

Meeting Agenda

Joint MTC Legislation Committee and ABAG Legislation Committee

Friday, February 8, 2019

9:35 AM

Board Room - 1st Floor

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Web site: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 9:35 a.m. or immediately following the 9:30 a.m. Joint MTC Planning Committee with the ABAG Administrative Committee meeting.

1. Roll Call / Confirm Quorum

Quorum: A quorum of the ABAG Legislation Committee shall be a majority of its regular voting members (6).

Quorum: A quorum of the MTC Legislation Committee shall be a majority of its regular voting members (4).

2. MTC Commission Chair's Report - Mackenzie

- 2a. [19-0129](#) MTC Resolution No. 4367 - Resolution of Appreciation for Commissioner Alicia Aguirre on the Occasion of her departure from MTC

Action: Commission Approval

Presenter: MTC Commission Chair Mackenzie

3. ABAG Compensation Announcement - Clerk of the Board

4. ABAG Legislation Committee Consent Calendar

- 4a. [19-0062](#) Approval of ABAG Legislation Committee Summary Minutes of the January 17, 2019 Meeting

Action: ABAG Legislation Committee Approval

Attachments: [4a_ABAG_Legislation_Minutes_20190117.pdf](#)

5. MTC Legislation Committee Consent Calendar

- 5a. [19-0007](#) Approval of MTC Legislation Committee Minutes of the January 11, 2019 Meeting

Action: MTC Legislation Committee Approval

Attachments: [5a_MTC_LEGIS_Minutes_Jan_11_2019.pdf](#)

6. Information

- 6a. [19-0008](#) Legislative History
- Action: Information
- Presenter: Rebecca Long
- Attachments: [6a_Feb_LegisHistory_State and Federal.pdf](#)

7. State Legislation

- 7a. [19-0091](#) ACA 1 (Aguiar-Curry): Voter Approval Requirements for Local Tax and Bond Measures - Support
- Reduces vote threshold to 55 percent for affordable housing and public infrastructure bonds and local special taxes.
- Action: Support / MTC Commission Approval and ABAG Executive Board Approval
- Presenter: Rebecca Long
- Attachments: [7a_ACA 1 Support.pdf](#)
- 7b. [19-0092](#) AB 252 (Daly): Delegation of Federal Environmental Review to Caltrans - Support
- Makes permanent Caltrans' authority to assume responsibility for National Environmental Protection Act review.
- Action: Support / MTC Commission Approval and ABAG Executive Board Approval
- Presenter: Rebecca Long
- Attachments: [7b_AB 252 \(Daly\) NEPA Delegation Support.pdf](#)
- 7c. [19-0093](#) SB 137 (Dodd): Federal Transportation Funds: State Exchange Programs - Support and Seek Amendments
- Expands federal funding exchange program to allow all parts of the state the option to exchange federal funds for new state funds to accelerate project delivery
- Action: Support and Seek Amendments / MTC Commission Approval and ABAG Executive Board Approval
- Presenter: Rebecca Long
- Attachments: [7c_SB 137 \(Dodd\) Federal Exchange.pdf](#)

7d. [19-0095](#) CASA Local Outreach & Legislative Engagement / Update

Update on meetings held with local elected officials regarding the CASA Compact, proposal for keeping all stakeholders updated during legislative discussions, and the latest developments in Sacramento.

Action: Information

Presenter: Rebecca Long and Ken Kirkey

Attachments: [7d_CASA Legislative Update.pdf](#)

8. Federal Legislation

8a. [19-0009](#) Tom Bulger's Report

Report from Washington, D.C. advocate.

Action: Information

Presenter: Randy Rentschler

Attachments: [8a_Tom Bulger's DC Report_Jan_2019.pdf](#)

9. Public Comment / Other Business

10. Adjournment / Next Meeting

The next meeting of the MTC Legislation Committee will be Friday, March 8, 2019
9:40 a.m. the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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

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

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

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

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

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

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

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

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 19-0129 **Version:** 1 **Name:**

Type: Action Item **Status:** Commission Approval

File created: 1/30/2019 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 2/8/2019 **Final action:**

Title: MTC Resolution No. 4367 - Resolution of Appreciation for Commissioner Alicia Aguirre on the Occasion of her departure from MTC

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4367 - Resolution of Appreciation for Commissioner Alicia Aguirre on the Occasion of her departure from MTC

Presenter:
MTC Commission Chair Mackenzie

Recommended Action:
Commission Approval

Attachments:

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 19-0062 **Version:** 1 **Name:**

Type: Minutes **Status:** Informational

File created: 1/15/2019 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 2/8/2019 **Final action:**

Title: Approval of ABAG Legislation Committee Summary Minutes of the January 17, 2019 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [4a ABAG Legislation Minutes 20190117.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Approval of ABAG Legislation Committee Summary Minutes of the January 17, 2019 Meeting

Recommended Action:

ABAG Legislation Committee Approval

Attachments:



375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Minutes - Draft

ABAG Legislation Committee

Chair, Scott Haggerty, Supervisor, County of Alameda
Vice Chair, Julie Pierce, Councilmember, City of Clayton

Thursday, January 17, 2019

5:00 PM

Board Room - 1st Floor

Association of Bay Area Governments Legislation Committee

The ABAG Legislation Committee may act on any item on the agenda.

The meeting is scheduled to begin at 5:00 p.m.

Agenda, roster, and webcast available at <http://abag.ca.gov/meetings>.

For information, contact Clerk of the Board at (415) 820-7913.

Legislation Committee Roster

Scott Haggerty, Supervisor, County of Alameda—Chair
Julie Pierce, Councilmember, City of Clayton—Vice Chair
David Cortese, Supervisor, County of Santa Clara
Pat Eklund, Councilmember, City of Novato
Dave Hudson, Councilmember, City of San Ramon
Karen Mitchoff, Supervisor, County of Contra Costa
David Rabbitt, Supervisor, County of Sonoma
Belia Ramos, Supervisor, County of Napa

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

Chair Haggerty called the meeting to order at about 5:07 p.m. Quorum was present.

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

2. Compensation Announcement

The Clerk of the Board gave the compensation announcement.

3. Public Comment

There was no public comment.

4. Committee Announcements

There were no committee member announcements.

5. Election of Legislation Committee Chair and Vice Chair

Chair Haggerty opened the floor for nominations for Committee Chair and Vice Chair. Pierce nominated and Mitchoff seconded Haggerty for Committee Chair and Pierce as Committee Vice Chair. There were no other nominations. Nominations for Committee Chair and Vice Chair was closed. Haggerty was elected Committee Chair and Pierce as Committee Vice Chair unanimously by the following vote: Eklund, Haggerty, Hudson, Mitchoff, Pierce, Rabbitt, Ramos.

[19-0041](#)

Election of Legislation Committee Chair and Vice Chair

6. Consent Calendar

Upon the motion by Pierce and second by Rabbitt, the Consent Calendar was approved. The motion passed unanimously by the following vote:

Aye: 7 - Eklund, Haggerty, Hudson, Mitchoff, Pierce, Rabbitt, and Ramos

Absent: 1 - Cortese

6.a. [18-1139](#)

Approval of Legislation Committee Minutes of Meeting on November 9, 2018

7. Adoption of 2019 Advocacy Program

Cortese joined the meeting at about 5:07 p.m.

