barriers to participation by offering assistance, such as childcare, meals, translation services, etc.
- Offer cash incentives to bolster participation of in-person discussion groups or meetings.
- Distribute "take one" flyers, banners or posters on transit vehicles, at transit hubs and at housing shelters.
- Conduct outreach in the community (such as pop-up meetings at flea markets, libraries, health centers, etc.).
- Use community and ethnic media outlets to announce participation opportunities.
- Place paid informational stories in ethnic media.
- Post information on websites or send via email or social media as some do not have a physical address.
- For the unhoused or housing unstable, hold discussion groups or one-on-one sessions at housing shelters or centers to obtain input. Also, hold regular events targeted to those experiencing homelessness or housing instability

## Low-Literacy Populations

- Use plain language in all materials and presentations.
- Use visualization techniques to communicate about complex topics, including maps and/or graphics to illustrate trends, choices being debated, etc.
- Conduct personal interviews or use audio recording to obtain oral comments.
- Use a listening line for participants to submit audio comments via phone.
- Train staff to be alert to and anticipate the needs of low-literacy participants in meetings, workshops, etc.

## Persons with Disabilities

- Tailor engagement tactics to each disability community as needs differ.
- For those with visual impairments, use online or telephone engagement.
- For persons who are deaf or hard-of-hearing, use closed captions for all online meetings or workshops and provide ASL interpreters upon request.
- When giving an online PowerPoint presentation, provide comprehensive verbal description of all content.
- Ensure that all electronic documents are screen reader accessible.
- Provide a dial-in option for all online meetings or workshops.
- Ensure in-person events are close to transit and are easy-to-navigate for wheelchair users and persons with visual impairments.
- Ensure online meetings are recorded so people can watch/listen at a later date.

## Limited-English Proficient Populations

The U.S. Department of Transportation requires that agencies that receive federal funds conduct a Limited English Proficiency (LEP) needs assessment (also known as a Four-Factor Analysis) to determine what reasonable steps should be taken to ensure meaningful access to MTC's services, programs and activities by LEP persons. This analysis identifies the number of persons in the Bay Area who speak English "less than very well" and uses four factors to determine into which languages MTC must provide translation for vital services, documents or activities.

The results of the latest analysis conducted in 2019 requires MTC to regularly translate into Spanish and Chinese; however, MTC reviews each project prior to conducting public engagement to determine if translation into languages other than Spanish and Chinese is required. Additionally, translation into other languages is always available upon request. For more information on MTC's LEP needs assessment, see MTC's Final Revised Plan for Special Language Services to Limited English Proficient (LEP) Populations, which can be found in English, Spanish and Chinese on MTC's website at [mtc.ca.gov/about-mtc/public-participation/language-assistance](https://mtc.ca.gov/about-mtc/public-participation/language-assistance).

Here are techniques for engaging LEP populations:

- Conduct meetings entirely in languages other than English (e.g., Spanish, Chinese).
- Train staff to be alert to, and to anticipate the needs of, participants who speak languages other than English at meetings and workshops.

- Conduct personal interviews or use video/audio recordings to obtain oral comments in languages other than English.
- Use social media channels used by persons who speak languages other than English.
- Translate documents and web content on key initiatives.
- Translate meeting materials and have translators available at meetings, upon request.
- Include information on meeting notices about how to request translation assistance.
- Translate vital news releases and conduct outreach to non-English media, such as radio, television, newspapers and social media.
- When conducting statistically valid polls, surveys or focus groups, offer the information in other languages.
- Follow the guidance in MTC's [language assistance plan](#).

## Native American Tribes

- Connect with Tribal governments in order to establish a channel of communication.
- Send Tribal governments and relevant Tribal representatives, organizations or groups timely and adequate public notices and announcements.
- Actively seek Tribal government input on MTC projects and programs through direct contact with Chairpersons and/or Tribal representatives, as appropriate.
- Respond to all Tribal government comments and consultation requests.
- Intentionally create engagement opportunities for Tribes to be involved in the regional planning process.
- Present information to Tribal leaders and representatives at a Tribal Summit.

See Chapter 6 for additional details on how MTC engages with Tribal Governments and Native American Tribes.



# Chapter 5 — Who We Engage

MTC aims to meaningfully engage those affected by its policies, actions and decisions and to tailor engagement efforts to each project and its respective audience.

Below is a sample list of partners MTC strives to engage in its work as required by federal and state law:

- affected public agencies
- affordable housing advocates and organizations
- airport operations
- bicycle and pedestrian advocacy organizations
- broad-based business organizations
- building trade councils
- chambers of commerce
- city managers
- commercial property interests
- communities with low-incomes
- community development agencies and organizations
- community-based organizations
- county transportation agencies
- economic development agencies
- educational community and institutions, including colleges and universities
- elderly and retired persons
- elected officials
- environmental advocates
- environmental protection agencies
- Equity Priority Communities
- families
- federal land management agencies
- freight interests
- general public
- health and wellness representatives
- home builder representatives
- homeowner associations
- labor unions
- landowners
- LGBTQ+ community
- limited English proficiency communities
- local government staff
- local planning departments
- natural disaster risk reduction agencies/organizations
- neighborhood and community groups
- neighborhood councils
- organizations serving rural area residents
- parent organizations
- pedestrians
- persons with disabilities
- private providers of transportation
- private sector
- property owners

- providers of freight transportation services
- public agencies
- public health and wellness representatives
- public ports
- public sector
- regional government agencies
- renter/tenant advocacy organizations
- representatives of public transportation employees
- representatives of the disabled
- representatives of users of pedestrian walkways and bicycle transportation facilities
- representatives of users of public transit
- schools and school districts
- seniors and older populations
- small businesses
- state agencies
- students and youth
- tourism interests
- transit agencies
- transportation and transit advocates
- transportation commissions
- Tribal governments and Indigenous communities

## Community-based Organizations

For over two decades, MTC has partnered with the Bay Area’s community-based organizations (CBOs) to engage historically underserved communities on MTC’s policies, programs and projects. Because of the established relationships that CBOs have with the communities they serve, MTC is able to engage communities that are difficult to reach via traditional methods. Using CBOs’ social media channels, email distribution lists, existing meetings and events and/or small group sessions convened for MTC, CBOs provide MTC with an invaluable link to the Bay Area’s diverse communities. Partnering with CBOs ensures that MTC hears from these communities regularly, and that the input is incorporated into MTC’s policies, programs and projects.

# Chapter 6 — Tribal Government Consultation and Engagement with Native American Tribes

MTC acknowledges that the land that makes up the nine-county San Francisco Bay Area has been home to diverse groups of Indigenous peoples with unique cultures and deeply rooted relationships to the land for over 10,000 years. MTC acknowledges these diverse groups of Indigenous peoples as the traditional caretakers of the land that makes up the Bay Area. We honor their connection to the land and the deep respect they hold for this region.

MTC is committed to furthering meaningful partnerships with the Tribes of this region and consulting with Tribal governments prior to making decisions, taking actions, or implementing programs that may impact their communities. We will strive to ensure that MTC's programs and activities avoid or minimize adverse impacts on cultural and other important Tribal resources.

## Federally Recognized Tribes

There are six federally recognized Native American Tribes in the San Francisco Bay Area:

- Cloverdale Rancheria of Pomo Indians
- Dry Creek Rancheria Band of Pomo Indians
- The Federated Indians of Graton Rancheria
- Kashia Band of Pomo Indians of the Stewarts Point Rancheria
- Lower Lake Rancheria Koi Nation
- Lytton Rancheria Band of Pomo Indians

MTC is committed to consulting with the region's federally-recognized Tribal governments on Plan Bay Area and the Transportation Improvement program, as well as in projects of priority to Tribes. However, MTC encourages the Tribes to request government-to-government consultation at any time and on any project, program, action or decision. MTC commissioners and executive staff will participate in government-to-government

consultation with Tribal governments and will conduct consultation and/or engagement activities in locations convenient for the Tribal governments.

The groundwork for engagement and consultation with our region’s Tribal governments will occur early in an engagement process and will be conducted according to Tribal preference. MTC will continue to host Tribal Summits as an opportunity for Tribes to collaborate with MTC and ABAG and other regional and local partners. Staff will work with Tribal leaders and their representatives to co-create agendas and will present topics of interest to the Tribes. Additionally, MTC commits to conducting individual meetings with each Tribe, upon request.

## California Native American Tribes

It is important to note that there are many other Tribes with connections to the lands that make up the nine-county San Francisco Bay Area, including Tribes that are not recognized by the federal government. MTC recognizes these Tribes as important stakeholders in the regional planning process who are also affected by our work and decisions. As such, MTC is committed to building relationships with and engaging the many Tribes connected to our region, including:

- Amah Mutsun Tribal Band
- Amah Mutsun Tribal Band of Mission San Juan Bautista
- Big Valley Rancheria/Big Valley Band of Pomo Indians
- Cachil Dehe Band of Wintun Indians of the Colusa Indian Community
- Coastanoan Rumsen Carmel Tribe
- Coyote Valley Band of Pomo Indians
- Guidiville Rancheria
- Indian Canyon Mutsun Band of Costanoan
- Ione Band of Miwok Indians
- Kletsel Dehe Band of Wintun Indians
- Mishewal-Wappo Tribe of Alexander Valley
- Muwekma Ohlone Indian Tribe of the SF Bay Area
- North Valley Yokuts Tribe
- Pinoleville Pomo Nation
- Potter Valley Rancheria
- Redwood Valley Rancheria
- Robinson Rancheria of Pomo Indians
- Scotts Valley Band of Pomo Indians
- The Confederated Villages of Lisjan
- The Ohlone Indian Tribe
- Torres Martinez Desert Cahuilla Indians
- United Auburn Indian Community of the Auburn Rancheria
- Wilton Rancheria
- Yocha Dehe Wintun Nation



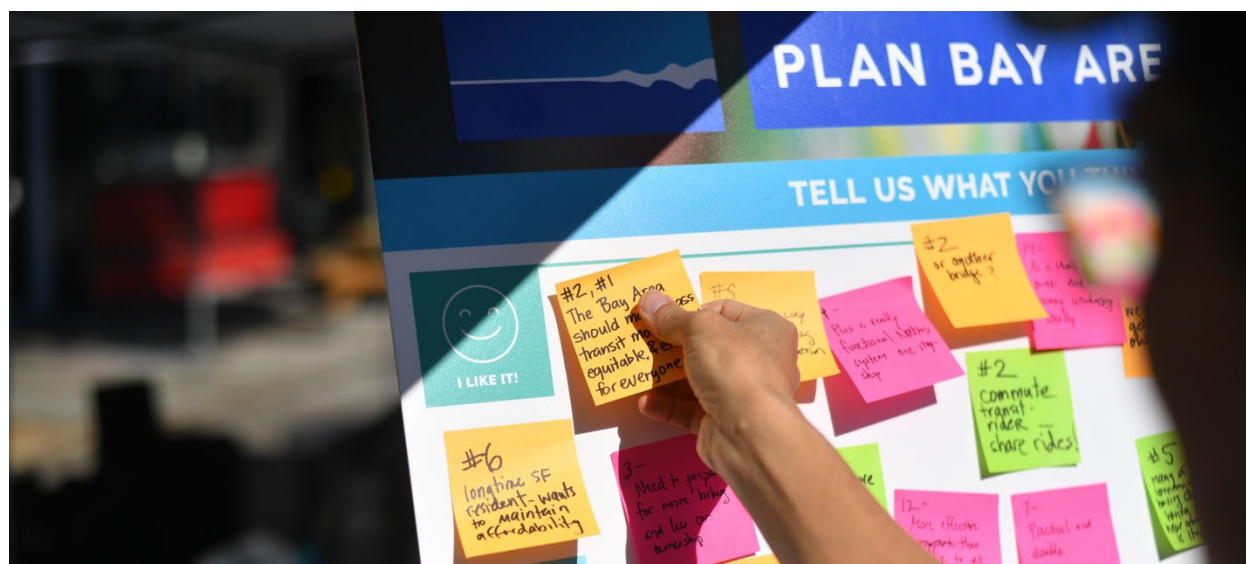
Furthermore, MTC will provide written notification to all Tribes in the region, including federally-recognized Tribes and all California Native American Tribes on the Native American Heritage Commission list with Tribal Cultural Resources in the Bay Area, about the opportunity for engagement in projects that require environmental review under CEQA, as required by Assembly Bill 52. As such, MTC actively engages the region’s Tribes on Plan Bay Area.



# Chapter 7 — Revising the Public Participation Plan

MTC’s Public Participation Plan is not a static document, but rather an ongoing strategy that is reviewed and updated every four to five years in accordance with federal and state regulations to reflect changing circumstances, current best practices and to present the schedule and process of updating the long-range regional plan (Plan Bay Area), which includes a public engagement program (see Appendix C). As part of the Plan Bay Area public engagement program, MTC sets performance measures to gauge the effectiveness of the engagement program. This evaluation serves to inform and improve future engagement programs, including future updates to this Public Participation Plan.

Furthermore, when a change to MTC’s policies or procedures occurs that may warrant a change to the Public Participation Plan outside of the abovementioned update process, minor changes will be noticed and posted on the MTC website. Any substantive changes will be released for public review and comment for a period of 45 days and also will include review by MTC’s Policy Advisory Council, the Joint MTC-ABAG Legislation Committee and approval by the Commission. MTC will extend the public comment period by an additional 45 days in instances where substantive revisions are proposed in response to comments heard.



# **Appendix A.**

## **Public Participation Plan Statutory Requirements**

**REVISED DRAFT**

**June 2023**

# Public Participation Plan — Statutory Requirements

MTC's Public Participation Plan is developed and updated in accordance with guidelines established by federal laws and regulations and state statutes (listed below) that affect the work of metropolitan planning organizations like MTC.

## Federal Requirements

- **Federal Metropolitan Planning Law and Regulations**, 23 USC 134 et seq. and 23 CFR Part 450 et seq.
- **Infrastructure Investment and Jobs Act**, Public Law as passed by Congress and signed by President Joseph R. Biden, Jr. on November 15, 2021.
- **Fixing America's Surface Transportation Act (FAST Act)**, Public Law as passed by Congress and signed by President Barack Obama on December 4, 2015.
- **Moving Ahead for Progress in the 21st Century Act (MAP-21)**, signed into law in 2012, requires metropolitan planning organizations to provide opportunities for public involvement.
- **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**, signed into law in 2005 as Public Law 109-59, authorized funds for Federal-aid highways, highway safety programs, transit program and other purposes and established federal metropolitan transportation planning requirements.
- **Federal Clean Air Act of 1970**, 42 USC 85 and 40 CFR Parts 50-99.
- **Title VI of the Civil Rights Act of 1964**, prohibits discrimination on the basis of race, color or national origin in carrying out planning and programming activities.
- **Americans with Disabilities Act of 1990**, 42 USC 126 and 49 CFR 27.19.
- **Executive Order 12372 — Intergovernmental Review of Federal Programs**, signed July 14, 1982 by President Ronald Reagan.
- **Executive Order 12898 — Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations**, signed February 11, 1994 by President William J. Clinton.

- **Executive Order 13166 — Improving Access to Services for Persons with Limited English Proficiency**, signed August 11, 2000 by President William J. Clinton.