Upon the motion by Mitchoff and second by Pierce, the 2019 Advocacy Program was approved with the following amendments: (1) if ABAG does not authorize the President to sign the CASA Compact, then remove State Goal 1.a.; and (2) include split roll under addressing fiscalization of land use under State Goal 1.b. The motion passed unanimously by the following vote:

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

[18-1140](#)

Adoption of 2019 Advocacy Program

8. Adjournment / Next Meeting

Chair Haggerty adjourned the meeting at about 5:20 p.m.

The next special meeting of the ABAG Legislation Committee is on February 8, 2019.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0007 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 1/2/2019 **In control:** Legislation Committee
On agenda: 2/8/2019 **Final action:**
Title: Approval of MTC Legislation Committee Minutes of the January 11, 2019 Meeting
Sponsors:
Indexes:
Code sections:
Attachments: [5a MTC LEGIS Minutes Jan 11 2019.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Approval of MTC Legislation Committee Minutes of the January 11, 2019 Meeting

Recommended Action:
MTC Legislation Committee Approval

Attachments:



Metropolitan Transportation Commission

Meeting Minutes - Draft

Legislation Committee

Agenda Item 5a

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

Committee Members:

Alicia C. Aguirre, Chair Sam Liccardo, Vice Chair

*Damon Connolly, Dave Cortese, Anne W. Halsted,
Julie Pierce, James P. Spering*

Non-Voting Members: Tom Azumbrado, Dorene M. Giacomini

Friday, January 11, 2019

9:40 AM

Board Room - 1st Floor

1. Roll Call / Confirm Quorum

Present: 6 - Chair Aguirre, Commissioner Connolly, Commissioner Cortese, Commissioner Halsted, Commissioner Pierce, and Commissioner Spering

Absent: 1 - Vice Chair Liccardo

Non-Voting Member Present: Commissioner Giacomini

Non-Voting Member Absent: Commissioner Azumbrado

Ex Officio Voting Members Present: Commission Chair Mackenzie and
Commission Vice Chair Haggerty

Ad Hoc Non-Voting Members Present: Commissioner Dutra-Vernaci and Commissioner Worth

2. Consent Calendar

Approval of the Consent Calendar

**Upon the motion by Commissioner Pierce and second by Commissioner Halsted,
the Consent Calendar was approved by the following vote:**

Aye: 6 - Chair Aguirre, Commissioner Connolly, Commissioner Cortese, Commissioner Halsted, Commissioner Pierce and Commissioner Spering

Absent: 1 - Vice Chair Liccardo

2a. [18-1088](#) Minutes of the December 14, 2018 Meeting

Action: Committee Approval

Attachments: [2a MTC LEGIS_Minutes_Dec 14 2018.pdf](#)

2b. [18-1089](#) Legislative History

Action: Information

Presenter: Rebecca Long

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

3. State Legislation

3a. [19-0003](#) Fiscal Year 2019-20 State Budget Proposal

Overview of the transportation and housing elements of Governor Newsom's proposed state budget for FY 2019-20.

Action: Information

Presenter: Rebecca Long

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

3b. [19-0005](#) CASA Outreach

Update on staff's effort to inform and engage with local elected officials and the general public about the CASA Compact.

Action: Information

Presenter: Randy Rentschler

Attachments: [3b_CASA Local Outreach.pdf](#)

3c. [19-0004](#) CASA Legislative Update

Overview of bills introduced to date related to the CASA Compact.

Action: Information

Presenter: Rebecca Long

Attachments: [3c_CASA Legislative Update.pdf](#)

Roland Lebrun was called to speak.

4. Federal Legislation

4a. [19-0006](#) Impact of Federal Government Partial Shutdown on Transportation & Housing

Update on the budget standoff and implications for federal transportation and housing programs.

Action: Information

Presenter: Randy Rentschler

Attachments: [4a_Federal Shutdown.pdf](#)

4b. [18-1091](#) Tom Bulger's Report

Report from Washington, D.C. advocate.

Action: Information

Presenter: Randy Rentschler

Attachments: [4b_Tom Bulger's DC Report_Dec_2018.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Legislation Committee will be Friday, February 8, 2019 9:40 a.m. the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0008 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 1/2/2019 **In control:** Legislation Committee
On agenda: 2/8/2019 **Final action:**
Title: Legislative History
Sponsors:
Indexes:
Code sections:
Attachments: [6a_Feb_LegisHistory_State and Federal.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Legislative History

Presenter:
Rebecca Long

Recommended Action:
Information

Attachments:



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
AB 11 Chiu	Introduced 12/3/2018	Assembly Housing and Community Development	Community Redevelopment Law of 2019. Current law dissolved redevelopment agencies as of February 1, 2012, and designates successor agencies to act as successor entities to the dissolved redevelopment agencies. This bill, the Community Redevelopment Law of 2019, would authorize a city or county, or two or more cities acting jointly, to propose the formation of an affordable housing and infrastructure agency by adoption of a resolution of intention that meets specified requirements, including that the resolution of intention include a passthrough provision and an override passthrough provision, as defined.		
AB 36 Bloom	Introduced 12/3/2018	Assembly Print	Affordable housing: rental prices. Would state the findings and declarations of the Legislature that, among other things, affordable housing has reached a crisis stage that threatens the quality of life of millions of Californians as well as the state economic outlook. This bill also would express the Legislature's intent to enact legislation in order to stabilize rental prices and increase the availability of affordable rental housing.		
AB 40 Ting	Introduced 12/3/2018	Assembly Transportation	Zero-emission vehicles: comprehensive strategy. Would, no later than January 1, 2021, require the State Air Resources Board to develop a comprehensive strategy to ensure that the sales of new motor vehicles and new light-duty trucks in the state have transitioned fully to zero-emission vehicles, as defined, by 2040, as specified.		

AB 47 Daly	Amended 1/23/2019	Assembly Transportation	Driver records: points: distracted driving. Current law establishes that specified convictions and violations under the Vehicle Code and traffic-related incidents count as points against a driver's record for purposes of suspension or revocation of the privilege to drive and that certain other violations do not result in a violation point. Current law also generally provides that traffic convictions involving the safe operation of a motor vehicle result in a violation point. Current law provides an exemption for the electronic device violations described above from being counted as points against a driver's record for purposes of suspension or revocation of the privilege to drive. This bill would abolish that exemption for violations occurring on or after January 1, 2021, and would expressly make those electronic device violations subject to a violation point against the driver's record.		
AB 68 Ting	Introduced 12/3/2018	Assembly Housing and Community Development	Land use: accessory dwelling units. The Planning and Zoning Law authorizes a local agency to provide, by ordinance, for the creation of accessory dwelling units in single-family and multifamily residential zones and sets forth required ordinance standards, including, among others, maximum unit size, parking, and height standards. This bill would prohibit an ordinance from imposing requirements on minimum lot size, lot coverage, or floor area ratio, and would prohibit an ordinance from establishing size requirements for accessory dwelling units that do not permit at least an 800 square foot unit of at least 16 feet in height to be constructed.		
AB 69 Ting	Introduced 12/3/2018	Assembly Housing and Community Development	Land use: accessory dwelling units. Would authorize the Department of Housing and Community Development to submit written findings to a local agency as to whether the local ordinance complies with state law, and to notify the Attorney General if the ordinance violates state law. The bill would require a local agency to consider the department's findings and would authorize the local agency to amend its ordinance to comply with state law or adopt a resolution with findings explaining why the ordinance complies with state law, and addressing the department's findings.		