## State Requirements

- **Assembly Bill 52**, enacted in 2012, amended CEQA to create a separate category for cultural resources and established a notification and consultation process with affected Tribes.
- **Senate Bill 375**, enacted in 2008, requires ABAG and MTC to jointly develop a Sustainable Communities Strategy as part of the Regional Transportation Plan.
- **California Environmental Quality Act (CEQA)**, passed in 1970, requires public agencies and local governments to evaluate and disclose the environmental impacts of projects or other major land use decisions, and to limit or avoid those impacts to the extent feasible.
- **California Public Records Act**, adopted in 1968, requires disclosure of records to the public upon request unless otherwise exempt.
- **Ralph M. Brown Act**, passed in 1953, guarantees the public's right to attend and participate in meetings of local legislative bodies.

# **Appendix B.**

Public Participation

Procedures for the Regional  
Transportation Plan and the  
Transportation Improvement  
Program

**REVISED DRAFT**

**June 2023**

# Table of Contents

<b>Public Participation Procedures for the Regional Transportation Plan and the Transportation Improvement Program .....</b>	<b>3</b>
Public Participation in the RTP and TIP .....	3
A. Regional Transportation Plan .....	4
B. Transportation Improvement Program .....	9
Interagency and Tribal Government Consultation Procedures for the Regional Transportation Plan and the Transportation Improvement Program .....	15
A. Public Agency Consultation .....	15
B. Other Protocols for Working with Public Agencies .....	18
C. Tribal Government Consultation .....	20



# Public Participation Procedures for the Regional Transportation Plan and the Transportation Improvement Program

The long-range regional plan looks at least 20 years into the future and charts the course for the nine-county San Francisco Bay Area, connecting the dots between transportation, housing, economic development, and environmental resilience. The current plan, known as Plan Bay Area 2050, serves as both the federally-required Regional Transportation Plan (RTP) and the region's Sustainable Communities Strategy (SCS), which is required by state law. Plan Bay Area 2050 identifies a path to make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges through 35 long-range strategies complemented by 80+ near-term implementation priorities.

The Transportation Improvement Program (TIP) is a comprehensive four-year regional spending plan for near-term transportation projects, programs and investment priorities. The TIP lists projects or programs that have a federal interest — meaning projects or programs for which federal funds or actions by federal agencies are anticipated — along with local- and state-funded projects that are regionally significant.

Federal regulations require MTC to engage in a planning process that creates opportunities for public involvement, participation and consultation throughout the development of the RTP and the TIP. This Appendix B outlines how to get involved in the development of these two important regional transportation documents.

## Public Participation in the RTP and TIP

Because of its comprehensive, long-term vision, the long-range regional plan, which includes the RTP, provides the earliest and best opportunity for interested persons and public agencies to influence MTC's policy and investment priorities for the Bay Area. It is during the development of Plan Bay Area where investment priorities are established, and broad, regional policy decisions are made.

Another opportunity for public participation, but further along in the process, is the TIP, which is a programming document that identifies funding only for those programs and

projects that are already included in the RTP and have secured at least partial funding. A mid-point between the RTP and TIP is the project- selection process. Interested residents can become versed in how a transportation project moves from an idea to implementation in a publication titled “A Guide to the San Francisco Bay Area’s Transportation Improvement Program, or TIP,” available on MTC’s website: [mtc.ca.gov/funding/transportation-improvement-program-tip](https://mtc.ca.gov/funding/transportation-improvement-program-tip).

An easy way to become involved in the development of Plan Bay Area and the TIP is to sign up to receive updates from MTC: [mtc.ca.gov/about-mtc/public-participation/get-involved](https://mtc.ca.gov/about-mtc/public-participation/get-involved). MTC also has a dedicated mailing list for Plan Bay Area available at [planbayarea.org/get-involved/mailling-list](https://planbayarea.org/get-involved/mailling-list). To receive updates about the TIP, contact MTC’s Public Information Office at [info@bayareametro.gov](mailto:info@bayareametro.gov) or (415) 778-6757 and request to be added to the TIP email distribution list.

## **A. Regional Transportation Plan**

The long-range Regional Transportation Plan (RTP) prioritizes and guides Bay Area transportation development for at least the next 20 years. The RTP integrates transportation strategies — public policies and packages of investments — and establishes the financial foundation for how the region invests in its surface transportation system by identifying how much funding is reasonably expected to be available to address critical transportation needs and describing how it should be prioritized. Per federal requirements, the RTP must be updated at least once every four years to reflect reaffirmed or new planning priorities and includes a reasonable forecast of future transportation revenues available to the region.

Under California Senate Bill 375 (Steinberg, Chapter 728, Statutes of 2008) the RTP must include a Sustainable Communities Strategy (SCS) for achieving a state-mandated target for reducing per-capita greenhouse gas (GHG) emissions from cars and light trucks and identify specific areas in the nine-county Bay Area to accommodate all the region’s projected population growth, including all income groups, for at least the next 25 years. The law requires MTC and ABAG to jointly develop the Sustainable Communities Strategy to integrate planning for growth and housing with transportation. These two statutory planning requirements are fulfilled as part of the broader regional plan, known as Plan Bay Area. The current plan, adopted in October 2021, is called Plan Bay Area 2050 ([planbayarea.org/finalplan2050](https://planbayarea.org/finalplan2050)). The next update of the RTP/SCS will be known as Plan Bay Area 2050+. SB 375 calls for a separate Public Participation Plan for development of

the Regional Transportation Plan and the Sustainable Communities Strategy, and therefore Appendix C describes the Public Participation Plan for Plan Bay Area 2050+.

MTC prepares several technical companion documents for Plan Bay Area updates. These include a program-level Environmental Impact Report (EIR) per California Environmental Quality Act (CEQA) guidelines, and transportation air quality conformity analyses (to ensure clean air mandates are met) per federal Clean Air Act requirements. Certain revisions or updates to Plan Bay Area may warrant a revision or update to these technical documents. The process for preparing and conducting interagency consultation on the conformity analysis is described in MTC Resolution No. 3757, Revised.

MTC also prepares an equity analysis of Plan Bay Area to determine whether systemically-excluded and low-income communities in the Bay Area share equitably in the benefits of the long-range regional plan without bearing a disproportionate share of the burdens. As an assessment of the region's long-range transportation investments, this analysis is conducted at a regional, program-level scale. This assessment of the long-range plan is intended to satisfy federal requirements under Title VI of the Civil Rights Act and federal policies and guidance on environmental justice. For each update of Plan Bay Area, MTC will prepare a public participation plan (see below "Plan Bay Area Update") that will provide more information on how the equity analysis will be conducted throughout that update of the RTP.

### ***Updating and Revising the Regional Transportation Plan***

An update of an existing RTP/SCS (Plan Bay Area) is required at least once every four years. Plan Bay Area also may be revised in between major updates under certain circumstances, as described below:

#### **Plan Bay Area (RTP/SCS) Update**

This is an update to the current long-range regional plan, which includes the RTP, and is prepared pursuant to state and federal requirements.

Plan Bay Area updates include extensive public consultation and engagement involving thousands of Bay Area residents; local and partner agency officials and staff; private sector stakeholders; community-based and advocacy organizations; and others over many months. MTC's Policy Advisory Council also plays a key role in providing feedback on the strategies contained in the plan, which are public policies and investments that can be implemented in the Bay Area at the city, county, regional or state level. Local and Tribal governments, transit operators, and other federal, state and regional agencies also

actively participate in the development of the Plan Bay Area update via existing and ad hoc forums.

For each Plan Bay Area update, MTC will prepare a multi-phased public outreach and engagement program to ensure that all those with a stake in the outcome are actively involved in its preparation. See Appendix C for specific information on public engagement for Plan Bay Area 2050+, the next update to the long-range regional plan (RTP/SCS) that is slated to be completed by 2025.

### **Public Participation Process for a Plan Bay Area Update**

- 1.** Prepare a public participation plan to provide early and continuing opportunities to comment.
- 2.** Review public participation plan with the public and advisory groups.
- 3.** Implement public outreach and engagement program, which may include:
  - A. Numerous targeted in-person and/or virtual workshops/meetings with local governments, partner agencies, advisory groups (including MTC's Policy Advisory Council), and the general public.
  - B. Opportunities to participate online and/or by phone, such as web- and text-based surveys, webinars, statistically valid telephone poll, etc.
  - C. Posting plan-related documents to the web for public review and comment.
  - D. Making documents available for viewing by appointment at the MTC-ABAG library.
- 4.** Notify the public of opportunities to participate using e-mail announcements and newsletters, mailers, press releases, web postings, MTC's social media channels, etc.
- 5.** Conduct intergovernmental consultation, as required and as appropriate.
- 6.** Conduct interagency consultation, as appropriate, based on Air Quality Conformity Protocol (MTC Resolution No. 3757, Revised).
- 7.** Post draft plan to the Plan Bay Area website and release for at least a 45-day public review period:
  - A. Hold at least three public hearings.
  - B. Respond to comments.
  - C. Provide an additional review and comment opportunity of five days if the final Plan Bay Area differs significantly from the draft plan and raises new material issues.
- 8.** Adoption by the MTC Commission and ABAG Executive Board at a joint public meeting.
- 9.** Post final Plan Bay Area Update to the [planbayarea.org](http://planbayarea.org) website.
- 10.** Notify the public about the Commission and Board action via electronic mailings.

## Plan Bay Area (RTP/SCS) Amendment

An amendment is a major revision to the long-range regional plan, including adding or deleting a transportation project; major changes in transportation project/project phase costs (e.g., having to remove or postpone a named project to accommodate higher costs); initiation dates (e.g., when the expected opening day of operation changes from short-term to long-term or vice versa); and/or design concept and scope (e.g., changing project locations or the number of through traffic lanes). Changes to transportation projects that are included in the RTP only for illustrative purposes (such as in a potential financially unconstrained “vision” element) do not require an amendment.

An amendment requires public review and comment, demonstration that the project can be completed based on expected funding, and/or a finding that the change is consistent with federal transportation air quality conformity mandates. Amendments that require an update to the air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757, Revised.

### Public Participation Process for a Plan Bay Area Amendment

1. Release proposed amendment for a 30-day public review period:
  - D. Notify the public of opportunities to participate using e-mail announcements/newsletters, mailers, press releases, web postings and/or MTC’s social media channels.
  - E. Post amendment on the Plan Bay Area website for public review.
  - F. Make amendment available for viewing by appointment at the MTC-ABAG library.
2. Plan Bay Area Amendment reviewed at a public meeting of the Joint MTC Planning Committee with the ABAG Administrative Committee.
3. Approval by the MTC Commission and ABAG Executive Board at public meetings.
4. Post approved Plan Bay Area Amendment on the Plan Bay Area website.
5. Notify the public about the Commission and Board action via electronic mailings.

## Plan Bay Area (RTP/SCS) Administrative Modification

This is a minor revision to the long-range regional plan for minor changes to transportation project/project phase costs, funding sources and/or initiation dates. An administrative modification does not require public review and comment, demonstration that the transportation project can be completed based on expected funding, nor a finding that the change is consistent with federal transportation conformity requirements. As with a Plan

Bay Area amendment, changes to transportation projects that are included in an RTP’s potential financially unconstrained “vision” element may be changed without going through this process.

### Public Participation Process for a Plan Bay Area Administrative Modification

1. No formal public review
2. Approval by MTC Executive Director
3. Plan Bay Area Administrative Modification posted on the Plan Bay Area website following approval

## Other Federal and State Requirements

### Countywide Transportation Plans

Bay Area counties are authorized by state law to develop Countywide Transportation Plans (CTP) on a voluntary basis approximately once every four years. MTC, however, is required to develop guidelines for the development of CTPs by the County Transportation Agencies (CTAs). The intent of these guidelines is to achieve compatibility between CTPs and the RTP through a common planning framework, even though the plans differ in scope.

CTPs assess transportation needs and guide transportation priorities and funding decisions for that county over a 20- to 25-year horizon. These countywide plans inform the transportation projects and programs that are forwarded to MTC for consideration in the RTP. Information on the CTP process is available here: [mtc.ca.gov/planning/long-range-planning/countywide-transportation-plans](https://mtc.ca.gov/planning/long-range-planning/countywide-transportation-plans).

### Congestion Management Process

Under federal regulations, MTC is required to [prepare a congestion management process \(CMP\) for the Bay Area](#) that provides, “accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs.” In addition to the regional CMP, county-level planning work by CTAs also informs MTC’s decisions on program and investment priorities, including the RTP. Examples of this local planning work include county CMPs, Countywide Transportation Plans, corridor studies, sales tax investment plans, among others. Generally, MTC’s Planning Committee adopts guidelines every two years to guide the development and ensure consistency between the RTP and countywide CMPs. Those interested in this planning effort may obtain copies of the relevant memoranda via MTC’s

website, or by requesting to be added to the Planning Committee’s mailing list at [info@bayareametro.gov](mailto:info@bayareametro.gov).

## **B. Transportation Improvement Program**

The Transportation Improvement Program (TIP) helps implement the policy and investment priorities expressed by the public and adopted by MTC in Plan Bay Area. In this way, public comments made as part of the plan are reflected in the TIP as well. The TIP covers at least a four-year timeframe, and all projects included in the TIP must be consistent with Plan Bay Area, which covers 20 or more years. The TIP is a comprehensive listing of Bay Area surface transportation projects — including transit, highway, local roadway, bicycle and pedestrian investments — that:

- receive federal surface transportation funding, or
- are subject to a federally required action, or
- are regionally significant, for federal air quality conformity purposes.

The TIP does not contain all funds, projects or programs identified in Plan Bay Area. The majority of revenues identified in the plan are never included in the TIP. These include local and state funds used to operate and maintain the transportation network that do not meet the criteria listed above. The TIP itself does not implement the plan, but rather is a subset of projects that contribute to the achievement of the plan’s goals.

The TIP includes a financial plan that demonstrates there are sufficient revenues to ensure that the funds committed (or “programmed”) to the projects are in fact available to implement the projects or project phases. Adoption of the TIP also requires a finding of conformity with federal air quality standards.

Individual project listings may be viewed through MTC’s web-based Fund Management System at [fms.bayareametro.gov](https://fms.bayareametro.gov). As part of MTC’s commitment to public engagement, many projects in the TIP are mapped to present a visual location of the project. Individuals without access to the internet may view a printed copy of the project listings in the MTC-ABAG library by scheduling an appointment by calling 415-778-5236 or emailing [library@bayareametro.gov](mailto:library@bayareametro.gov).

In addition to a Transportation Improvement Program that is accessible online at [mtc.ca.gov/funding/transportation-improvement-program-tip](https://mtc.ca.gov/funding/transportation-improvement-program-tip), MTC maintains free, subscription-based e-mail distribution lists to inform interested individuals, transportation officials and staff of changes and actions related to the TIP. Through this



list, individuals may be alerted as needed regarding the development and approval of a new TIP and updates, such as the notice of a TIP update or notice and approval of the TIP amendments. These notifications facilitate public review and comments as well as coordination with transportation and other public agencies. Sign up for the service by contacting MTC at [info@bayareametro.gov](mailto:info@bayareametro.gov).

To further assist in the public assessment of the TIP, and specifically to analyze the equity implications of the proposed TIP investments, MTC conducts an analysis for the TIP with a focus on specific populations, including systemically-excluded and low-income communities.

### ***Updating and Revising the TIP***

Federal regulations require that the TIP be updated at least once every four years. State statute requires that the TIP be updated every two years. From time to time, circumstances dictate that revisions be made to the TIP between updates, such as adding a new project. MTC will consider such revisions when the circumstances prompting the change are compelling. The change must be consistent with Plan Bay Area, be consistent with (“conform to”) the federal air quality plan known as the State Implementation Plan (SIP), and it must be financially feasible.

In addition to a TIP update, revisions to the TIP may occur as TIP Amendments, TIP Administrative Modifications, or TIP Technical Corrections. The criteria for administrative modifications and amendments are defined in federal regulations, specifically Title 23, CFR part 450.104.