AB 139 Quirk-Silva	Introduced 12/11/2018	Assembly Housing and Community Development	<p>Emergency and Transitional Housing Act of 2019. The The Planning and Zoning Law requires, after the legislative body of the city or county has adopted all or part of a general plan, the planning agency to investigate and make recommendations to the legislative body of the city or county regarding reasonable and practical means to implement the general plan or element and to provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that includes specified information pertaining to the implementation of the general plan, including, among other things, a listing of sites rezoned to accommodate that portion of the city's or county's share of the regional housing need for each income level that could not be accommodated on specified sites. This bill would additionally require the report to include the number of emergency shelter beds currently available within the jurisdiction and the number of shelter beds that the jurisdiction has contracted for that are located within another jurisdiction, as specified.</p>		
AB 145 Frazier	Introduced 12/13/2018	Assembly Transportation	<p>High-Speed Rail Authority: Senate confirmation. Current law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.</p>		
AB 146 Quirk-Silva	Introduced 12/14/2018	Assembly Local Government	<p>State highways: property leases: County of Orange. Would authorize the Department of Transportation to lease airspace under a freeway, or real property acquired for highway purposes, in the County of Orange, that is not excess property, to a city located in the County of Orange, the County of Orange, a political subdivision of the state whose jurisdiction is located in the County of Orange, or another state agency for purposes of an emergency shelter or feeding program, subject to certain conditions. The bill would specifically authorize the Orange County Housing Finance Trust to enter into these leases.</p>		

AB 148 Quirk-Silva	Introduced 12/14/2018	Assembly Transportation	Regional transportation plans: sustainable communities strategies. Current law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Current law requires the regional transportation plan to include, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. This bill would require each sustainable communities strategy to identify areas within the region sufficient to house an 8-year projection of the emergency shelter needs for the region, as specified.		
AB 158 Voepel	Introduced 1/7/2019	Assembly Transportation	Vehicles: parking or stopping. Current law prohibits a person from stopping, parking, or leaving standing a vehicle upon a freeway that has full control of access and no crossings at grade, with specified exceptions. Current law also imposes hours of service limitations on drivers of certain vehicles regulated by the Department of the California Highway Patrol. This bill would exempt from that stopping, parking, and standing prohibition drivers of specified vehicles who are unable, due to a lack of available parking spaces, to park their vehicles at a truck stop or rest area within applicable hours of service limitations, and would make other technical changes.		
AB 159 Voepel	Introduced 1/7/2019	Assembly Transportation	Vehicles: commercial inspection facilities and platform scales. Current law requires every driver of a commercial vehicle to stop and submit the vehicle to an inspection of the size, weight, equipment, and smoke emissions of the vehicle at any location where members of the Department of the California Highway Patrol are conducting tests and inspections of commercial vehicles and when signs are displayed requiring the stop. This bill would require, if the department or other state or local agencies provide information to drivers, including signage, on the hours of operation of a commercial inspection facility or platform scale, or whether a facility or scale is open or closed, that the department or agency update that information as soon as it changes to enhance driver awareness of when they are required to stop, pursuant to the above-described provision.		
AB 168 Aguar-Curry	Introduced 1/8/2019	Assembly Housing and Community Development	Housing: streamlined approvals. Current law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards. Under current law the objective planning standards include, among others, a requirement that the development not be located on specified sites. This bill would require the objective planning standards include a requirement that the development not be located on a site that is a tribal cultural resource.		

AB 176 Cervantes	Introduced 1/9/2019	Assembly Natural Resources	California Alternative Energy and Advanced Transportation Financing Authority. The California Alternative Energy and Advanced Transportation Financing Authority Act authorizes, until January 1, 2021, the California Alternative Energy and Advanced Transportation Financing Authority to provide financial assistance in the form of a sales and use tax exclusion for projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, reduction of greenhouse gases, or reduction in air and water pollution or energy consumption. The act prohibits the sales and use tax exclusions from exceeding \$100,000,000 for each calendar year. This bill would extend the authorization to provide financial assistance in the form of a sales and use tax exclusion for qualifying projects until January 1, 2031.		
AB 180 Gipson	Introduced 1/9/2019	Assembly Print	Land use: local planning: housing element. The Planning and Zoning Law requires the housing element to contain, among other items, an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing. This bill would revise references to redevelopment agencies within those housing element provisions to instead refer to housing successor agencies. The bill would also make nonsubstantive changes.		
AB 191 Patterson	Introduced 1/10/2019	Assembly Housing and Community Development	Building standards: exemptions: rebuilding after disasters. Current law, the State Housing Law, establishes statewide construction and occupancy standards for buildings used for human habitation, including energy conservation and fire prevention requirements relating to energy efficiency and the installation of interior sprinklers. This bill would, until January 1, 2030, exempt homes being rebuilt after wildfires or specified emergency events that occurred on or after January 1, 2017, from meeting certain current building standards.		
AB 226 Mathis	Introduced 1/17/2019	Assembly Transportation	Transportation funds: transit operators: fare revenues. Current law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive moneys. This bill would require a fare paid pursuant to a reduced fare transit program to be counted as a full adult fare for purposes of calculating any required ratios of fare revenues to operating costs specified in the act, except for purposes of providing information in a specified annual report to the Controller or providing information to the entity conducting a fiscal or performance audit pursuant to specified provisions.		

AB 246 Mathis	Introduced 1/22/2019	Assembly Print	State highways: property leases. Would y authorize the Department of Transportation to offer a lease on a right of first refusal basis of any airspace under a freeway, or real property acquired for highway purposes, located in a disadvantaged community, that is not excess property to the city or county in which the disadvantaged community is located for purposes of an emergency shelter or feeding program, or for park, recreational, or open-space purposes for a rental amount of \$1 per month, subject to certain conditions.		
AB 252 Daly	Introduced 1/23/2019	Assembly Print	Department of Transportation: environmental review process: federal program. Current federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery program, under which the participating states may assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Current law, until January 1, 2020, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the program. This bill would extend the operation of these provisions indefinitely.		
AB 254 Quirk-Silva	Introduced 1/23/2019	Assembly Print	Alternative fuel vehicles: flexible fuel vehicles. Current law creates the Joint Legislative Committee on Climate Change Policies and requires the committee to ascertain facts and make recommendations to the Legislature and to committees of the Legislature concerning the state's programs, policies, and investments related to climate change, as specified. This bill would authorize the joint committee to recommend that the State Air Resources Board provide education and support to local governments regarding specific components of local government climate action plans, such as ensuring the use of E85 in flexible fuel vehicles, expanding infrastructure for zero-emission vehicles, and enabling active transportation.		
AB 285 Friedman	Introduced 1/28/2019	Assembly Print	California Transportation Plan. Would require the Department of Transportation to address in the California Transportation Plan how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions of 40% below 1990 levels by the end of 2030 and carbon neutrality by 2045. Commencing with the 3rd update to the plan to be completed by December 31, 2025, the bill would require the department to include specified information in the plan, including, among other things, a review, conducted in consultation with the Strategic Growth Council, of the potential impacts and opportunities for coordination of specified grant programs and recommendations for the improvement of the grant programs to better align them to meet long-term common goals.		