The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and California Department of Transportation (Caltrans) have developed amendment and administrative modification procedures for the TIP. These procedures are posted online at: [mtc.ca.gov/sites/default/files/TIP Revision Procedures.pdf](http://mtc.ca.gov/sites/default/files/TIP%20Revision%20Procedures.pdf). Further explanation about TIP updates and how different types of revisions are processed are described below.

#### **TIP Update**

This is a complete update of the existing TIP, to reflect new or revised transportation investment strategies and priorities. Federal regulations require an update of the TIP at least once every four years, while state statute requires an update of the TIP every two years. Because all projects included in the TIP are consistent with Plan Bay Area, MTC’s extensive public outreach for development of Plan Bay Area is reflected in the TIP as well. The TIP supports implementation, in the short-term, of the financially constrained element

of Plan Bay Area and is responsive to comments received during the development of Plan Bay Area. TIP updates will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757, Revised.

State law requires a TIP update more frequently than the federally-required four-year update cycle, for which MTC may perform a limited and less robust update and outreach effort by simply updating project information using prior TIP reports, analysis and methodologies. In such circumstances, significant modification of analytical approaches and additional features to the TIP will be made on the federal four-year update cycle, and more in-line with the four-year update cycle of Plan Bay Area.

### **TIP Amendment**

This is a revision that involves a major change to the TIP, such as the addition or deletion of a project; a major change in project cost; a significant change in project schedule; or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or an air quality conformity determination. Amendments requiring a transportation air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757, Revised.

### **TIP Administrative Modification**

An administrative modification includes minor changes to a project's costs or to the cost of a project phase; minor changes to funding sources of previously included projects; and minor changes to the initiation date of a project or project phase. An administrative modification does not require public review and comment, re-demonstration of fiscal constraint or conformity determination.

### **TIP Technical Correction**

Technical corrections may be made by MTC staff as necessary. Such corrections are not subject to an administrative modification or an amendment, and may include revisions such as: changes to information and projects that are included only for illustrative purposes; changes to information outside of the TIP period; changes to information not required to be included in the TIP per federal regulations; use of toll credits; identification of Advance Construction (AC) or conversion of AC for funds already in the TIP; changes to the informational expanded project description, if such change does not change the TIP-required project description; changes to funding in prior years (if outside the TIP period); changes to a project phase following federal authorization to proceed for that phase of

work; or changes to correct simple errors or omissions including data entry errors. By definition, these technical corrections do not significantly impact the cost, scope or schedule within the TIP period. Accordingly, they are not subject to a public review and comment process, re-demonstration of fiscal constraint, or a conformity determination.

Public Participation Process for Updating and Revising the Transportation Improvement Program

Update	Amendment	Administrative Modification	Technical Correction
<ol style="list-style-type: none"><li>1. Notify the public, interested parties and the Bay Area Partnership technical committees and/or working groups of opportunities to participate using e-mail notifications/ announcements and/or e-newsletters.</li><li>2. Conduct intergovernmental review and consultation, as appropriate.</li><li>3. Release Draft TIP for public review and comment as required by the air quality conformity consultation process<sup>1</sup>:<ol style="list-style-type: none"><li>A. Post on MTC’s website</li><li>B. Make available for viewing by appointment at the MTC-ABAG library.</li></ol></li><li>4. Respond to significant material comments pertinent to the TIP; include MTC’s response in an appendix in the final TIP.</li><li>5. Provide additional review and comment opportunity of five days if the final TIP differs significantly from the Draft TIP and raises new material issues.</li><li>6. Review by MTC’s Programming &amp; Allocations Committee at a public meeting; refer to Commission for final adoption.</li><li>7. Adoption by the Commission at a public meeting.</li><li>8. Approval by Caltrans.</li><li>9. Approval by FHWA and FTA.</li></ol>	<ol style="list-style-type: none"><li>1. Notify the public, interested parties and the Bay Area Partnership technical committees and/or working groups of opportunities to participate using e-mail notifications/ announcements and/or e-newsletters.</li><li>2. Post on MTC’s website for public review and make available for viewing by appointment at the MTC-ABAG library.<ul style="list-style-type: none"><li>→ Amendments deleting, adding and/or changing a project subject to a new air quality conformity analysis:<ol style="list-style-type: none"><li>A. Public review and comment period, as required by the air quality conformity consultation process.</li><li>B. Review by an MTC standing committee at a public meeting.</li><li>C. Approval by the Commission at a public meeting.</li></ol></li><li>→ Amendments deleting or adding a project not subject to an air quality conformity analysis (such as a roadway rehabilitation):<ol style="list-style-type: none"><li>A. Review and approval by an MTC standing committee or the Commission at a public meeting.</li></ol></li><li>→ Amendments changing an existing project that is not subject to an air quality conformity analysis; or changing an existing grouped project listing (such as the highway bridge program); or bringing a previously listed project or phase back into the TIP for financial purposes; or changing TIP funding revenues:<ol style="list-style-type: none"><li>A. Approval by the MTC Executive Director or designee, following a 5-day notice on MTC’s website; or</li><li>B. Review and approval by an MTC standing committee or the full Commission at a public meeting.</li></ol></li></ul></li><li>3. Approval by Caltrans</li><li>4. Approval by FHWA and FTA</li></ol>	<ol style="list-style-type: none"><li>1. No public review</li><li>2. Approval by MTC Executive Director or designee by delegated authority (authority is delegated by the Federal Highway Administration/Federal Transit Administration), or Caltrans.</li></ol>	<ol style="list-style-type: none"><li>1. No public review</li><li>2. Technical corrections by staff</li><li>3. No approval required</li></ol>
After approval...	After approval...	After approval...	After approval...
<ol style="list-style-type: none"><li>1. Post on MTC website.</li><li>2. Make available for viewing by appointment at the MTC-ABAG library.</li><li>3. Notify the public, interested parties and the Bay Area Partnership technical committees and/or working groups about the Commission’s action.</li></ol>	<ol style="list-style-type: none"><li>1. Post on MTC website.</li><li>2. Make available for viewing by appointment at the MTC-ABAG library.</li><li>3. Notify the public, interested parties and the Bay Area Partnership technical committees and/or working groups about the Executive Director’s or the Commission’s action.</li></ol>	<ol style="list-style-type: none"><li>1. Post on MTC website.</li><li>2. Make available for viewing by appointment at the MTC-ABAG library.</li></ol>	N/A

<sup>1</sup> MTC staff may make minor, technical edits to the Draft TIP during the review and comment period. In these instances, staff will post the technical edits on MTC’s website and notify interested parties via e-mail notification.

## ***Other Federal Requirements***

### **Federal Transit Administration Program of Projects (POP) Public Participation Requirements**

Federal transit law and joint FHWA-FTA planning regulations governing the metropolitan planning process require a locality to include the public and to solicit comment when the locality develops its metropolitan long-range transportation plan and its metropolitan TIP. FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA-FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Program of Projects (POP) that recipients of Section 5307, Section 5337 and Section 5339 funds must meet.

This Public Participation Plan is being used by the recipients listed below to satisfy their public participation process for the POP. This Public Participation Plan (PPP) follows the procedures for public involvement associated with TIP development and therefore satisfies public participation requirements for the POP. All public notices of public involvement activities and times established for public review and comment on the TIP will state that they satisfy the POP requirements for applicable funds.

Recipients using MTC's PPP to satisfy their public participation process for the POP include:

1. AC Transit (Alameda-Contra Costa Transit District)
2. ACE (Altamont Corridor Express)
3. BART (Bay Area Rapid Transit District)
4. Caltrain (Peninsula Corridor Joint Powers Board)
5. County Connection (Central Contra Costa Transit Authority)
6. FAST (Fairfield/Suisun Transit System)
7. Golden Gate Transit (Golden Gate Bridge, Highway and Transportation District)
8. LAVTA (Livermore-Amador Valley Transit Authority/ Wheels)
9. Marin Transit (Marin County Transit District)
10. Petaluma Transit
11. SamTrans (San Mateo County Transit District)
12. San Francisco Bay Ferry (WETA/Water Emergency Transportation Authority)
13. Santa Rosa CityBus
14. SFMTA (San Francisco Municipal Transportation Agency)

15. SMART (Sonoma Marin Area Rail Transit)
16. SolTrans (Solano County Transit)
17. Sonoma County Transit
18. Tri Delta Transit (Eastern Contra Costa Transit Authority)
19. Union City Transit
20. Vacaville City Coach
21. VINE (Napa Valley Transportation Authority)
22. VTA (Santa Clara Valley Transportation Authority)
23. WestCAT (Western Contra Costa Transit Authority)

### **Annual Listing of Obligated Projects**

By federal requirement, MTC at the end of each calendar year publishes an annual listing of obligated projects, which is a record of federally-funded transportation projects that have been delivered the previous year. The listing also is intended to increase public awareness of government spending on transportation projects. Copies of this annual listing may be obtained from MTC's website: [mtc.ca.gov/funding/federal-funding/project-delivery](https://mtc.ca.gov/funding/federal-funding/project-delivery) or by contacting MTC's Public Information Office at (415) 778-6757 or [info@bayareametro.gov](mailto:info@bayareametro.gov).

## **Interagency and Tribal Government Consultation Procedures for the Regional Transportation Plan and the Transportation Improvement Program**

### **A. Public Agency Consultation**

The Infrastructure Investment and Jobs Act is the federal surface transportation legislation that specifies a public participation process, directing metropolitan transportation agencies like MTC to consult with officials responsible for other types of planning activities that are affected by transportation in the area, be that conservation and historic preservation or local planned growth and land use management.

Like the public, the most effective time to involve governmental agencies in the planning and programming process is as early as possible. As such, the development of the RTP (Plan Bay Area), with its long-range timeframe, is the earliest key decision point for the

interagency consultation process. It is at this stage where funding priorities and major projects' planning-level design concepts and scopes are introduced, prioritized and considered for implementation. Furthermore, MTC's funding programs and any projects flowing from them are derived directly from the policies and transportation investments contained in Plan Bay Area. Because Plan Bay Area governs the selection and programming of projects in the TIP, MTC considers the agency consultation process as a continuum starting with the regional transportation plan. Plan Bay Area is the key decision point for policy decisions regarding project and program priorities that address mobility, congestion, air quality and other planning factors. The TIP is a short-term programming document detailing the funding for only those investments identified and adopted in the RTP.

MTC will use the following approaches to coordinate and consult with affected agencies in the development of the RTP and the TIP. Throughout the process, consultation will be based on the agency's needs and interests. At a minimum, all agencies will be provided an opportunity to comment on the RTP and TIP updates.

### ***Regional Transportation Plan (Plan Bay Area)***

In addition to the public agency consultation described in the previous section, MTC's compliance with CEQA further serves as a framework to consult, as appropriate, in the development of Plan Bay Area with federal, state and local resource agencies responsible for land use management, natural resources, environmental protections, conservation and historic preservation. This consultation will include other agencies and officials responsible for other planning activities in the MTC region that are affected by transportation to the maximum extent practicable.

As required by CEQA, the Notice of Preparation (NOP) stating that MTC and ABAG, as the lead agencies, will prepare a program-level Environmental Impact Report (EIR) for Plan Bay Area is the first step in the environmental process. The NOP gives federal, state and local agencies, as well as the public, an opportunity to identify areas of concern to be addressed in the EIR and to submit them in writing to MTC and ABAG. Further, MTC and ABAG also will hold a public scoping meeting (see Appendix C for complete details on the Plan Bay Area EIR process) to explain the environmental process and solicit early input on areas of concern. During the development of the Draft EIR, MTC will consult with the relevant agencies on resource maps and inventories for use in the EIR analysis.



MTC and ABAG will consider the issues raised during the NOP period and scoping meeting during its preparation of the EIR. Subsequently, as soon as the Draft EIR is completed, MTC and ABAG will file a Notice of Completion (NOC) with the State Clearinghouse and release the Draft EIR for a 45-day public review period. MTC will seek written comments from agencies and the public on the environmental effects and mitigation measures identified in the Draft EIR. During the comment period, MTC and ABAG may consult directly with any agency or person with respect to any environmental impact or mitigation measure. MTC and ABAG will respond to written comments received prior to the close of the comment period and make technical corrections to the Draft EIR where necessary. The Commission will be requested to certify the Final EIR, and MTC and ABAG will file a Notice of Determination (NOD) within five days of Commission certification.

Note that while the RTP is not subject to the federal National Environmental Policy Act (NEPA), MTC and ABAG will consult with federal agencies as appropriate during the preparation of the CEQA environmental document. Additionally, the involvement of federal agencies in Plan Bay Area can link the transportation planning process with the federal NEPA process. As the projects in Plan Bay Area and TIP continue down the pipeline toward construction or implementation, most must comply with NEPA to address individual project impacts.

### ***Transportation Improvement Program (TIP)***

As discussed above, crucial decisions about whether or not to support or fund a transportation program or project in the region start at the RTP level. The TIP translates recommendations from Plan Bay Area into a short-term program of improvements focused on projects that have a federal interest. Therefore, the earlier and more effective timeframe for public comment on the merits of a particular transportation project is during the development of the long-range plan. The TIP defines project budgets, schedules and phasing for those programs and projects that are already part of the RTP. The TIP does not provide any additional information regarding environmental impacts, beyond that found in the program-level environmental analysis prepared for the RTP.

As such, starting at the Plan Bay Area development stage, MTC staff will concurrently consult with all agencies regarding the TIP. Subsequent to the RTP, additional consultations at the TIP stage will be based on an agency's needs and interests. At a minimum, all agencies will be provided with an opportunity to review and comment on the TIP. Project sponsors — including the California Department of Transportation (Caltrans), local jurisdictions, transit operators and county transportation agencies (CTAs) — review

and consult with MTC on each of their respective projects in the TIP. These agencies (and any other interested agency) are involved every step of the way in the establishment of MTC programs, selection of projects and their inclusion in the TIP.

## **B. Other Protocols for Working with Public Agencies**

### ***The Bay Area Partnership Review and Coordination***

MTC established the Bay Area Partnership to collaboratively assist the Commission in fashioning consensus among its federal, state, regional and local transportation agency partners regarding the policies, plans and programs to be adopted and implemented by the Commission. More recently, that focus has shifted to advising the Commission on specific transportation investment policies and matters related to Plan Bay Area.

Membership includes a chief staff officer from all public agencies representing the following transportation interests:

- Transit operations
- Transportation facilities
- Congestion management agencies
- Public works agencies
- Airports and seaports
- Regional, state and federal transportation, environmental, and land use agencies

The Partnership Board and its Partnership Technical Advisory Committee (PTAC) and working group(s) consider the ongoing and more technical aspects of transportation funding issues. The Partnership Board and PTAC meetings are open to the public. The Partnership Board's meetings are webcast live and later archived on MTC's website. Offsite Board meetings and all PTAC meetings are recorded, and recordings may be requested by contacting the MTC Public Information Office at (415) 778-6757 or [info@bayareametro.gov](mailto:info@bayareametro.gov). The status of TIP revisions are provided to the Partnership through email notifications. For TIP updates, PTAC and working group(s) will be kept informed and consulted throughout the process by e-mail notifications or presentations as appropriate.

### ***Air Quality Conformity and Interagency Consultation***

A dialogue between agencies over transportation air quality conformity considerations must take place in certain instances prior to MTC's adoption of its RTP or TIP. These consultations are conducted through the Air Quality Conformity Task Force, which

includes representatives of the U.S. Environmental Protection Agency, the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the California Air Resources Board (CARB), Caltrans, the Bay Area Air Quality Management District and other state and local transportation agencies. These agencies review updates and, in certain instances, amendments to Plan Bay Area and the TIP to ensure they conform to federal transportation air quality conformity regulations.

In accordance with Transportation Air Quality Conformity and Interagency Consultation Protocol procedures (MTC Resolution No. 3757, Revised), MTC must implement the interagency consultation process for the nine-county San Francisco Bay Area before making a transportation conformity determination on Plan Bay Area or the TIP. In developing an update to Plan Bay Area/TIP, MTC will bring important issues to the Partnership Board or its technical committees/working groups for discussion and feedback. All materials that are relevant to interagency consultation, such as the Plan Bay Area/TIP schedule, important Plan Bay Area/TIP-related issues and the draft Plan Bay Area/TIP, will also be transmitted to the Conformity Task Force for discussion and feedback. Similar consultation will occur for Plan Bay Area/TIP amendments requiring an air quality conformity analysis.

### ***Intergovernmental Review via State Clearinghouse***

The intent of intergovernmental review, per Executive Order 12372, is to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. Applicants in the Bay Area with programs/projects for intergovernmental review are required to submit documentation to the State Clearinghouse via the Office of Planning and Research in Sacramento, which is the Single Point of Contact for the intergovernmental review of federal grant proposals and other activities. In this capacity, it is also the function of the clearinghouse to coordinate state and local review of federal financial assistance applications, federally required state plans, direct federal development activities and federal environmental documents. The purpose of the clearinghouse is to facilitate state and local participation in federal activities occurring within California. The Executive Order does not replace public participation, comment or review requirements of other federal laws, such as the National Environmental Policy Act (NEPA), but rather gives states an additional mechanism to ensure federal agency responsiveness to state and local concerns.

The clearinghouse also receives and distributes environmental documents prepared pursuant to CEQA and coordinates the state-level environmental review process. The RTP is subject to CEQA and therefore is reviewed through the clearinghouse.

## **C. Tribal Government Consultation**

MTC also consults with the region's Native American Tribal governments. There are six federally recognized Native American tribes in the San Francisco Bay Area:

- Cloverdale Rancheria of Pomo Indians
- Dry Creek Rancheria Band of Pomo Indians
- The Federated Indians of Graton Rancheria
- Kashia Band of Pomo Indians of the Stewarts Point Rancheria
- Lower Lake Rancheria Koi Nation
- Lytton Rancheria Band of Pomo Indians

The groundwork for consultation with our region's Tribal governments will occur early in the process of developing Plan Bay Area/the TIP. Engagement activities with the Tribes will be conducted according to Tribal preference. As required, MTC and ABAG also will invite and encourage Tribal leaders and their representatives to request government-to-government consultation at any time during the development of Plan Bay Area/the TIP. Tribal Summits will continue in order to offer Tribes the ability to collaborate with MTC and ABAG and several of their partners as appropriate. MTC and ABAG will also conduct individual meetings at each Tribe's request in a forum that is convenient for them.

As required by Assembly Bill 52, MTC and ABAG will provide written notification to all Tribes in the region, including federally recognized Tribes and all California Native American Tribes on the Native American Heritage Commission List with Tribal Cultural Resources in the Bay Area, about the opportunity for engagement in the Plan Bay Area update process. Additionally, MTC and ABAG will be available for consultation at the Tribe's request.

# **Appendix C.**

## **Public Participation Plan for Plan Bay Area 2050+**

**REVISED DRAFT**

**June 2023**

# Table of Contents

<b>I. Introduction.....</b>	<b>4</b>
<b>II. Developing Plan Bay Area 2050+ .....</b>	<b>5</b>
A. Process and Schedule .....	5
B. Summary of Key Milestones .....	6
Plan Bay Area 2050+ Step 1: Update or Reaffirm Planning Assumptions .....	6
Plan Bay Area 2050+ Step 2: Update Select Blueprint Strategies .....	9
Plan Bay Area 2050+ Step 3: Identify New Implementation Priorities and Associated Actions.....	11
Plan Bay Area 2050+ Step 4: Draft and Final Plan .....	12
<b>III. Related Work .....</b>	<b>15</b>
A. Tracking Performance .....	15
B. Countywide Transportation Plans .....	15
<b>IV. Public Engagement .....</b>	<b>16</b>
A. General Public.....	17
e-News.....	17
Policy Committees/Board Meetings .....	17
Advisory Bodies .....	18
Public Events .....	18
Plan Bay Area Website.....	18
Plan Bay Area Listening Line .....	18
B. Local Governments and Partner Agencies .....	19
C. Additional Statutorily-Required Outreach .....	19
Federal, State and Other Government Agencies .....	19
Native American Tribal Governments .....	19
Presentations to Local Governments.....	20
<b>V. Public Engagement Strategies .....</b>	<b>20</b>
A. The New Engagement Normal .....	21
B. Integrating MTC and ABAG’s Equity Platform .....	21

C. Engagement Activities .....	22
Advance Notice .....	22
Virtual, Asynchronous and In-Person Events .....	22
Digital Engagement .....	23
Media Outlets .....	23
Outreach to Systemically-Excluded Groups.....	23
Other Strategies.....	24
<b>VI. Public Participation Goals.....</b>	<b>24</b>
Targeted Performance Measures.....	25
Promote Transparency and Inform Participants .....	25
Encourage Broad Participation.....	26
Engage for Impact .....	27
Build Knowledge .....	27
<b>Attachment 1. Plan Bay Area 2050+ Timeline .....</b>	<b>28</b>



# I. Introduction

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) work together to adopt a long-range regional plan every four years that serves as the Bay Area’s Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). This joint effort is required under state law, and it helps the Bay Area plan and prioritize strategies (i.e., public policies and investments) necessary to advance the region’s vision of a more affordable, connected, diverse, healthy and vibrant Bay Area for all.

The current plan, known as Plan Bay Area 2050, was adopted by ABAG and MTC in October 2021. Plan Bay Area 2050 focuses on four key elements — housing, the economy, transportation and the environment — and identifies a path to make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges. This was the third RTP for the nine-county San Francisco Bay Area that also includes the Bay Area’s SCS as required by [California Senate Bill 375 \(Steinberg, Statutes of 2008\)](#).

Senate Bill 375 gives MTC and ABAG joint responsibility for preparing Plan Bay Area. The legislation also states that the two agencies “set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board.”

This Appendix C to MTC’s Draft 2023 Public Participation Plan outlines the anticipated approach and schedule for the next update for the Bay Area’s regional plan, known as Plan Bay Area 2050+. Scheduled to begin in 2023 and be considered for adoption in 2025, Plan Bay Area 2050+ will focus on making select, high-impact refinements to the Blueprint — the suite of strategies that advance the long-range plan’s vision — and identifying the next set of implementation actions through the end of this decade.

Federal and state law requires MTC and ABAG to work together with federal and state agencies, local governments, county transportation agencies (CTAs), public transit agencies, business and community groups, nonprofits and residents to provide all who are interested with opportunities to be involved in crafting Plan Bay Area. We invite the participation of all Bay Area residents to make the plan’s vision a reality.

## II. Developing Plan Bay Area 2050+

Given that Plan Bay Area 2050 was a major update to the regional vision connecting transportation, housing, economic development and environmental resilience, MTC/ABAG staff focused on implementation soon after the plan’s adoption. Highlights of implementation efforts include adoption of the [Transit-Oriented Communities \(TOC\) Policy](#), the advancement of key [Bay Area Housing Financing Authority \(BAHFA\) pilot programs](#), preparation for new cycles of planning grants for [Priority Development Areas \(PDAs\)](#) and [pilot Priority Production Areas \(PPAs\)](#), and accelerated efforts on parking and electrification to advance climate strategies in the current plan, among others. With further initiatives in the queue for 2023 and constrained resources to implement the plan’s strategies, it will be essential to balance efforts in the long-range planning space with the important work of implementing the strategies already adopted by MTC and ABAG in 2021.

### A. Process and Schedule

Plan Bay Area 2050+ will build upon the solid foundation of Plan Bay Area 2050 to address ongoing challenges, including those introduced by the COVID-19 pandemic. Plan Bay Area 2050 was the most comprehensive effort to-date, reflecting four years of deep and sustained public and stakeholder engagement, as well as robust analytical exploration of “what if...” scenarios to make the plan’s policies more resilient and equitable than prior cycles. Composed of 35 strategies identifying priorities for transportation, housing, economic development and environmental resilience, the adopted plan also included a near-term Implementation Plan spotlighting more than 80 actions for MTC and ABAG to advance through 2025.

Plan Bay Area 2050+ will be a focused update with the goal of making high-impact refinements to select plan strategies and identifying new implementation actions to move the Bay Area’s vision forward. This approach will enable implementation efforts of Plan Bay Area 2050 to continue apace, rather than shifting considerable staff and financial resources toward long-range planning to accommodate more significant updates.

As noted, this update will identify a new suite of implementation actions, recognizing that many of the implementation activities identified in Plan Bay Area 2050 will be substantially completed by 2025. This will allow a significant update to the plan — on par with the

magnitude of Plan Bay Area 2050 — to be advanced starting in the next update cycle (in early 2026) with robust exploratory scenario planning and deep-dive policy analyses. Given that the subsequent planning cycle will likely face more aggressive climate goals, feature an extended time horizon, and sync up with a brand-new Regional Housing Needs Allocation (RHNA) cycle, it will be better primed to enact more significant policy changes to the next 30-year regional vision.

Development of Plan Bay Area 2050+ will occur between mid-2023 and late 2025, a 2.5-year long process. Public participation is critical to ensure an open process, in which all interested residents have the opportunity to offer input and share their vision for what the Bay Area will look like decades from now. The process will require flexibility and is subject to change in response to input received. To help direct Bay Area residents and organizations interested in participating in key actions and decisions, any changes to the update process, as well as any other relevant details will be posted on the Plan Bay Area website and communicated via e-mail to interested parties and through social media. The Plan Bay Area website includes a clear option to sign up for e-mail updates:

[planbayarea.org/get-involved/mailling-list](https://planbayarea.org/get-involved/mailling-list).

## **B. Summary of Key Milestones**

This section describes key milestones along the path to developing Plan Bay Area 2050+. Key milestones also are displayed visually in the Plan Bay Area 2050+ development timeline (see Attachment 1).

### **Plan Bay Area 2050+ Step 1: Update or Reaffirm Planning Assumptions**

The COVID-19 pandemic changed overnight how everyone in the Bay Area lives, works and travels. Plan Bay Area 2050 was shaped by and responds to COVID-19's challenges — making it a solid foundation for Plan Bay Area 2050+ to build upon. As part of this focused update, certain targeted revisions may be pursued to better align future planning with the “new normal” and the challenges introduced by the pandemic, such as the transit fiscal cliff's impacts on transportation revenue forecasts. This focused approach will consider whether to pursue targeted updates to, or to reaffirm, the Regional Growth Forecast, while maintaining its forecast methodology, as well as to the External Forces, the Growth Geographies and the Needs and Revenue Forecasts.

## *Regional Growth Forecast, Growth Geographies, and External Forces*

The Plan Bay Area 2050+ Regional Growth Forecast identifies how much the Bay Area might grow over the planning period, including population, jobs, households and associated housing units. The forecast also includes important components of that growth, including employment by sector, population by age and ethnic characteristics, and households by income level. These figures are then integrated with modeling tools to explore how the plan's strategies affect growth in households and employment at the local level, and how they impact regional travel patterns, demand on the transportation system and resulting emissions.

MTC and ABAG will also pursue targeted updates to the plan's Growth Geographies — geographic areas used to guide where future growth in housing and jobs would be focused under the plan's strategies over the next 30 years. These geographies are identified for growth either by local jurisdictions or because of their proximity to transit or access to opportunity. MTC and ABAG also will reassess both the on-the-ground and anticipated external (or exogenous) forces that will shape the impacts of the strategies included in the plan. External forces are defined as long-term trends or discrete events that affect the Bay Area, but over which residents and elected officials have little-to-no influence, such as a pandemic, the cost of fuel or anticipated sea level rise impacts.

- **Opportunities for Input:**
  - Technical stakeholder engagement, which may include webinars, virtual and/or in-person workshops, asynchronous opportunities to participate or office hours, etc.; discussion at MTC's Policy Advisory Council.
  - Opportunity for public input via public meetings of the Policy Advisory Council, the Joint MTC Planning Committee with the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee; adoption by ABAG Executive Board and the Commission.
- **Significance:** This technical work sets the stage for future analysis by identifying anticipated employment, population and housing growth; the geographic areas prioritized for future homes and jobs; and the external forces that will shape the performance of plan strategies under reasonably anticipated future conditions.
- **Timeframe:** Summer-Fall 2023

## *Needs and Revenue Forecasts*

Plan Bay Area 2050 envisioned an investment in the Bay Area's future of approximately \$1.4 trillion across the interconnected areas of transportation, housing, the economy and the environment. A central element of implementing this vision is understanding the potential cost of carrying out each of the plan's strategies, as well as identifying the resources available to meet those needs.

To support this work within Plan Bay Area 2050+, MTC and ABAG will conduct a set of needs assessments to quantify financial needs in the realms of transportation, housing and the environment. Staff will work with applicable public agencies, both on the local and regional levels, to develop these needs assessments.

MTC will also work with partner agencies and use financial models to forecast how much revenue will be available for transportation purposes over the duration of the plan, consistent with relevant state and federal planning requirements. In addition, MTC and ABAG will provide estimates of revenues that will be available for investment in select housing and environment areas. The financial forecasts, coupled with needs assessments in the areas of transportation, housing and the environment, will help identify funding gaps and update the plan's strategies and associated investments.

- **Opportunities for Input:**
  - Technical stakeholder engagement, which may include webinars, virtual and/or in-person workshops, asynchronous opportunities to participate or office hours, etc.; discussion at MTC's Policy Advisory Council.
  - Opportunity for public input via public meetings of the Policy Advisory Council and the Joint MTC Planning Committee with the ABAG Administrative Committee.
- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee.
- **Significance:** This technical evaluation will provide information on the funding needed to achieve key goals related to transportation infrastructure, affordable housing and climate adaptation. The technical work sets the stage for future investment strategies and identifies revenue expected to flow into the region over the life of the plan.
- **Timeframe:** Summer 2023 (Draft)–Summer 2024 (Final)

## Plan Bay Area 2050+ Step 2: Update Select Blueprint Strategies

### *Develop Draft Blueprint*

Given Plan Bay Area 2050's solid foundation of 35 strategies, the Draft Blueprint phase for Plan Bay Area 2050+ will focus on making high-impact refinements to select strategies while retaining the remaining ones. Assumptions for select Blueprint strategies will be refined to reflect ongoing implementation efforts from Plan Bay Area 2050, while also leveraging findings from previous scenario planning efforts that may be relevant to the post-COVID environment. Equity and performance analyses will also be conducted during both the Draft and Final Blueprint phases of Plan Bay Area 2050+ to evaluate how the plan's strategies are supporting progress towards making the Bay Area more affordable, connected, diverse, healthy and vibrant for all.