AB 296 Cooley	Introduced 1/28/2019	Assembly Print	Climate change: Climate Innovation Commission. Would establish the Climate Innovation Grant Program, to be administered by the Climate Innovation Commission, which the bill would establish in the Natural Resources Agency. The program would award grants in the form of matching funds for the development and research of new innovations and technologies to address issues related to emissions of greenhouse gases and impacts caused by climate change. The bill would establish the Climate Innovation Fund, a special fund, in the State Treasury and would continuously appropriate the moneys in the fund to the commission for purposes of the program. The bill would repeal the program and the commission on January 1, 2031.		
AB 313 Frazier	Introduced 1/30/2019	Assembly Print	Road Maintenance and Rehabilitation Account: University of California: California State University: reports. Would require the University of California and the California State University, on or before April 1 of each year, to each submit a report to the Transportation Agency and specified legislative committees detailing its expenditures of those moneys for that fiscal year, including, but not limited to, research activities and administration.		
AB 352 Garcia, Eduardo	Introduced 2/4/2019	Assembly Print	California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: investment plan: Transformative Climate Communities Program. Would, beginning July 1, 2020, require state agencies administering competitive grant programs that allocate moneys from the Greenhouse Gas Reduction Fund to give specified communities preferential points during grant application scoring for programs intended to improve air quality, to include a specified application timeline, to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications, and to require grant eligibility and scoring criteria to define disadvantaged community consistent with specified allocation requirements of the Greenhouse Gas Reduction Fund so as not to preclude low-income communities, as defined, from applying for or being awarded a grant.		
AB 371 Frazier	Introduced 2/5/2019	Assembly Print	Transportation: freight: statewide economic vitality assessment. Would require GO-Biz, in consultation with the State Air Resources Board, the California Transportation Commission, and the Transportation Agency, to prepare a statewide economic vitality assessment of the California freight industry on or before December 31, 2021, and to update the assessment at least once every five years. The bill would require the assessment to identify specified information, and would require the office, in developing the assessment, to consult with representatives from a cross section of public and private sector freight stakeholders.		

AB 380 Frazier	Introduced 2/5/2019	Assembly Print	Office of the Transportation Inspector General. Would eliminate the Independent Office of Audits and Investigations and would instead create the Independent Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to ensure that specified state agencies and all external entities that receive state and federal transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would require the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would prohibit the Transportation Inspector General from being removed from office during the term except for good cause.		
AB 386 Garcia, Eduardo	Introduced 2/5/2019	Assembly Print	Agricultural Working Poor Energy Efficient Housing Program. Would require the Department of Community Services and Development to develop and administer the Agricultural Working Poor Energy Efficient Housing Program and to expend moneys appropriated by the Legislature for the purposes of the program to improve energy efficiency in farmworker-owned housing. The bill would require the department to report to the Legislature on the program with respect to balances and expenditures, households reached, demographics of the households reached, measures funded, and energy savings.		
ACA 1 Aguiar-Curry	Introduced 12/3/2018	Assembly Print	Local government financing: affordable housing and public infrastructure: voter approval. The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, or city and county to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing, 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.		
SB 4 McGuire	Introduced 12/3/2018	Senate Rules	Housing. Under current law, various agencies administer programs to preserve and expand safe and affordable housing opportunities and promote sound community growth. This bill would state the intent of the Legislature to enact legislation that would limit restrictive local land use policies and legislation that would encourage increased housing development near transit and job centers, in a manner that ensures that every jurisdiction contributes its fair share to a housing solution, while acknowledging relevant differences among communities.		

SB 5 Beall	Introduced 12/3/2018	Senate Gov. & F.	Local-State Sustainable Investment Incentive Program. Would establish in state government the Local-State Sustainable Investment Incentive Program, which would be administered by the Sustainable Investment Incentive Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply to the Sustainable Investment Incentive Committee to participate in the program and would authorize the committee to approve or deny applications for projects meeting specific criteria.		
SB 6 Beall	Introduced 12/3/2018	Senate Rules	Housing production. Under current law, various agencies administer programs to preserve and expand safe and affordable housing opportunities and promote sound community growth throughout the state. This bill would state the intent of the Legislature to enact legislation that would help encourage housing production throughout the state, including streamlining approval processes, identifying sufficient and adequate sites for housing construction, and penalizing local planning that restricts housing production.		
SB 13 Wieckowski	Introduced 12/3/2018	Senate Rules	Accessory dwelling units. Would express the intent of the Legislature to enact legislation that would reduce impact fees and other existing barriers for homeowners seeking to create accessory dwelling units for the purpose of creating additional residential housing within their neighborhoods.		
SB 20 Dodd	Introduced 12/3/2018	Senate Governmental Organization	Surplus state property: Napa County Regional Park and Open Space District. Current law authorizes the Director of General Services, by January 1, 2015, to sell or exchange, at fair market value based upon an appraisal approved by the Department of General Services, all or part of a specified parcel of state property only to the County of Napa upon those terms, conditions, reservations, and exceptions the director determines are in the best interest of the state, and subject to other requirements. Current law requires reimbursement of the Department of General Services for any cost or expense incurred in the disposition of the property from the proceeds of the disposition of the property. This bill would apply the authorization described above to the Napa County Regional Park and Open Space District and the County of Napa, and would extend the period within which the sale described above may be made to January 1, 2026.		

SB 32 Nielsen	Introduced 12/3/2018	Senate Rules	Recreational vehicle donation: registration fee and tax exemptions: state of emergency. Would declare the intent of the Legislature to enact legislation to waive otherwise applicable sales and use taxes and vehicle registration fees, upon the donation and transfer of ownership of a recreational vehicle, as defined, if the Governor has proclaimed a state of emergency, and the donee of the recreational vehicle is a person who has suffered a total loss of his or her residence as a result of the event that precipitated the state of emergency.		
SB 45 Allen	Introduced 12/3/2018	Senate Natural Resources and Water	Wildfire, Drought, and Flood Protection Bond Act of 2020. Would enact the Wildfire, Drought, and Flood Protection Bond Act of 2020, which, if approved by the voters, would authorize the issuance of bonds in an unspecified amount pursuant to the State General Obligation Bond Law to finance projects to restore fire damaged areas, reduce wildfire risk, create healthy forest and watersheds, reduce climate impacts on urban areas and vulnerable populations, protect water supply and water quality, protect rivers, lakes, and streams, reduce flood risk, protect fish and wildlife from climate impacts, improve climate resilience of agricultural lands, and protect coastal lands and resources.		
SB 49 Skinner	Introduced 12/3/2018	Senate Rules	Energy efficiency. Current law authorizes the State Energy Resources Conservation and Development Commission to prescribe, by regulation, energy efficiency standards, including appliance efficiency standards. This bill would make nonsubstantive revisions to these provisions.		
SB 50 Wiener	Introduced 12/3/2018	Senate Housing	Planning and zoning: housing development: equitable communities incentive. Would require a city, county, or city and county to grant upon request an equitable communities incentive when a development proponent seeks and agrees to construct a residential development, as defined, that satisfies specified criteria, including, among other things, that the residential development is either a job-rich housing project or a transit-rich housing project, as those terms are defined; the site does not contain, or has not contained, housing occupied by tenants or accommodations withdrawn from rent or lease in accordance with specified law within specified time periods; and the residential development complies with specified additional requirements under existing law.		