- **Opportunities for Input:**
  - *Round 1 of Public Engagement (Summer–Fall 2023):* Strategies under consideration for inclusion in the Draft Blueprint will be presented for public review and input at Plan Bay Area 2050+ public events. Events will include a combination of virtual, asynchronous and/or in-person techniques (see Chapter 4 of MTC's Public Participation Plan and Section V below) to ensure meaningful public engagement and will be supplemented with robust digital promotion.
  - Additional public input opportunities via public meetings of the Policy Advisory Council, the Joint MTC Planning Committee with the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
  - Multiple virtual, asynchronous and/or in-person technical stakeholder engagement events (which could include webinars, workshops, office hours, etc.); discussion at MTC's Policy Advisory Council.
- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee; adoption by the ABAG Executive Board and the Commission.
- **Significance:** The Draft Blueprint will demonstrate how integrated transportation, housing, economic and environmental strategies can advance a more resilient and equitable future for the San Francisco Bay Area.
- **Timeframe:** Summer 2023–Winter 2024

## Integrating Transit 2050+

There is significant interest in prioritizing revisions to six transit-related strategies during Plan Bay Area 2050+ given the continued financial challenges in this space and the need to re-evaluate legacy (i.e., pre-COVID) transportation projects to ensure they align with current and future regional needs. At the same time, both the [Transit Transformation Action Plan](#), which aims to improve the Bay Area’s public transportation network to create a more user-friendly and connected system, and the [Plan Bay Area 2050 Implementation Plan](#) identified development of a new transit modal plan known as the Connected Network Plan (CNP), which would take a service-oriented approach to creating an aspirational transit vision for the Bay Area.

As such, a harmonized approach where connected network planning directly informs the core of Plan Bay Area 2050+ is imperative, assigning the task of re-imagining the six transit-related strategies in the Plan Bay Area 2050+ Transportation Element using a service-based, hub-oriented, and fiscally responsible approach while working closely with the region’s transit operators to co-create this next-generation vision. Accordingly, we have renamed the Connected Network Plan “Transit 2050+” to indicate its linkage to Plan Bay Area 2050+. It will be developed in a parallel process — with its own engagement program — that will feed into the development of the Plan Bay Area 2050+ Blueprint. It is important to note that public engagement for Transit 2050+ will generally be timed to align with Blueprint engagement.

## Develop and Adopt Final Blueprint

Based on the results of the technical analysis, MTC and ABAG will define a preferred alternative to advance to final environmental analysis. The preferred alternative will include the strategies and Growth Geographies that will best meet the plan’s vision given identified fiscal and policy constraints.

- **Opportunities for Input:**
  - *Round 2 of Public Engagement (Spring–Summer 2024):* A combination of various engagement techniques will be used to present the Final Blueprint for public review and input. The engagement strategy for Round 2 will be informed by MTC’s Public Participation Plan and will employ a robust combination of techniques (see Section V below) to ensure meaningful public engagement. Engagement will be supplemented with robust digital promotion.



- Additional public input opportunities via public meetings of the Policy Advisory Council, the MTC Planning Committee, the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
- Multiple virtual, asynchronous and/or in-person technical stakeholder engagement events (which could include webinars, workshops, office hours, etc.); discussion at MTC’s Policy Advisory Council.
- **Decision-Making Roles:** Direction from MTC’s Planning Committee and ABAG’s Administrative Committee; adoption by the ABAG Executive Board and the Commission.
- **Significance:** The Final Blueprint will refine and finalize how integrated transportation, housing, economic and environmental strategies can advance a more resilient and equitable future for the San Francisco Bay Area.
- **Timeframe:** Spring–Fall 2024. Adoption expected in fall 2024.

## Plan Bay Area 2050+ Step 3: Identify New Implementation Priorities and Associated Actions

The revised Implementation Plan for Plan Bay Area 2050+ will focus on short-term, tangible actions that MTC and ABAG can take to advance the plan’s strategies, in partnership with other public agencies, non-profit organizations and the private sector. The Implementation Plan process will engage Bay Area residents, local governments, civic organizations, business interest, non-profits and other stakeholders to identify and prioritize new actions to advance implementation of Plan Bay Area 2050+.

- **Opportunities for Input:**
  - *Round 3 of Public Engagement (Winter 2024-25):* Implementation priorities will be identified with robust public input at Plan Bay Area 2050+ public events. The engagement strategy for Round 3 will be informed by MTC’s Public Participation Plan and will employ a combination of techniques (see Section V below) to ensure meaningful public engagement. Engagement will be supplemented with robust digital promotion.
  - Additional public input opportunities via public meetings of the Policy Advisory Council, the Joint MTC Planning Committee with the ABAG Administrative Committee, the ABAG Executive Board and the Commission.

- Multiple virtual, asynchronous and/or in-person technical stakeholder engagement events (which could include webinars, workshops, office hours, etc.); discussion at MTC’s Policy Advisory Council.
- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee; approval from the ABAG Executive Board and the Commission.
- **Significance:** The Implementation Plan identifies the near-term steps necessary to accelerate the plan’s long-term vision, focusing on concrete actions that MTC and ABAG can advance in partnership with public, non-profit and private organizations for each of the plan’s adopted strategies.
- **Timeframe:** Fall 2024–Fall 2025

## Plan Bay Area 2050+ Step 4: Draft and Final Plan

### *Draft and Final Environmental Impact Report (EIR)*

A programmatic environmental impact report on the plan, including the preferred scenario and a limited set of alternatives, will identify the environmental impacts of the proposed long-range plan as a whole, as required by the California Environmental Quality Act (CEQA). A Draft EIR will be released for public comment and submitted to the appropriate resource agencies for review and comment.

- **Opportunities for Input:**
  - A Notice of Preparation will be issued, followed by a public virtual scoping meeting to explain the environmental process and solicit early input on areas of concern. A recording of the scoping meeting will be posted to the Plan Bay Area website to provide interested parties with an asynchronous opportunity to participate. The Draft EIR will be the subject of three public hearings. To maximize participation, public hearings providing the opportunity for virtual public participation will be prioritized. There will be discussion with technical stakeholders, as well as with MTC’s Policy Advisory Council. A statutorily-required 45-day public comment period will be established for written and oral public comments on the Draft EIR; responses to comments will be included in the Final EIR.
  - Additional opportunity for public input via public meetings of the Joint MTC Planning Committee with the ABAG Administrative Committee, the ABAG Executive Board and the Commission.

- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee; approval from the ABAG Executive Board and the Commission.
- **Significance:** The EIR identifies the environmental impacts of the proposed plan at a programmatic level, in accordance with CEQA requirements.
- **Timeframe:** Draft EIR release expected late spring 2025 with adoption of Final EIR slated for fall 2025.

## *Title VI and Environmental Justice Analysis*

MTC and ABAG will conduct an equity analysis to satisfy federal requirements with respect to the metropolitan planning process. The analysis will measure both the benefits and burdens associated with the investments in Plan Bay Area 2050+ to determine if systemically-excluded, limited English proficient and low-income communities share equitably in the benefits of the investments without bearing a disproportionate share of the burdens.

- **Opportunities for Input:**
  - Multiple virtual, asynchronous and/or in-person technical stakeholder engagement events (which could include webinars, workshops, office hours, etc.); discussion at MTC’s Policy Advisory Council. Detailed technical input will be sought at the Policy Advisory Council’s Equity and Access Subcommittee on an as needed basis.
  - Additional opportunity for public input via public meetings of the Policy Advisory Council, the Equity and Access Subcommittee and the Joint MTC Planning Committee with the ABAG Administrative Committee.
- **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee
- **Significance:** Provides information on the effects of Plan Bay Area 2050+ on the region’s systemically-excluded, limited English proficient and low-income communities.
- **Timeframe:** Fall 2024–Fall 2025

## *Air Quality Conformity Analysis*

The air quality conformity analysis considers if the transportation projects in the financially-constrained Plan Bay Area 2050+, taken together, do not cause new air quality violations, worsen existing air quality or delay timely attainment of the federal air quality

standards pertaining to ozone, carbon monoxide and particulate matter (PM<sub>2.5</sub>). The analysis is done to meet federal planning requirements for MPOs in accordance with the latest U.S. Environmental Protection Agency transportation conformity regulations and the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757, Revised).

- **Opportunities for Input:**
  - Technical analysis will be discussed with the Regional Air Quality Conformity Task Force.
  - Additional opportunity for public input via public meetings of the MTC Planning Committee and the Commission.
- **Decision-Making Roles:** Direction from MTC's Planning Committee; approval from the Commission.
- **Significance:** The Air Quality Conformity Report will demonstrate whether the plan conforms with the latest U.S. Environmental Protection Agency transportation conformity regulations. Timeframe: Fall 2024–Fall 2025

### ***Draft and Final Plan***

Release of the Draft Plan will initiate another round of public meetings to gather comments on the draft in preparation for final plan adoption. MTC and ABAG will seek input on the Draft Plan through a variety of methods. Various supplemental reports will also provide more detail on specific subject areas covered in the plan.

As with Plan Bay Area 2050, staff anticipates a concurrent release of the Draft EIR and Draft Plan Bay Area 2050 documents for a 45-day public comment period. The Draft EIR analysis, together with input from the public on the Draft Plan, will inform the policy discussions and public dialogue leading to the Final Plan adoption by both ABAG and MTC, anticipated to occur in fall 2025.

- **Opportunities for Input:**
  - *Draft Plan Public Engagement (Spring 2025):* The Draft Plan Bay Area 2050+ will be the subject of public meetings, including at least three public hearings. The Draft Plan will be posted online for a 45-day public review and comment period. Engagement on the Draft Plan will be supplemented with robust digital promotion.
  - Additional opportunity for public input on the Draft and Final Plan via public meetings of the Policy Advisory Council, the Joint MTC Planning Committee with

- the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
- Multiple virtual, asynchronous and/or in-person technical stakeholder engagement events (which could include webinars, workshops, office hours, etc.); discussion at MTC’s Policy Advisory Council.
  - **Decision-Making Roles:** Direction from the Joint MTC Planning Committee with the ABAG Administrative Committee; approval from the ABAG Executive Board and the Commission.
  - **Significance:** The plan document provides the public with a consolidated overview of the strategies and investments included in the long-range plan, including an overview of the plan’s anticipated outcomes and implementation commitments.
  - **Timeframe:** Draft Plan release expected late spring 2025 with adoption slated for fall 2025.

## III. Related Work

### A. Tracking Performance

MTC, in conjunction with its partners, has established an innovative monitoring initiative that tracks trends related to transportation, land and people, the economy, the environment and social equity. Measurements in these areas are our region’s [Vital Signs](#), helping us understand where we are succeeding and where we are falling short.

This data-driven Vital Signs website compiles dozens of indicators, including short-range performance targets that support national transportation goals, as mandated by federal planning requirements. Indicators are presented with interactive visualizations that allow users to explore historical trends, examine differences between cities and counties and even compare the Bay Area with other peer metropolitan areas. The Vital Signs website is available at [vitalsigns.mtc.ca.gov](https://vitalsigns.mtc.ca.gov).

### B. Countywide Transportation Plans

Bay Area counties are authorized by state law to develop Countywide Transportation Plans (CTPs) on a voluntary basis. These countywide plans are an integral part of Plan Bay Area.

As long-range planning and policy documents, they assess transportation needs and guide transportation priorities and funding decisions for that county over a 20- to 25-year horizon. These countywide plans inform the transportation projects and programs that are forwarded to MTC for consideration in the region's long-range plan. Adopted countywide transportation plans in the Bay Area can be found at the links shown below. MTC's guidelines for the development of countywide plans by the CTAs can be found here: [mtc.ca.gov/sites/default/files/documents/2023-02/Guidelines\\_for\\_Countywide\\_Transportations\\_Plans.pdf](https://mtc.ca.gov/sites/default/files/documents/2023-02/Guidelines_for_Countywide_Transportations_Plans.pdf).

- **Alameda County:** Alameda County Transportation Commission  
[alamedactc.org/planning/countywidetransportationplan](https://alamedactc.org/planning/countywidetransportationplan)
- **Contra Costa County:** Contra Costa Transportation Authority  
[ccta.net/planning/countywide-transportation-plan](https://ccta.net/planning/countywide-transportation-plan)
- **Marin County:** Transportation Authority of Marin  
No current plan
- **Napa County:** Napa Valley Transportation Authority  
[https://nvta.ca.gov/wp-content/uploads/2023/03/NVTA-NapaValleyTransportationPlan\\_r10\\_6-22-21-Reduced-with-Appendix.pdf](https://nvta.ca.gov/wp-content/uploads/2023/03/NVTA-NapaValleyTransportationPlan_r10_6-22-21-Reduced-with-Appendix.pdf)
- **San Francisco City & County:** San Francisco County Transportation Authority  
[sfcta.org/projects/san-francisco-transportation-plan](https://sfcta.org/projects/san-francisco-transportation-plan)
- **San Mateo County:** City/County Association of Governments of San Mateo County  
[ccag.ca.gov/programs/countywide-transportation-plan](https://ccag.ca.gov/programs/countywide-transportation-plan)
- **Santa Clara County:** Santa Clara Valley Transportation Authority  
(under development)  
[vta.org/projects/valley-transportation-plan-vtp-2050](https://vta.org/projects/valley-transportation-plan-vtp-2050)
- **Solano County:** Solano Transportation Authority  
[sta.ca.gov/documents\\_and\\_report/solano-comprehensive-transportation-plan-ctp](https://sta.ca.gov/documents_and_report/solano-comprehensive-transportation-plan-ctp)
- **Sonoma County:** Sonoma County Transportation Authority  
[scta.ca.gov/planning/comprehensive-transportation-plan](https://scta.ca.gov/planning/comprehensive-transportation-plan)

## IV. Public Engagement

In developing Plan Bay Area 2050+, MTC and ABAG strive to promote an open, transparent process that encourages the ongoing and active participation of local governments and a broad range of interest groups as well as the general public. Engagement efforts for Plan

Bay Area 2050+ will be guided by [MTC’s Draft 2023 Public Participation Plan for the San Francisco Bay Area](#). Additionally, Plan Bay Area 2050+ will build on the robust engagement efforts of Plan Bay Area 2050, which used a variety of platforms to successfully communicate and engage with record numbers of Bay Area residents, partner agencies and organizations, even in the midst of a global pandemic and shelter-in-place orders.

## A. General Public

In addition to the public engagement activities planned for each key milestone (see Section II, B. Summary of Key Milestones above), the general public has several other avenues for ongoing participation in the development of Plan Bay Area 2050+.

### e-News

Sign up to receive regular updates on Plan Bay Area 2050+: [planbayarea.org/get-involved/mailling-list](https://planbayarea.org/get-involved/mailling-list). This regular e-newsletter, and occasional e-mail announcements provide the most current information on the process of developing Plan Bay Area 2050+, including announcements about upcoming participation opportunities; key milestones, decision points and meetings; process updates; and much more. This is the best way for the public, and all interested parties, to stay abreast of all Plan Bay Area 2050+ activities. Plan Bay Area also has a dedicated email address where members of the public can send all Plan Bay Area-related questions: [info@planbayarea.org](mailto:info@planbayarea.org).

### Policy Committees/Board Meetings

MTC and ABAG policy committee and board meetings<sup>1</sup> are public meetings that present another opportunity for the public to influence the plan’s development. Plan Bay Area 2050+ updates are typically presented before the following decision-making bodies:

- MTC’s [Planning Committee](#)
- [Joint MTC Planning Committee with the ABAG Administrative Committee](#)
- ABAG [Executive Board](#)
- [Metropolitan Transportation Commission](#)

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<sup>1</sup> All policy committees of the Commission and ABAG Board are described in MTC’s [Draft 2023 Public Participation Plan](#).



Occasionally, Plan Bay Area updates may be presented at other policy committees, such as ABAG's General Assembly. To stay involved in individual policy committees, contact the MTC Public Information Office at [info@bayareametro.gov](mailto:info@bayareametro.gov) or (415) 778-6757 and ask to be added to the committee's mailing list. Calendars of meetings and events are available online (see "Meetings and Events Online Calendars" below) and also are posted at the entrance to MTC's and ABAG's offices at 375 Beale Street, San Francisco.