SB 59 Allen	Introduced 12/19/2018	Senate Transportation	Automated vehicle technology: Statewide policy. Would establish the policy of the state relating to automated vehicles in order to ensure that these vehicles support the state's efforts to, among other things, reduce greenhouse gas emissions and encourage efficient land use. The bill would require the Office of Planning and Research in the Governor's office, in coordination with the State Air Resources Board, to convene an automated vehicle interagency working group of specified state agencies, including, among others, the California Environmental Protection Agency, the Transportation Agency, and the Department of Motor Vehicles, to guide policy development for automated vehicle technology consistent with statewide policies as specified.		
SB 127 Wiener	Introduced 1/10/2019	Senate Transportation	Transportation funding: active transportation: complete streets. Would establish a Division of Active Transportation within the Department of Transportation and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters to guide progress toward meeting the department's active transportation program goals and objectives. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities.		
SB 128 Beall	Introduced 1/10/2019	Senate Gov. & F.	Enhanced infrastructure financing districts: bonds: issuance. Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Current law authorizes the public financing authority to issue bonds for these purposes upon approval by 55% of the voters voting on a proposal to issue the bonds. Current law requires the proposal submitted to the voters by the public financing authority and the resolution for the issuance of bonds following approval by the voters to include specified information regarding the bond issuance. This bill would instead authorize the public financing authority to issue bonds for these purposes without submitting a proposal to the voters.		

SB 137 Dodd	Introduced 1/15/2019	Senate Transportation	Federal transportation funds: state exchange programs. Current federal law apportions transportation funds to the states under various programs, including the Surface Transportation Program and the Highway Safety Improvement Program, subject to certain conditions on the use of those funds. Current law establishes the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system, and funds that program from fuel taxes and an annual transportation improvement fee imposed on vehicles. This bill would authorize the Department of Transportation to allow the above-described federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to the department.		
SB 146 Beall	Introduced 1/18/2019	Senate Transportation	Peninsula Rail Transit District. Current law, operative under certain conditions, redesignates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers. This bill would repeal the provisions relating to the Peninsula Rail Transit District.		
SB 147 Beall	Introduced 1/18/2019	Senate Transportation	High-Speed Rail Authority. The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Current law authorizes the authority, among other things, to keep the public informed of its activities. This bill would revise that provision to instead authorize the authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority's internet website.		
SB 162 Galgiani	Introduced 1/24/2019	Senate Gov. & F.	California Alternative Energy and Advanced Transportation Financing Authority: sales and use taxes: exclusions. The California Alternative Energy and Advanced Transportation Financing Authority Act establishes the California Alternative Energy and Advanced Transportation Financing Authority. The act authorizes, until January 1, 2021, the authority to provide financial assistance to a participating party in the form of specified sales and use tax exclusions for projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, reduction of greenhouse gases, or reduction in air and water pollution or energy consumption. This bill would extend the authorization to provide financial assistance in the form of a sales and use tax exclusion for qualifying projects until January 1, 2030, and would extend the sales and use tax exclusion until January 1, 2030.		

SB 167 Dodd	Introduced 1/28/2019	Senate Energy, Utilities and Communications	Electrical corporations: wildfire mitigation plans. Current law requires wildfire mitigation plans to include specified information, including protocols for disabling reclosers and deenergizing portions of the electrical distribution system that consider the associated impacts on public safety, as well as protocols related to mitigating the public safety impacts of those protocols, including impacts on critical first responders and on health and communication infrastructure. This bill would require those protocols to additionally include impacts on customers enrolled in the California Alternative Rates for Energy (CARE) program, receiving medical baseline allowances of electricity or gas, and who the electrical corporation has identified as critical care customers relying on life-support equipment.		
SB 168 Wieckowski	Introduced 1/28/2019	Senate Environmental Quality	Climate change: Chief Officer of Climate Adaptation and Resilience. Would establish the Chief Officer of Climate Adaptation and Resilience in the Office of Planning and Research to serve as the statewide lead for planning and coordination of climate adaptation policy and implementation in California, and would specify the duties of the chief officer. The bill would make the chief officer, or the chief officer's designee, a member of the advisory council and would designate the chief officer, or the chief officer's designee, as the chair of the advisory council. The bill would include additional expertise members of the advisory council are to have. The bill would specify that members of the advisory council serve staggered 4-year terms, except as provided.		
SB 182 Jackson	Introduced 1/29/2019	Senate Gov. & F.	General plans: safety element. Would require the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after January 1, 2020, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit plan, as specified. The bill would also require the planning agency to review and, if necessary, revise the safety element upon each revision of the housing element or local hazard mitigation plan, but not less than once every 8 years to identify new information relating to retrofit updates applicable to the city or county that was not available during the previous revision of the safety element.		
SB 191 Morrell	Introduced 1/30/2019	Senate Rules	Land use: housing element. The Planning and Zoning Law requires a city or county to adopt a comprehensive, long-term general plan that includes various mandatory elements, including a housing element. That law requires the housing element to contain, among other things, an assessment of housing needs and an inventory of resources and constraints relevant to meeting those needs. That law requires the Department of Housing and Community Development to determine the current and projected need for housing for each region, as specified. This bill would make nonsubstantive changes to that law.		

SB 210 Leyva	Introduced 2/4/2019	Senate Rules	Heavy-Duty Vehicle Inspections and Maintenance Program. Would authorize the State Air Resources Board to develop and implement a Heavy-Duty Vehicle Inspection and Maintenance Program for nongasoline heavy-duty onroad motor vehicles, as specified. The bill would authorize the state board to assess a fee and penalties as part of the program. The bill would create the Truck Emission Check (TEC) Fund, with all the moneys deposited in the fund to be available upon appropriation.		
SB 211 Beall	Introduced 2/4/2019	Senate Rules	State highways: leases. Current law requires the Department of Transportation to consider future lease potential of areas above or below state highway projects when planning new state highway projects and requires this consideration to be accomplished by intradepartment consultation among offices concerned with project development and airspace lease development. This bill would instead authorize the department to consider future lease potential of areas above or below state highway projects when planning new state highway projects and would authorize this consideration to be accomplished by intradepartment consultation among offices concerned with project development and airspace lease development.		
SB 215 Morrell	Introduced 2/6/2019	Senate Rules	Local government: housing. Current law authorizes local governments to conduct a review or appeal regarding allocation data provided by the Department of Housing and Community Development or the council of governments regarding the locality's share of the regional housing need or the submittal of data or information for a proposed allocation, as specified. This bill would make nonsubstantive changes to this provision.		
SCA 3 Hill	Introduced 12/4/2018	Senate Rules	Property taxation: change in ownership: inheritance exclusion. The California Constitution generally limits ad valorem taxes on real property to 1% of the full cash value of that property. For purposes of this limitation, "full cash value" is defined as the assessor's valuation of real property as shown on the 1975-76 tax bill under "full cash value" or, thereafter, the appraised value of that real property when purchased, newly constructed, or a change in ownership has occurred. The California Constitution specifies various transfers that are not deemed to be a "purchase" or "change in ownership" of a property for these purposes, including the purchase or transfer of a principal residence from parents to their children, or, under certain circumstances, from grandparents to their grandchildren, and the purchase or transfer of the first \$1,000,000 of the full cash value of all other real property transferred from parents or grandparents to their children or grandchildren. This measure would limit the above-decried \$1,000,000 exclusion for purchases or transfers of real property other than a principal residence to purchases or transfers of nonresidential real property.		