## **Advisory Bodies**

MTC's [Policy Advisory Council](#) meets on a regular basis and will play a key role in the development of Plan Bay Area 2050+, providing feedback on proposed strategy revisions and implementation priorities. The plan's development will be presented approximately quarterly to the Council for discussion and comment. Additional context on the Policy Advisory Council can be found in MTC's Public Participation Plan. These meetings are open to the public.

## **Public Events**

Updating Plan Bay Area always involves several rounds of public engagement during key milestones of the plan's development. These engagement rounds will typically include a slew of virtual and/or in-person activities that are tailored to best inform the development of the plan at any given point in the process. As appropriate, MTC and ABAG will seek partnerships with cities and counties, Caltrans and other public agencies to explain the relationship of the long-range regional plan to adopted local priorities for transportation and land use.

## **Plan Bay Area Website**

The Plan Bay Area website is another way for the public to stay informed on the progress of the plan or to participate in online surveys or comment forums. The website is available at [planbayarea.org](http://planbayarea.org).

## **Plan Bay Area Listening Line**

Members of the public also can participate in the Plan Bay Area 2050+ process via phone. MTC and ABAG have a listening line available where participants can record their comments to be entered into the official record. Participants can leave messages in English, Cantonese, Mandarin and Spanish by calling (415) 778-2292.

## Meetings and Events Online Calendars

- MTC website: [mtc.ca.gov/meetings-events](https://mtc.ca.gov/meetings-events)
- ABAG website: [abag.ca.gov/meetings](https://abag.ca.gov/meetings)
- Plan Bay Area website: [planbayarea.org/meetings-and-events](https://planbayarea.org/meetings-and-events)

## B. Local Governments and Partner Agencies

Working with local governments and partner agencies — from elected officials to city managers, planning and public works directors, transit operators and county transportation agencies — is critical to the development of Plan Bay Area 2050+. Local officials can provide valuable context and specifics about local priorities and explain how the regional plan supports these priorities. One avenue for discussion with local government staff is through robust virtual, asynchronous and/or in-person technical stakeholder engagement (which could include webinars, workshops, office hours, etc.). In addition, MTC and ABAG staff are available to meet with elected officials and local government staff in each county. Additionally, CTAs provide an existing forum that will also be used to discuss issues related to the plan.

## C. Additional Statutorily-Required Outreach

### Federal, State and Other Government Agencies

In addition to the local governments that will be involved with Plan Bay Area 2050+, MTC and ABAG will consult with officials responsible for other types of planning activities that are affected by long-range regional planning, such as state and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation; federal land management agencies; regional air quality planning authorities, etc. Consultation will be based on the agency's interests and needs. At a minimum, agencies will be informed about the process to develop the update and will be provided an opportunity to participate.

### Native American Tribal Governments

Consultation with the region's Native American Tribal governments also will occur. There are six federally recognized Native American tribes in the San Francisco Bay Area:

- Cloverdale Rancheria of Pomo Indians
- Dry Creek Rancheria Band of Pomo Indians
- The Federated Indians of Graton Rancheria
- Kashia Band of Pomo Indians of the Stewarts Point Rancheria
- Lower Lake Rancheria Koi Nation
- Lytton Rancheria Band of Pomo Indians

The groundwork for consultation with our region’s Tribal governments will occur early in the process of developing the plan. Engagement activities with the Tribes will be conducted according to Tribal preference. MTC and ABAG also will invite and encourage Tribal leaders and their representatives to request government-to-government consultation at any time during development the plan. Tribal Summits will continue in order to offer Tribes the ability to collaborate with MTC and ABAG and several of their partners as appropriate. MTC and ABAG will also conduct individual meetings at each Tribe’s convenience.

MTC and ABAG will provide written notification to all Tribes in the region, including federally recognized Tribes and all California Native American Tribes on the Native American Heritage Commission List with Tribal Cultural Resources in the Bay Area, about the opportunity for engagement in the Plan Bay Area 2050+ update process. Additionally, MTC and ABAG will be available for consultation at the Tribe’s request.

## **Presentations to Local Governments**

As required by SB 375, at least one informational meeting in each county will be held for members of the county board of supervisors and city councils to review and discuss the Draft Plan, and to consider their input and recommendations. Notice of the meeting shall be sent to each city clerk and to the clerk of the board of supervisors. One informational meeting will be conducted if attendance at the one meeting includes county board of supervisors and city council members representing a majority of the cities representing a majority of the population in the incorporated areas of that county.

# **V. Public Engagement Strategies**

Development of Plan Bay Area 2050+ will be a multi-year effort. Public participation strategies for each round of engagement will be presented in advance to the Joint MTC

Planning Committee with the ABAG Administrative Committee and posted on the Plan Bay Area website ([planbayarea.org](https://planbayarea.org)). Throughout each round of engagement, MTC and ABAG staff will be guided by MTC’s Draft 2023 Public Participation Plan for the San Francisco Bay Area and will use a variety of participation tools and techniques to meaningfully engage a wide range of partners and residents.

## **A. The New Engagement Normal**

In the first two Plan Bay Area processes, MTC and ABAG engaged in more traditional planning and outreach techniques. Plan Bay Area 2050 pushed the boundaries of engagement innovation and involved record numbers of residents and partners. Just as MTC and ABAG were experimenting further with virtual public engagement, the COVID-19 pandemic forced all manner of business to be conducted remotely, including public engagement. As people gained experience with new online platforms, expectations shifted and the demand for increased opportunities for virtual participation and “meeting people where they already are” became the norm.

In order to engage as many Bay Area residents as possible, MTC and ABAG will prioritize tools and techniques that allow the public to continue participating from the comfort of their homes and to reach people “where they are,” with a special focus on youth and Equity Priority Communities. Although MTC and ABAG are statutorily required to hold workshops, innovative strategies will be used whenever possible.

## **B. Integrating MTC and ABAG’s Equity Platform**

The success of the plan is dependent on all voices in the region being represented and involved. Guided by MTC and ABAG’s Equity Platform, Plan Bay Area 2050+’s engagement will invest resources to ensure systemically-excluded communities can meaningfully influence decision-making. MTC and ABAG’s Equity Platform is based on a commitment to meaningfully reverse disparities in access and dismantle systemic exclusion. As such, MTC and ABAG will take special effort to engage systemically-excluded and low-income residents who cannot easily participate in regional government planning efforts.

In order to seek out and consider the needs of those systemically excluded from the planning process, including people of color, communities with low incomes, persons with disabilities, unhoused/housing unstable persons and communities with limited English proficiency, MTC and ABAG will work closely with community-based organizations

(CBOs), particularly in Equity Priority Communities. As done in past plans, MTC will complete a request for proposals (RFP) process to contract with local CBOs that serve Equity Priority Communities.

## C. Engagement Activities

In addition to each round of engagement as outlined in Section II, B, public engagement efforts also will include:

### Advance Notice

- Develop details for the planning process and opportunities for public engagement in advance of each phase of Plan Bay Area 2050+ engagement and post these details on the Plan Bay Area website.
- Maintain an updated calendar of events on the Plan Bay Area website.
- Provide timely notice about upcoming meetings via e-newsletters and social media channels.
- Post agendas and meeting materials on the web as required by law.
- Use a contacts list database to keep participants notified throughout the multi-year process.
- Circulate a Draft Plan or Alternative Planning Strategy, if one is prepared, for public review at least 45 days before the adoption of the Final Plan Bay Area 2050+.
- Issue press releases to encourage news coverage.

### Virtual, Asynchronous and In-Person Events

- Provide opportunities for participation in each county on important issues surrounding Plan Bay Area 2050+. Pursuant to state statute, MTC and ABAG will hold a minimum of three workshops in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties, and one or more workshops in the less populous Marin, Napa, Solano and Sonoma counties.
- Promote a civil atmosphere at public meetings to ensure the opportunity for all participants to speak free of disruptions or personal attacks.
- Host public meetings, open houses or workshops at a variety of times (evenings, weekends, as well as weekdays). Host in-person events in convenient and accessible locations.

- Maximize use of webinars, virtual workshops and/or telephone town halls to encourage greater participation.
- Hold at least three public hearings on the Draft Plan or Alternative Planning Strategy, if one is prepared. Prioritize virtual public hearings to encourage broader and more participation. Hold at least one of the three public hearings at a policy committee meeting, as appropriate.

## Digital Engagement

- Maintain a comprehensive project website — [planbayarea.org](http://planbayarea.org) — so members of the public have a single place to go for current updates. The website enables the public, and all interested parties, to easily request to receive notices and information as required by state law.
- Use social media to reach, educate and engage residents.
- Maintain an archive of past workshop meeting materials on the Plan Bay Area website.
- Offer interactive activities to seek public feedback, such as web polls, surveys, games, etc.
- Provide timely, easy-to-understand information on a website that is mobile-ready and accessible, per the Americans with Disabilities Act.

## Media Outlets

- Issue press releases to media outlets, including ethnic, foreign-language and community media, to keep reporters apprised of progress and generate coverage on radio, television, newspapers and the Internet.
- Translate news releases about public meetings following guidance from [MTC's Plan for Special Language Services to Limited English Proficient \(LEP\) Populations](#).

## Outreach to Systemically-Excluded Groups

- Seek out and consider the needs of those systemically-excluded from the planning process, including people of color, persons with low income, unhoused/ housing unstable persons, communities with limited English proficiency and persons with disabilities.
- Partner with CBOs to reach these groups.
- Provide assistance to people with disabilities and language assistance to people with limited English proficiency. Such requests may be made in advance by

contacting the MTC Public Information Office at (415) 778-6757 or [info@bayareametro.gov](mailto:info@bayareametro.gov). Staff requests at least three working days' notice to provide reasonable accommodation.

- Ask partners to help spread the word about public comment opportunities.
- Leverage existing meetings/events in order to attract greater attendance and participation.
- Consider the needs of the Bay Area's growing senior population.

## Other Strategies

- Use paid digital promotion to raise awareness, educate the public and promote upcoming events.
- Engage in “pop-up” style intercept outreach at community events and popular local gathering places (e.g., farmers' markets, malls, festivals, etc.)
- Involve youth in helping to shape the draft Plan Bay Area 2050+ through partnerships with academic or nonprofit organizations.
- Use video to communicate complex concepts to the public; video could use humor or animation in order to make the subject matter more understandable or relatable.
- Conduct a statistically valid public opinion poll (also available in languages other than English).
- Use visualization techniques to communicate technical planning issues and strategies to the public, such as maps, videos, graphics, animation or computer simulations to depict strategies under consideration.
- Provide a summary of comments heard at public meetings via the Plan Bay Area website.
- Inform the public and decision-makers how the public's input influenced the process.

## VI. Public Participation Goals

People who make the time to participate in public processes should feel their participation is valued. MTC and ABAG commit to the following goals and performance benchmarks to measure the effectiveness of the public participation program:



- 1. Promote transparency and inform participants:** MTC and ABAG should make every effort to make the complex planning process transparent by informing participants early and often of opportunities for participation and developing content and materials in plain easy-to-understand language.
- 2. Encourage broad participation:** Rooted in the Equity Platform, MTC and ABAG should make every effort to increase participation opportunities for those communities most affected by past exclusionary policies. The process should include the greatest number of people possible from throughout the region and reflect the diverse Bay Area population, regardless of individuals' language, personal mobility or ability to attend or access a meeting.
- 3. Influence decision-making:** Rooted in the Equity Platform, MTC and ABAG should make every effort to shift decision-making power to the people who are affected by policies by empowering participants with the information to influence the process most effectively. The input and feedback received from the public and partners should be analyzed and provided to decision-makers in a timely manner to inform their decisions. MTC and ABAG will inform the public and decision-makers on how the public's input influenced the process.
- 4. Build knowledge:** MTC and ABAG should make every effort to inform a wide range of people about transportation and land-use issues in the Bay Area. Each step of the process should include an educational element to set context and promote increased understanding of the plan and relevant topics.

## Targeted Performance Measures

MTC and ABAG will track various performance measures in an effort to inform and improve future outreach. Data will be used to conduct an evaluation of Plan Bay Area public engagement at the conclusion of the planning process. The following performance metrics will be tracked:

### Promote Transparency and Inform Participants

- **Objective:** Inform participants early and often
- **Performance Metrics:**
  - Plan Bay Area mailing list sign-ups
  - E-mail analytics such as open rates, click-through rate, etc.
  - E-mail distribution list size

- Website analytics such as site visits, pageviews, etc.
- Digital engagement analytics such as impressions, post engagement, link-clicks
- Total number of e-mail announcements, web stories, news releases, etc.

- **Objective:** Develop user-friendly content written in plain language
- **Performance Metrics:**
  - Ratings collected via participant surveys
  - Public comments received

## Encourage Broad Participation

- **Objective:** Increase participation from those most affected by past exclusionary policies
- **Performance Metrics:**
  - Geographic distribution of events
  - Number of events held in Equity Priority Communities
  - Participant demographics collected via surveys
  - Public comments received
  - Number of listening line participants
  - Digital engagement analytics such as impressions, post engagement, link-clicks
  - CBO engagement reach (to be determine based on CBO-recommended metrics)
- **Objective:** Include the greatest number of people possible from throughout the region
- **Performance Metrics:**
  - Geographic distribution of events
  - Number of listening line participants
  - Mailing list participant location
  - Digital engagement analytics such as impressions, post engagement and/or link-clicks
- **Objective:** Participants reflect the diverse Bay Area population
- **Performance Metrics:**
  - Participant demographics collected via surveys
  - Number of public comments received from CBOs that serve Equity Priority Communities

- CBO engagement participation numbers
- Comment letter demographics

## Engage for Impact

- **Objective:** Shift decision-making power to the people who are affected by policies
- **Performance Metrics:**
  - Participant demographics collected via surveys
  - Total public comments received
  - Ratings collected via participant surveys
- **Objective:** Analyze and provide public feedback to decision-makers in a timely manner
- **Performance Metrics:**
  - Ability to provide information before key actions
- **Objective:** Inform the public and decision-makers how the public's input influenced the process
- **Performance Metrics:**
  - Ratings collected via participant surveys
  - Presentations to the Joint MTC Planning Committee with the ABAG Administrative Committee, the Commission and ABAG Executive Board

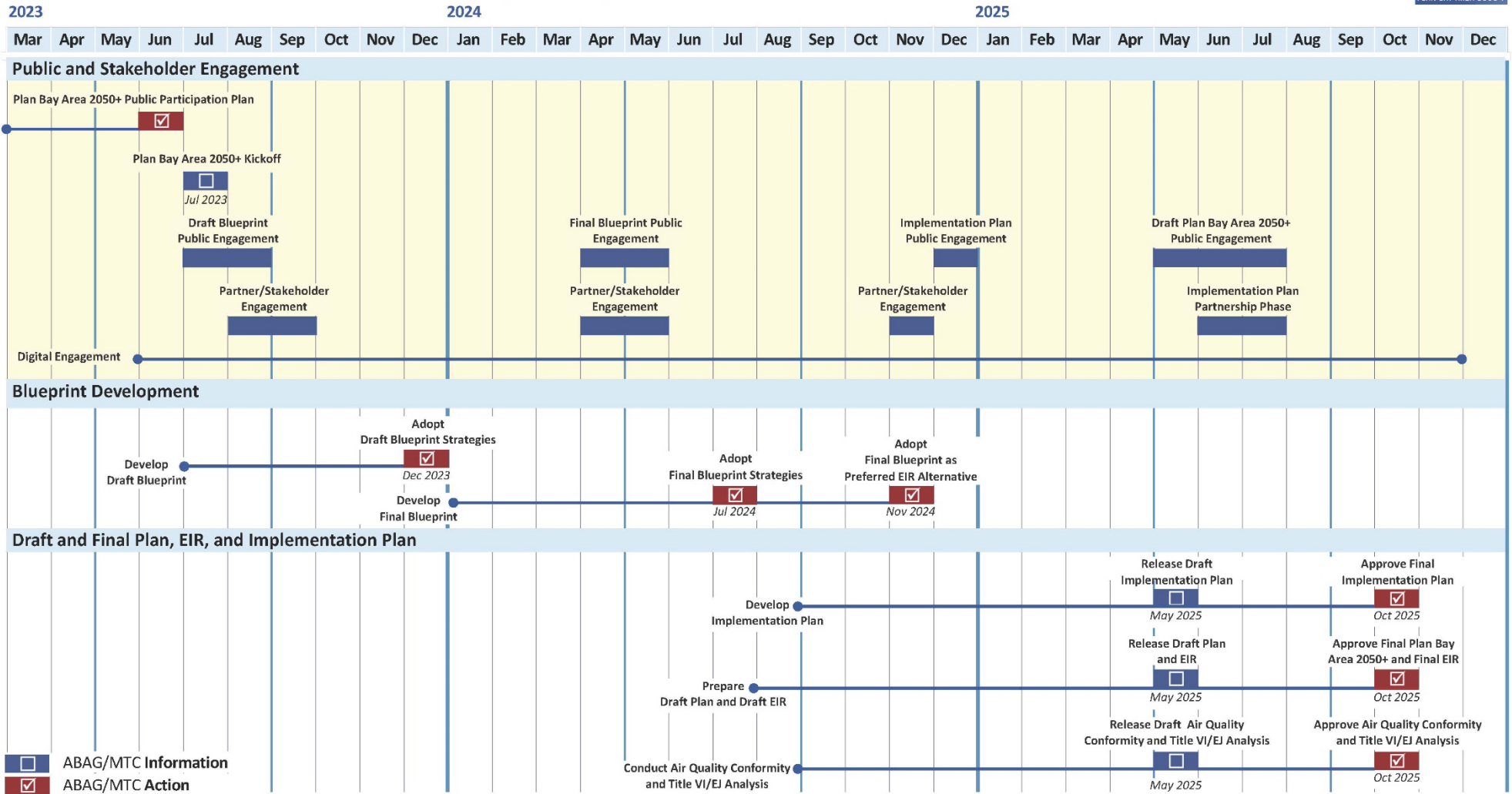
## Build Knowledge

- **Objective:** Inform a wide range of people about regional planning issues in the Bay Area, including transportation, housing, economic and environmental topic areas
- **Performance Metrics:**
  - Ratings from before and after participant surveys
  - Number of participants in educational efforts
- **Objective:** Each step of the process should include an educational element
- **Performance Metrics:**
  - Ratings collected via participant surveys
  - Number of participants in educational efforts

# Attachment 1.

## Plan Bay Area 2050+ Timeline

# Plan Bay Area 2050+: Key Milestones (DRAFT)



(Dates are tentative and subject to change.)

## Public Participation Plan CBO Engagement

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### Background:

MTC staff conducted a second round of public engagement as part of the 45-day public comment of the Draft 2023 MTC Public Participation Plan. Starting in early March 2023, MTC staff began planning discussion groups with leaders and staff from community-based organization who serve people with limited English proficiency, persons with disabilities and persons who are unhoused or housing instable. The purpose of these discussions were to test the proposed engagement methods included in the Draft PPP — especially those aimed at engaging historically underrepresented and hard-to-reach populations.

Between March 20–29, staff conducted the following discussion groups via Zoom:

1. Spanish-speaking discussion group: **March 20, 2021**
  - a. Participant organizations: Arriba Juntos, El Tímpano, La Luz and UpValley Family Centers
2. Mandarin/Cantonese-speaking discussion group: **March 20, 2023**
  - a. Participant organizations: Asian Pacific Environmental Network, Chinatown Community Development Center and Community Youth Center
3. Mandarin/Cantonese-speaking discussion group: **March 21, 2023**
  - a. Participant organization: Self Help for the Elderly
4. Persons with disabilities discussion group: **March 22, 2023**
  - a. Participant organizations: Center for Independent Living, Community Resources for Independent Living and Lighthouse for the Blind
5. Unhoused/Housing unstable discussion group: **March 23, 2023**
  - a. Participant organizations: Building Opportunities for Self Sufficiency, Hamilton Families and Lao Family Community Development
6. Unhoused/Housing unstable discussion group: **March 29, 2023**
  - a. Participant organization: Brilliant Corners

**Key Takeaways:**

The discussion groups yielded robust discussions that outlined a variety of engagement methods to improve engagement with the represented communities. The following is an overview of comments received.

1. **Create and maintain relationships with community-based organizations.** Discussion group participants encouraged MTC staff to create ongoing relationships with community-based organizations and educate the staff and community members they serve on MTC's policies, practices and programs. They stressed the importance of regular communication with CBOs in order to gain trust and establish credibility. In turn, MTC would gain regular access to hard-to-reach populations, aiding MTC in the development of key policies and plans. For ongoing communications, CBOs could play the role of intermediary between MTC and a community as the CBOs are a trusted information source. Participants also recommended providing financial incentives, both to community organizations and community members. Finally, participants recommended making information applicable to the daily life or interests of the communities. By doing so, community members are more likely to provide relevant input.
2. **Go to where the people are.** Discussion group participants unanimously recommended that MTC conduct engagement at existing locations where people gather, including regular meetings at a community organization's site, street fairs or other community gatherings, laundromats, libraries, etc. Tabling at these locations would enable staff to provide printed information to the public, including boards, flyers and handouts, and to engage in policy discussions with interested participants. At community meetings, MTC staff could present information and request input. Discussion group participants recommended that a presenter speak plainly and clearly, make the content relevant and speak in-language if required. For community members who are unhoused or housing unstable, regular events where participants could receive information about needed services were recommended as good places to provide information and receive input. Finally, MTC staff should make sure to vary engagement locations and advertise events to bolster participation.



3. **Use small groups or focus groups to receive input on complex topics.** This tactic is especially effective for those with limited English proficiency, seniors with limited technology proficiency and/or internet access and those who are unhoused or housing unstable. Discussion group participants mentioned that small groups could provide MTC staff with the opportunity to explain complex information in detail and then have time to allow the small number of participants to ask clarifying questions. In addition to verbal input, short surveys were mentioned as another good way to receive input.
4. **Offer incentives to drive better attendance.** Discussion group participants indicated that offering a meal or snack is a great way to encourage attendance at in-person events. Cash, gas or transportation (Clipper) cards are other incentives that would encourage attendance (it was noted that youth prefer bus passes or coffee gift cards). Other inexpensive giveaways, such as grocery bags or mugs, would increase attendance as well.
5. **Use online engagement to reach persons with disabilities, youth and those who are unhoused or housing unstable.** Workshops or meetings held via Zoom are effective ways to reach those who are internet savvy and have difficulty attending meetings in person. For the blind and low vision population, email is an effective communication tool and Zoom works well if the online meeting's interactive elements are screen reader accessible. Online PowerPoint presentations work well for most, although blind and low vision participants require a detailed description of slide content as information is being presented. Staff must ensure that all PowerPoint presentations are screen reader accessible. Overall, online engagement has been shown to be a game changer for public engagement, and the discussion group participants noted that it can work well for certain groups.
6. **Promote, promote, promote.** Discussion group participants stressed the importance of promoting MTC events or activities in advance to increase participation. Community organizations can assist with this promotion via their own groups, including to an organization's social media channels (e.g., WeChat) and/or SMS messaging platforms (e.g., Zingle), emails with translations to an organization's network and flyers or handouts with translations distributed at a community organization's location. Additional promotional channels include postings on MTC's social media sites, information

promoted on local television and radio as well as local language television, radio, newspaper, flyers posted on transit vehicles and at stations or at popular community locations.

7. **For email and regular mail correspondence, use catchy, relevant email subject lines or make envelopes stand out.** In order to have correspondence read by an intended recipient, discussion group participants recommended a catchy email subject line. If sending regular mail, participants recommended stamping the envelope of regular mail with “Action is Required” or something similar. Other advice included only sending relevant or relatable information, sending information on an intermittent basis to prevent oversaturation and providing a timeline for response, if response is needed. Having a personal connection to the sending entity was also mentioned.

## Summary of Revisions to the Draft 2023 MTC Public Participation Plan

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Below is a list of changes made to the Draft 2023 MTC Public Participation Plan based on public and partner input received during the 45 day public comment period that began February 24, 2023.

### Chapter 1 — Introduction

- Reorganized the introductory text for clarity

#### *Two Boards, One Staff*

- Clarified how MTC and ABAG conduct business and make decisions on joint work

#### *Public Participation Plan Purpose*

- Listed out the appendices for clarity

#### *Public Participation Opportunities*

- Added a reference to Chapter 3

#### *Who We Engage*

- Added the labor community to the list of partners MTC aims to meaningfully engage
- Corrected a reference to Chapter 5

### Chapter 2 — MTC's Commitment to Participation

#### *Engagement Strategies*

- Modified Strategy 3 to emphasize the use of clear communications and plain language

### Chapter 3 — How to Get Involved

- Re-titled chapter for clarity
- Reorganized chapter to emphasize opportunities for engagement and for clarity

#### *Public Meetings and Events*

- Added clarifying language to emphasize the need for advertising and promotion
- Added examples of public meetings and events
- Added clarification on partnerships with community-based organizations

#### *Multilingual Phone Lines*

- Added clarification on how to access translation support in any language via telephone.

*Policy Committees*

- Revised section to focus on MTC’s policy committees
- Added a note to reflect the upcoming name and scope change for the Operations Committee
- Added information on the Joint MTC Planning Committee with the ABAG Administrative Committee
- Revised the Policy Advisory Council meeting day to reflect upcoming schedule changes

**Chapter 4 — Engagement Techniques**

*Traditional Methods*

- Added additional methods suggested by the public/partners

*Virtual Engagement*

- Added additional methods suggested by the public/partners

*Visualization Techniques*

- Added additional methods previously conducted by MTC staff

*Polls/Surveys*

- Added additional methods suggested by the public/partners

*Online and Printed Materials*

- Added clarification to methods

*Targeted Mailings/Flyers*

- Added additional methods suggested by the public/partners

*Promotion of Meetings and Events*

- Revised language to emphasize promotion of events and activities
- Added additional methods suggested by the public/partners

*Techniques for Reporting on Impact*

- Added clarifying language for reporting back to the general public
- Added additional techniques suggested by the public/partners

*New section: Techniques for Involving Historically Underserved Populations*

- Created a new section to improve document readability
- Included the unhoused community as an underserved population and added additional techniques suggested by the public/partners
- Created a new subsection to highlight techniques for involving persons with disabilities and added additional techniques suggested by the public/partners
- Added additional techniques suggested by the public/partners to the Communities with Low Incomes, Communities of Color and Unhoused Communities section
- Added more information on MTC's language assistance plan and the four-factor analysis (i.e., language needs assessment) to the Limited-English Proficient Populations subsection

**Chapter 5 — Who We Engage**

- Re-titled chapter for clarity
- Added additional communities/groups suggested by the public/partners
- Added a section on community-based organizations to highlight the importance of these partnerships

**Chapter 6 — Tribal Government Consultation and Engagement with Native American Tribes**

- Clarified AB 52 requirements

**Chapter 7 — Revising the Public Participation Plan**

- Added clarifying language to better explain major and minor PPP updates

**Additional PPP Changes**

- Added a list of acronyms
- Various grammatical corrections

**Appendix A**

- Added the Infrastructure Investment and Jobs Act to the list of federal requirements

**Appendix B**

- Corrected the name of Napa County's county transportation agency (Napa Valley Transportation Authority)

**Appendix C**

- Revised links to Countywide Transportation Plans
- Clarified the SB 375 "Presentations to Local Governments" requirements.
- Added the unhoused/housing unstable community as a key community to engage in the development of the plan

# Metropolitan Transportation Commission

June 9, 2023

Agenda Item 3a

## Fiscal Year (FY) 2023-24 State Budget Update

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### **Subject:**

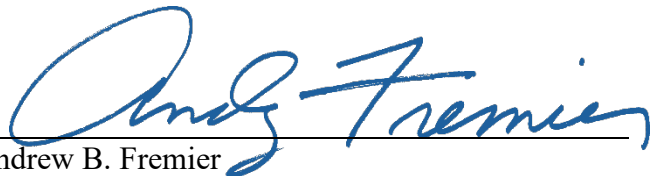
Update on FY 2023-24 state budget, with a focus on transportation, housing, and climate adaptation provisions.

### **Background:**

At the time this memo was finalized, the Assembly and Senate Budget Committees had completed their formal actions on the Fiscal Year 2023-24 State Budget. With respect to transit funding, our top 2023 Advocacy Priority, both committees restored the \$2 billion for the Transit and Intercity Rail Capital Program which Governor Newsom proposed to cut back to \$1 billion. The committees also included an allowance for some of these funds to be used for transit operations rather than capital funding and included an extension of policy provisions initiated at the beginning of the COVID-19 Pandemic aimed at providing transit agencies with additional flexibility as it relates to several other state funding sources and farebox requirements.

As a reminder, the Commission stayed neutral on flexing TIRCP for transit operating purposes because we recognized that while it may be of benefit to some regions, it does not help with the Bay Area's fiscal cliff since these funds (anticipated to bring \$800 million to the Bay Area over two years and to come to MTC for allocation) are needed to leverage billions of dollars in federal matching funds for generational investments in our transit system, specifically BART to Silicon Valley Phase II and BART Core Capacity.

While the budget committees have completed their initial work, negotiations are ongoing and are likely to continue until close to June 15. Staff will provide the Committee with an update on the latest developments as it relates to transit operating funding as well as housing and resilience at your meeting.



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Andrew B. Fremier

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

**June 9, 2023**

**Agenda Item 3b**

**Assembly Bill 761 (Friedman): Transit Transformation Task Force**

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**Subject:**

Establishes a statewide task force to identify transit funding needs to support ridership growth, recommend policies aimed at increasing transit ridership and the customer experience, and recommend new rider-focused state performance metrics.

**Background:**

Assembly Bill (AB) 761 would require the Secretary of the California State Transportation Agency (CalSTA) convene a Transit Transformation Task Force (Task Force) to identify policies to grow transit ridership and improve the transit experience. The Task Force would be comprised of transit operator representatives, the Department of Transportation (Caltrans), the Controller's office, regional and local governments with jurisdiction over transportation, labor organizations, and other stakeholders including transportation advocacy organizations and academic institutions. CalSTA – in consultation with the Task Force – would be required to prepare and submit to the Legislature a report of findings. The report would include recommendations on the following:

1. Strategies to improve mobility and increase transit ridership, including, but not limited to:
  - a. Service and fare coordination or integration between transit agencies;
  - b. Coordinated scheduling, mapping and wayfinding between transit agencies;
  - c. Ensuring a safe and clean ride for passengers and operators; and
  - d. Enhanced frequency and reliability, including through sharing real-time transit information and transit prioritization on roads.
2. Changes to land use, housing and pricing policies that could improve public transit use.
3. Strategies to address workforce recruitment, retention and development challenges.
4. Replacing California's longstanding Transportation Development Act (TDA) transit performance measures (i.e., fare box recovery ratios) with performance metrics related to transit operations, including usage, cost efficiency of operations and service quality.
5. Identification of the appropriate state department or agency to be responsible for transit system oversight and reporting.