Federal Bills

United States House of Representatives					
Bill Number (Author)	Topic	Current Version	Status	Summary	Position
H.R. 140 (Green)	Housing Fairness Act	1/3/19	House Financial Services Committee	Authorizes funds to prevent housing discrimination through the use of nationwide testing, to increase funds for the Fair Housing Initiatives Program, and for other purposes.	
H.R. 180 (Hastings)	Build America Act	1/3/19	House Transportation & Infrastructure Committee; House Ways & Means Committee	Directs the Department of Transportation (DOT) to carry out a national infrastructure investment grant program for capital investments in surface transportation infrastructure. Projects eligible for funding under the program include, at a minimum, highway and bridge projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments.	
H.R. 228 (Velazquez)	Increase Transportation Alternatives Investment Act	1/3/19	House Transportation & Infrastructure Committee	Authorizes programs and activities to support transportation options in areas that are undergoing extensive repair or reconstruction of transportation infrastructure, including highways, federally owned roads open for public travel, passenger rail facilities, and public transportation facilities.	
H.R. 330 (Lieu)	Climate Solutions Act	1/8/19	House Energy & Commerce Committee; House Foreign Affairs Committee	Contains findings related to the risks of climate change and declares the sense of Congress that the U.S. should honor its commitments to the Paris Climate Agreement. Requires the U.S. Energy Secretary to promulgate regulations that require an annual increase in the share of electric energy generated by renewable sources with 100% established by 2035 and thereafter. Establishes a national energy efficiency standard. Sets national greenhouse gas reduction targets for 2035 and 2050.	
H.R. 731 (Malinowski)	Transportation Funding Fairness Act	1/23/19	House Transportation & Infrastructure Committee	Eliminates FTA's discretionary authority to declare TIFIA and RRIF loans as the federal share of an infrastructure project, to allow states to attribute federal transportation loans towards their share of jointly funded large-scale infrastructure projects.	

<u>H.R. 763</u> (Deutch)	Energy Innovation and Carbon Dividend Act	1/24/19	House Energy & Commerce Committee; House Foreign Affairs Committee; House Ways and Means Committee	Creates a Carbon Dividend Trust Fund to encourage market-driven innovation of clean energy technologies and market efficiencies which will reduce harmful pollution and leave a healthier, more stable, and more prosperous nation for future generations. Institutes a federal carbon fee of \$15/ton in 2019 (growing by \$10/year thereafter) of greenhouse gas content on the use, sale or transfer of fuel related to refineries and importers of any petroleum product; coal mining; natural gas.	
<u>H.R.876</u> (DeFazio)	Pacific Northwest Earthquake Preparedness Act	2/6/19	Senate	Requires the Federal Emergency Management Agency (FEMA) to develop a plan for the purchase and installation of an earthquake early warning system for the Cascadia Subduction Zone. The term "Cascadia Subduction Zone" means the landward-dipping fault that is approximately 684 miles long, separates the Juan De Fuca and North America plates, and stretches along a portion of the western coast of the United States beginning off Cape Mendocino, California, along the states of Oregon and Washington, to Northern Vancouver Island, British Columbia, Canada.	

California State Legislative Calendar 2019*

January 1 Statutes take effect 7 Legislature reconvenes 10 Budget must be submitted by Governor (Art. IV, Sec. 12(a)) 21 Martin Luther King, Jr. Day 25 Last day to submit bill requests to the Office of Legislative Counsel	June 3 Committee meetings may resume 15 Budget Bill must be passed by midnight
February 18 Presidents' Day 22 Last day for bills to be introduced	July 4 Independence Day 10 Last day for policy committees to hear and report fiscal bills to fiscal committees 12 Last day for policy committees to hear and report bills. Summer Recess begins upon adjournment of session, provided Budget Bill has been passed
March 29 Cesar Chavez Day	August 12 Legislature reconvenes from Summer Recess 30 Last day for fiscal committees to meet and report bills to the floor
April 11 Spring Recess begins upon adjournment 22 Legislature reconvenes from Spring recess 26 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house	September 2 Labor Day 3-13 Floor session only. No committee may meet for any purpose, except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees 6 Last day to amend on floor 13 Last day for any bill to be passed. Interim Recess begins upon adjournment
May 3 Last day for policy committees to hear and report to the floor nonfiscal bills introduced in their house 10 Last day for policy committees meet prior to June 3 17 Last day for fiscal committees to hear and report to the floor bills introduced in their house. Last day for fiscal committee to meet prior to June 3 27 Memorial Day 28 – 6/1 No committee may meet for any purpose except for Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees	October 13 Last day for Governor to sign or veto bills passed by the Legislature on or before Sept. 13 and in the Governor's possession after Sept. 13 November 6 General Election. December January 2020 1 Statutes take effect.

Source: Senate & Assembly websites.

*Dates are subject to change.

116th United States Congress, First Session (Tentative) Calendar*

January 1 New Year's Day 3 House and Senate reconvene 4 Senate district work period 21 Martin Luther King, Jr. Day 21-25 House and Senate district work periods	July 1-5 House and Senate district work periods 4 Independence Day 29-31 House district work period
February 4 Deadline for President's budget submission 18 President's Day 18-22 House and Senate district work periods	August 1-31 House district work period 5-31 Senate district work period
March 18-22 House and Senate district work periods	September 2 Labor Day 2-6 House and Senate district work periods 30 House and Senate district work periods
April 15 Congressional concurrent resolution budget deadline 15-26 House and Senate district work periods	October 1-11 House and Senate district work periods 14 Columbus Day
May 27 Memorial Day 27-31 House and Senate district work periods	November 1 Fiscal year 2020 begins 1-8 House district work period 11 Veterans' Day 25-29 House and Senate district work periods 28 Thanksgiving Day
June 30 General deadline for Congressional action on regular appropriations bills and budget reconciliation	December 16-31 House and Senate empty calendar 25 Christmas day

Source: Senate & House of Representatives websites.

*Dates are subject to change.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 19-0091 **Version:** 1 **Name:**

Type: Assembly Bill **Status:** Commission Approval

File created: 1/29/2019 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 2/8/2019 **Final action:**

Title: ACA 1 (Aguiar-Curry): Voter Approval Requirements for Local Tax and Bond Measures - Support

Reduces vote threshold to 55 percent for affordable housing and public infrastructure bonds and local special taxes.

Sponsors:**Indexes:****Code sections:****Attachments:** [7a ACA 1 Support.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

ACA 1 (Aguiar-Curry): Voter Approval Requirements for Local Tax and Bond Measures - Support

Reduces vote threshold to 55 percent for affordable housing and public infrastructure bonds and local special taxes.

Presenter:

Rebecca Long

Recommended Action:

Support / MTC Commission Approval and ABAG Executive Board Approval

Attachments:

Memorandum

TO: Joint MTC Legislation Committee and
ABAG Legislation Committee

DATE: February 1, 2019

FR: Executive Director

RE: ACA 1 (Aguiar-Curry): Voter Approval Requirements for Local Tax and Bond Measures

Background

ACA 1 would lower the vote threshold for local special taxes and bonds to fund affordable housing and public infrastructure projects from two-thirds to 55 percent, the same level required for certain school bonds. In 2000, voters passed Proposition 39, a similar constitutional amendment allowing school districts, community colleges and county offices of education to issue certain school bonds (capped at a certain amount based on the tax burden it would impose on property owners) by 55 percent. Similar proposals have been introduced in Sacramento virtually every year. To date, few have progressed beyond the committee stage due to the challenge of the legislation itself obtaining two-thirds support of each house.

Recommendation: Support

Discussion

Bay Area voters are extremely generous and enthusiastic supporters of taxing themselves to help fund transportation improvements. Local and regional funds comprise 70 percent of transportation revenue in Plan Bay Area 2040's Final Preferred Scenario, the majority of which were voter approved. In addition, voters in a number of cities and Bay Area counties have recently approved bonds and taxes dedicated to affordable housing. Nonetheless, in some parts of the region, such as Solano County, a sales tax measure has been tried numerous times, but repeatedly fallen short of the two-thirds margin. In November 2018, 63 percent of voters in the City of Dixon (which is part of Assembly Member Aguiar-Curry's district), supported a new 10-year ½-cent sales tax dedicated to transportation, falling short of the 2/3rds threshold. The success stories are also hard fought; in November 2018, San Mateo County's Measure W, a new ½-cent sales tax, barely squeaked passed the 2/3rds hurdle after almost a month of nail-biting.

In the affordable housing realm, several local measures would have passed last November under a 55 percent approval threshold. Specifically, the City of San Jose's \$650 million affordable housing bond (Measure V) had 62 percent support, the City of Santa Rosa's \$124 million bond (Measure N) had 58 percent support and the City of Richmond's vacant property tax (Measure T) had 60 percent support.

MTC and ABAG have long supported proposed constitutional amendments to reduce the vote threshold for transportation improvements, most recently in the case of SCA 6 (Wiener, 2017). ACA 1 takes a broader approach and includes affordable housing and public infrastructure, consistent with the CASA Compact's *Call to Action* to lower the vote threshold for special taxes or bonds related to affordable housing. The bill defines affordable housing to include "housing developments, or portions of housing developments, that provide workforce housing affordable to households earning up to 150 percent of countywide median income, and housing developments, or portions of housing developments, that provide housing affordable to lower, low-, or very low income households, as those terms are defined in state law." The bill defines public infrastructure to include any of the following:

- Water or protect water quality.
- Sanitary sewer.
- Treatment of wastewater or reduction of pollution from stormwater runoff.
- Protection of property from impacts of sea level rise.
- Parks.
- Open space and recreation facilities.
- Improvements to transit and streets and highways.
- Flood control.
- Broadband Internet access service expansion in underserved areas.
- Local hospital construction.

Consistent with our 2019 Joint Advocacy Program, staff recommends a support position on ACA 1.

Bill Positions

Support: Pending

Oppose: None on file



Steve Heminger

SH:rl

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 19-0092 **Version:** 1 **Name:**

Type: Assembly Bill **Status:** Commission Approval

File created: 1/29/2019 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 2/8/2019 **Final action:**

Title: AB 252 (Daly): Delegation of Federal Environmental Review to Caltrans - Support

Makes permanent Caltrans' authority to assume responsibility for National Environmental Protection Act review.

Sponsors:**Indexes:****Code sections:****Attachments:** [7b AB 252 \(Daly\) NEPA Delegation Support.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

AB 252 (Daly): Delegation of Federal Environmental Review to Caltrans - Support

Makes permanent Caltrans' authority to assume responsibility for National Environmental Protection Act review.

Presenter:

Rebecca Long

Recommended Action:

Support / MTC Commission Approval and ABAG Executive Board Approval

Attachments:

Memorandum

TO: Joint MTC Legislation Committee and
ABAG Legislation Committee

DATE: February 1, 2019

FR: Executive Director

RE: AB 252 (Daly): Delegation of Federal Environmental Review to Caltrans

Background

Assembly Bill 252 would indefinitely extend the ability for California to assume responsibility for federal environmental review and approval of highway projects under the National Environmental Policy Act (NEPA). This option, established in federal law as the Surface Transportation Project Delivery Program (Section 327 of Title 23 of United States Code), was established in 2005 as a pilot effort to streamline federal environmental processes but was subsequently made permanent. Caltrans became the first state department of transportation to participate in 2007 and reports time savings averaging between 5 months to over 10 years, depending on the type of document under review.

Recommendation: Support

Discussion

According to Assembly Member Daly's office, over the course of the program, Caltrans has reported significant reductions in NEPA processing times, including an average time savings of 20 percent to complete final Environmental Assessments (12 months savings) and an average time savings of 72 percent to complete final Environmental Impact Statements (over 10 years!). These time savings are associated with millions of dollars in project cost savings while significantly speeding the delivery of major transportation projects. MTC supported AB 28 (Frazier) in 2017 to extend the program, but unfortunately it was only extended for two years, so another extension is needed.

Environmental clearances subject to the NEPA delegation include both NEPA-only requirements and concurrent NEPA/California Environmental Quality Act requirements. California's NEPA assignment currently applies only to Federal Highway Administration-administered projects so does not affect projects funded solely with Federal Transit Administration funds. Given the program's success in shortening the environmental review process and the fact that the program is now authorized on a long-term basis under federal law, staff recommends a support position on SB 252.

Bill Positions

Support: Self Help Counties Coalition (sponsor)

Oppose: None on file



Steve Heminger

SH:rl

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Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 19-0093 **Version:** 1 **Name:**

Type: Senate Bill **Status:** Commission Approval

File created: 1/29/2019 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 2/8/2019 **Final action:**

Title: SB 137 (Dodd): Federal Transportation Funds: State Exchange Programs - Support and Seek Amendments

Expands federal funding exchange program to allow all parts of the state the option to exchange federal funds for new state funds to accelerate project delivery

Sponsors:**Indexes:****Code sections:****Attachments:** [7c_SB 137 \(Dodd\) Federal Exchange.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

SB 137 (Dodd): Federal Transportation Funds: State Exchange Programs - Support and Seek Amendments

Expands federal funding exchange program to allow all parts of the state the option to exchange federal funds for new state funds to accelerate project delivery

Presenter:

Rebecca Long

Recommended Action:

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

Attachments:

Memorandum

TO: Joint MTC Legislation Committee and
ABAG Legislation Committee

DATE: February 1, 2019

FR: Executive Director

RE: SB 137 (Dodd): Federal Transportation Funds: State Exchange Programs

Background

Senate Bill 137 would authorize the Department of Transportation (Caltrans) to allow certain federal local assistance funds, specifically Surface Transportation Program and Highway Safety Improvement Program funds, to be exchanged for state Road Maintenance and Rehabilitation Account (established by SB 1 (Beall, 2017)) funds appropriated to the department, subject to specified conditions. The intent of the bill is to accelerate the delivery of local projects and reduce overall projects associated with federal funds by allowing local agencies to use state revenue on smaller local projects that are not otherwise subject to the more cumbersome and time-consuming federal requirements.