6. New options for state revenues to fund transit operations and capital projects at the scale needed to support ridership growth and address state mandates (e.g., the Innovative Clean Transit (ICT) regulation).
7. The potential of transit-oriented development and value capture of property around transit stations as a source of sustainable revenue for transit operations.

The report would also be required to include a detailed analysis of existing transit usage; transit revenue sources; transit operations and capital costs (including costs to comply with state, federal and local mandates); transit workforce challenges; state and local policies that impact transit service; and an analysis of existing state and local transit performance measures and state departments and agencies that have responsibility over transit (to inform recommendations on items 4 and 5, respectively).

**Recommendation:**

Support / MTC Commission Approval

**Discussion:**

A strong public transit system underpins California's ability to deliver an equitable and climate-friendly future. However, pandemic-driven revenue losses are pushing many of the state's largest operators toward near-term transit operations fiscal cliffs. At the same time, pandemic-driven ridership shifts have created an urgent need for transit operators to re-tool to serve the riders of the future. MTC, Bay Area transit operators, and our local, regional and state partners are advocating for a multi-year Transit Recovery Program in this year's State Budget to provide gap funding while transit agencies retool and develop new strategies for long-term financial sustainability. AB 761 would create a statewide approach to developing that path toward long-term sustainability. Notably, the bill builds off and expands upon MTC's Transit Transformation Action Plan, putting the Bay Area in an ideal position to inform this statewide effort. Staff recommends the Commission adopt a "support" position on AB 761.

**Known Positions:**

See Attachment A

**Attachments:**

- Attachment A: AB 761 Known Positions



Andrew B. Fremier

**Assembly Bill 761 (Friedman): Known Positions**

(Updated: 5/30/2023)

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**Support**

Bay Area Council

Breathe California

California Environmental Voters (formerly Clcv)

City of Thousand Oaks

East Bay for Everyone

Move LA

Public Advocates

San Francisco Transit Riders

San Gabriel Valley Council of Governments

Seamless Bay Area

Silicon Valley Leadership Group

SPUR

Streets are For Everyone (SAFE)

Streets for All

Via Transportation, Inc.

**Oppose**

None on file

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

**June 9, 2023**

**Agenda Item 3c**

**Assembly Bill 1377 (Friedman): Homelessness Assistance on Transit**

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**Subject:**

Expands reporting requirement for recipients of state Homeless Housing, Assistance and Prevention Program funds to include a summary of efforts to improve service delivery to unsheltered individuals on transit systems within the recipient's jurisdiction.

**Background:**

Assembly Bill (AB) 1377 would require applicants seeking allocations from the state Homeless Housing, Assistance and Prevention (HHAP) program to provide data and a narrative summary of steps that the applicant has taken to improve the delivery of housing and services to people experiencing homelessness or at risk of homelessness on transit facilities owned and operated by a transit district in their jurisdiction.

HHAP – which is administered by the California Interagency Council on Homelessness (Cal ICH) – was created to enhance local capacity to address homelessness in their communities and support coordinated regional responses to homelessness challenges. Since 2019, HHAP has received four rounds of funding totaling \$3 billion, and the program is poised to receive another \$1 billion in the fiscal year 2023-24 State Budget. Large cities (with a population of 300,000 or more), counties, continuums of care (CoCs), and Tribes may apply for HHAP funding. HHAP applicants must comply with a robust performance monitoring and accountability framework. The program includes requirements for applicants to submit quarterly reports on program expenditures and annual reports documenting progress toward meeting their individualized goals (termed “outcome goals”) related to preventing and reducing homelessness. If an applicant has not made significant progress toward their outcome goals, the applicant must also submit a description of barriers and possible solutions to those barriers.

AB 1377 would additionally require that applicants seeking HHAP funds – large cities, counties and CoCs – include information about steps the applicant has taken to provide resources to unhoused individuals seeking refuge on buses, trains, ferries and public transit spaces in their annual reports.

**Recommendation:**

Support / ABAG Executive Board Approval

Support / MTC Commission Approval

**Discussion:**

As California's homelessness crisis grows, our buses, train cars, and transit stations are increasingly serving as places of refuge for individuals experiencing homelessness. For example, the Los Angeles County Metropolitan Transportation Authority (Metro) estimates that nearly 800 people seek shelter in Los Angeles County Metro transit public spaces on any given night, based on a 2022 point in time count. From BART to the Napa Valley Transportation Authority, transit operators across the Bay Area are similarly needing to respond to increasing rates of homelessness and related quality-of-life issues on their systems, while also seeking to connect people to resources.

Transit agencies in California do not receive direct funding to address homelessness on transit systems. Operators typically seek to coordinate with local city and county outreach teams to connect individuals on their systems with resources. However, according to Metro, locally funded city and county outreach teams often do not include transit public spaces, like courtyards and stations, in their planning and delivery of resources to areas where people experiencing homelessness often congregate.

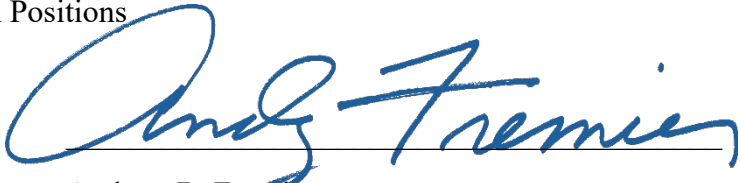
While AB 1377 is a relatively modest bill, its requirement for local agencies applying for HHAP funds to report on how they are coordinating with transit agencies is an important first step the state can take to both help transit agencies reduce the extent to which persons experiencing homelessness rely upon transit stations and transit vehicles as a form of shelter and better address the needs of people experiencing homelessness in transit public spaces. Transit agencies, including BART, are investing in ambassador programs and crisis intervention teams, but ultimately, success in this space requires close collaboration with local partners. For these reasons, we recommend a support position on AB 1377.

**Known Positions:**

See Attachment A

**Attachments:**

- Attachment A: AB 1377 Known Positions



Andrew B. Fremier

**Assembly Bill 1377 (Friedman): Known Positions**

(Updated: 5/30/2023)

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**Support**

Los Angeles County Metropolitan Transportation Authority (Sponsor)

Bay Area Council

Central City Association

Foothill Transit

**Oppose**

California Contact Cities Association

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

**June 9, 2023**

**Agenda Item 3d**

**Assembly Bill 1657 (Wicks): Statewide Housing Bond**

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**Subject:**

Places a \$10 billion general obligation (GO) bond on the March 2024 statewide ballot for a variety of housing production and preservation programs.

**Background and Bill Provisions:**

AB 1657 would place a \$10 billion GO bond on the March 2024 statewide ballot to fund the state's core rental and ownership programs. Specifically, the measure would designate \$7 billion of the \$10 billion to build apartments affordable to households earning 80% or less of the area median income (AMI) through the Multifamily Housing Program. Of this, \$1.75 billion would be set aside for supportive housing for people living with disabilities and at least 10% of the other apartments would be reserved for extremely low-income households (30% AMI or less). Additionally, \$1.5 billion would be allocated to rehabilitate or preserve the affordability of existing deed-restricted and market rate apartments. Homeownership production and first-time buyers would receive \$1 billion through CalHome and the California Housing Finance Agency's downpayment assistance program. The remaining \$500 million would build rental and ownership homes for farmworkers and members of Tribes.

Historically, GO bonds have been the state's primary funding source for the production and preservation of deed-restricted apartments and single-family homes. Voters last approved a state housing bond in 2018, Proposition 1 which provided \$4 billion for affordable housing. Those funds will be fully allocated by the end of 2023.

Lawmakers have also appropriated General Fund revenue for housing production in recent years. However, the state's projected \$31.5 billion deficit makes significant additional General Fund commitments to housing unlikely in the near future.

**Recommendation:**

Support / ABAG Executive Board Approval

Support / MTC Commission Approval

**Discussion:**

Meeting the Bay Area's housing needs after decades of underbuilding will take a coordinated and sustained effort by all levels of governments. The latest Regional Housing Needs Assessment estimates the region needs 180,334 new homes affordable to lower income households by 2031 to address unmet needs and future population growth. With the state's current budget deficit and an uncertain economic outlook, the Legislature and Governor are proposing various housing, climate and school bonds that might form a package for the 2024 ballot(s).

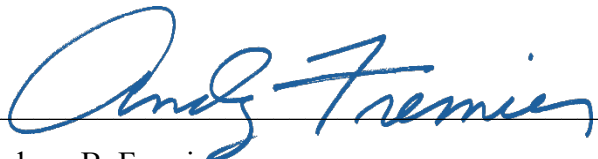
If passed by voters in March 2024, AB 1657 would infuse as much as \$2 billion annually over five years into housing production and preservation. Bay area developers and jurisdictions have performed well in past funding rounds for the programs included in the bond. The Bay Area Housing Finance Authority also would be eligible to apply for funding to continue its Housing Preservation Pilot program, which converts existing apartments into affordable homes with long-term deed restrictions and protects residents from rising rents and displacement.

**Known Positions:**

See Attachment A

**Attachments:**

- Attachment A: AB 1657 Known Positions

  
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Andrew B. Fremier

**Known Positions - Assembly Bill 1657 (Wicks)**  
*as of May 15, 2023*

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**Support**

Abode Communities  
American Planning Association, California Chapter  
California Apartment Association  
California Housing Consortium  
California Housing Partnership  
City of San Jose  
EAH Housing  
Habitat for Humanity  
Housing Action Coalition  
Housing California  
League of California Cities  
Livable Communities  
Los Angeles Business Council  
Mercy Housing California  
MidPen Housing Corporation  
Non-Profit Housing Association of Northern California  
Southern California Association of Non-Profit Housing

**Opposition**

None known





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**Summit Strategies Team Report – May 2023**

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**From: Summit Strategies Team**

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

**Date: June 5, 2023**

**Subject: May Federal Policy Monthly Report**

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- **Deal Reached to Raise the Debt Ceiling**
  - **Supporting MTC Priorities in Congress**
  - **Agency Actions and Competitive Grant Update**
  - **National Transportation News Roundup**
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Below is a status update on issues of interest to MTC and the actions that we have taken to date.

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### **Deal Reached to Raise the Debt Ceiling**

With two days to spare before the United States was predicted to default on its debts, President Joe Biden signed a deal (HR 3746, the "Fiscal Responsibility Act of 2023") to raise the debt ceiling until January 2025. The deal culminated weeks of negotiations between House Speaker Kevin McCarthy (R-CA) and the Biden Administration. The deal includes several provisions that House Republicans had fought for. This upcoming year (federal fiscal year (FY) 2024) caps non-defense, non-veteran healthcare spending at FY 2022 levels. In FY 2025, the cap allows for a 1 percent increase from FY 2024 funding levels. Defense spending will increase by 3 percent in the deal, which aligns with President Biden's original budget request. A breach of these spending caps would trigger automatic, across-the-board spending cuts (i.e., sequestration).

As it relates to the impact of the bill on transportation, it's good news that the debt ceiling deal largely protected the transportation commitments from the 2021 Infrastructure Investment and Jobs Act (IIJA). Specifically, the IIJA's "guaranteed funds" – Highway Trust Fund-funded resources and advanced appropriations – are protected from cuts. As a user-fee-funded trust fund, the Highway Trust Fund (HTF) has a unique budgetary status that exempts the HTF from discretionary spending caps. The debt ceiling bill also includes a provision that prevents cuts from IIJA advanced appropriations from being used to count towards budgetary "savings" that would help Congress comply with the spending caps. This helps protect the IIJA advanced appropriations by removing the "potential savings" incentive.

However, the spending caps will impact the other General Fund-funded programs under the jurisdiction of the Transportation-Housing and Urban Development (THUD) spending bill, including housing vouchers, community development program funding, and IIJA discretionary transportation programs, many of which Congress has funded above "guaranteed" levels for several years. The annual appropriations bills will determine specific program-level impacts.

The debt ceiling package also rescinded an estimated \$30 billion in unobligated COVID relief funding, including unobligated Federal Highway Administration (FHWA) funding. When the deal was struck, \$1.7 billion in FHWA COVID relief was unobligated. Of that, approximately \$295 million of the unobligated balance was in California, and \$43 million was for Bay Area projects. MTC worked with state and federal partners to expedite fund obligation, and by the

time the bill was enacted, California's balance shrunk to \$5 million, and all but \$500,000 had been obligated in the Bay Area.

The debt ceiling package also includes elements of the House of Representatives BUILDER Act, which amends the National Environmental Policy Act by imposing time limits on how long it takes to complete Environmental Impact Statements, among other measures. The debt ceiling package also imposes new work requirements for people receiving Supplemental Nutrition Assistance Program benefits by increasing the upper age limit of childless, able-bodied adults who need to work to receive benefits to 55.

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

In May 2023, the DC advocacy team held ongoing conversations to preserve IJA accounts and maintain current funding levels at a minimum. House Appropriations Committee Chairwoman Kay Granger (R-TX) recently sent a letter to committee members outlining a preliminary schedule (subject to change) for considering FY 2024 appropriations bills. As of this writing, the House of Representatives has marked up bills for the Legislative Branch and Military Construction, Veterans Affairs, and Related Agencies subcommittees.

### **Agency Actions and Competitive Grant Update**

#### **Funding Boost Announced for Regional Accelerators**

Applications for the US Department of Transportation (USDOT) Regional Infrastructure Accelerator (RIA) Program were due May 30, 2023. During this RIA cycle, USDOT made \$24 million available. The program aims to determine the effectiveness of regional accelerators in speeding up the development and execution of transportation projects. In 2022, USDOT selected California's Resilient SR 37 Program as one of its ten regional accelerators. The Bureau plans to select six to ten of the regional accelerators for awards in this round of funding. Funding will be used to assist in project planning, evaluation, financing, and technical assistance. [More information on the Notice of Funding Opportunity \(NOFO\) can be found here.](#)

### **US Department of House and Urban Development (HUD) Announces More than \$800 Million to Reduce Energy Costs**

On Thursday, May 11, 2023, the HUD announced \$837 million in funding through the Green and Resilient Retrofit Program (GRRP) to reduce the greenhouse gas emissions of HUD-assistant multifamily properties serving low-income residents. This new program will allow buildings to invest in solar panels, heat pumps, roofing, insulation, and other measures to reduce carbon emissions. The program aims to reduce energy and water use in HUD-assisted facilities and make multifamily properties more resistant to extreme weather events. [More information on the announcement can be found here.](#)

### **Ferry Grant Funding Competition Announced**

On May 18, 2023, the Federal Transit Administration announced the availability of \$220 million to modernize passenger ferry service in rural and urban communities across the United States. The funding comes from the Bipartisan Infrastructure Law (BIL) and will support the Passenger Ferry Program and the Ferry Service for Rural Communities Program. The Passenger Ferry program supports projects for buying, replacing, and modernizing passenger ferries and related equipment. The Ferry Service for Rural Communities program provides funding to ensure ferry services for rural communities. [More information on the announcement can be found here.](#)

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

- [California's struggling transit agencies approaching a financial cliff \(KTVU\)](#)
- [Ex-contractor's computer in Russia breached DC Metrorail transit system, watchdog finds \(CBS\)](#)
- [Taylor Swift Fans Give Public Transit a Well-Timed Boost \(Governing\)](#)
- [Commuters Ditched Public Transit for Work From Home. Now There's a Crisis \(Bloomberg\)](#)