Recommendation: Support and Seek Amendments

Discussion

Federal transportation funds come with numerous paperwork and approval requirements that don't apply to state funding. Such requirements can add months, if not years, to the project delivery process. While state law has long offered rural areas the option to swap federal funds for state-only funds (primarily gas tax-funded), this option is not currently available to large metropolitan areas like the Bay Area. The infusion of \$5 billion in new state funding from SB 1 provides a great opportunity to accelerate the delivery of smaller projects that do not depend on federal funds for their full funding plan and that have no federal permit or environmental review requirements.

SB 137 is a great start, but is currently limited to two federal funding sources, Highway Safety Improvement Program and Surface Transportation Program funds. Staff recommends MTC/ABAG seek friendly amendments to the bill that would broaden its scope so that all federal funds can be exchanged for Road Maintenance and Rehabilitation Account funds, to the extent Caltrans has other projects in the pipeline that can use the funds. As staff is still analyzing the proposal in consultation with our local and regional partners, we seek general authorization to pursue additional technical amendments to maximize the benefits of the bill.

Bill Positions

Support: California State Association of Counties (Sponsor)

Oppose: None on file



Steve Heminger

SH:rl

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Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	19-0095	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	1/29/2019	In control:		Joint MTC Legislation Committee and ABAG Legislation Committee	
On agenda:	2/8/2019	Final action:			
Title:	CASA Local Outreach & Legislative Engagement / Update				

Update on meetings held with local elected officials regarding the CASA Compact, proposal for keeping all stakeholders updated during legislative discussions, and the latest developments in Sacramento.

Sponsors:**Indexes:****Code sections:****Attachments:** [7d_CASA Legislative Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

CASA Local Outreach & Legislative Engagement / Update

Update on meetings held with local elected officials regarding the CASA Compact, proposal for keeping all stakeholders updated during legislative discussions, and the latest developments in Sacramento.

Presenter:

Rebecca Long and Ken Kirkey

Recommended Action:

Information

Attachments:

Memorandum

TO: Joint MTC Legislation Committee and
ABAG Legislation Committee

DATE: February 1, 2019

FR: Executive Director

RE: CASA Local Outreach & Legislative Engagement / Update

Local Government Outreach

Following direction from the MTC and the ABAG Executive Committee, staff has been very busy over the last month and a half presenting the CASA Compact to local elected officials and staff in various forums, including sub-regional division meetings of the League of California Cities, joint meetings of city councils, county conferences of cities, and county transportation agencies, economic development organizations, and others (see Attachment A). Key messages that have been heard to date include:

- Concern about the potential redirection of local funds (e.g. sales tax, local parcel tax) and associated impacts to local services
- Concern over loss of local control over zoning decisions
- Concern about a “one-size-fits-all” approach to upzoning (CASA Compact Item 5)
- Concern that creating a new regional agency to help address the housing crisis is duplicative and a waste of resources (CASA Compact Item 10)
- Concern about loss of local control over fee rates due to the various local infrastructure and services that are paid for by fees (schools, parks, etc.) and potential legal implications associated with nexus studies (CASA Compact Item 7)
- Concern the CASA Compact only addresses the “supply side” of the jobs/housing balance equation; we need to also think about limiting the “demand side,” i.e. job growth.
- With respect to the 75 percent of funds that the CASA Compact states will be returned to the *county* where funds are generated, how will funds be distributed *within* the county?
- Need to do a better job bringing transportation to where the affordable housing is already located, (Central Valley), not just building housing where the jobs are.
- Need to address concentration of new jobs in S.F./West Bay and more affordable housing in East Bay by creating new policies and incentives to encourage job growth in East Bay to decrease commuting and greenhouse gas emissions.

Engagement with Local Elected Officials on CASA Legislation

The ABAG motion authorizing President Rabbitt to sign the CASA Compact requested that staff develop a task force of elected officials throughout the Bay Area to provide feedback on specific legislation related to CASA. Staff recommends we convene an ad hoc committee of local elected

officials representing the region's geographic diversity and including representatives of small, medium and large cities who are not currently serving on MTC or the ABAG Executive Board to meet monthly or as needed, by phone or in person, to be briefed on and provide input regarding CASA-related legislation. We seek your suggestions on the general composition of such a group.

Ongoing Outreach and Public Information

Understanding that there will continue to be requests for further outreach to local government and other organizations over the coming months, but there is also a basic institutional limit on what is actually feasible, we recommend the following steps:

- ABAG and MTC continue to have Joint Legislative Committee meetings for the foreseeable future and that CASA related items updates be featured each month.
- Provide an opportunity for CASA to be discussed by the full boards at MTC and the ABAG Executive Board.
- Staff will create a monthly CASA related newsletter, summarizing these updates and use our list serves to inform members of the Commission and the Executive Board.
- Staff will share newsletter with other interested stakeholders, such as city and county staff, county congestion management agencies and transit agencies.
- Continue to participate in events convened by the League of California Cities during the legislative session.

Legislative Update

Few new bills have been introduced or amended related to housing since our January update but we anticipate a flurry of additional activity towards the end of the month due to the February 22nd bill introduction deadline. At the time this memo was finalized, the Bay Area caucus had just held a retreat during which the CASA Compact was presented and discussed. MTC Chairman Mackenzie and ABAG President Rabbitt were invited to speak, along with the three CASA Co-Chairs.

A key theme of the discussion was the goal of recognizing that CASA is a Compact of divergent interests and the importance of seeking to move the entire package forward in Sacramento. Bay Area members at the retreat seemed to share this goal while also recognizing the enormity of the housing challenge that has built up over decades, and the similar scale of the political challenge before them. Attachment B is an update of the table of CASA-related bills from last month, this time including more detail and noting some differences relative to the CASA Compact.



Steve Heminger

Attachments:

- Attachment A: CASA Local Government Outreach Schedule – Last Updated: 1/28/19
- Attachment B: CASA-Related Bill Summary, February 1, 2019

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CASA Local Government Outreach Schedule – Last Updated: 1/28/19

Meeting Date	Organization
December 12, 2018	Alameda County Mayors' Conference
January 9, 5 pm	League of Cities/North Bay Division (includes 4 North Bay Counties) meeting Homeward Bound
January 10, 7 pm	Contra Costa Conference of Mayors
January 10, 7 pm	Santa Clara County Cities Association Meeting, Sunnyvale City Hall, 456 W Olive Ave.
January 17, 8 am	Home for All Steering Committee (San Mateo)
January 24, 7 pm	East Bay League of Cities Meeting, Walnut Creek
January 29, 10 am	East Contra Costa (EC ² , a collaborative of cities, the county, chambers and special districts), Oakley City Hall
January 30, 11:30 am	Peninsula League of Cities Division
January 30, 5:30-7:30 pm	Cities of Fremont/Hayward City/Newark/San Leandro/Union City
January 31, 2 pm	Alameda County Transportation Commission
February 20, 1:30 pm	Napa Valley Transportation Authority
February 21, 12-1:30 pm	City Managers Group of Contra Costa, City of Walnut Creek, City Hall on the 3rd floor
February 22, 6 pm (tentative timing)	San Mateo County Council of Cities
February 25, 5:30 pm	Solano City & County Coordinating Council
February 26 –12:30 pm	East Bay Leadership Council, Housing Committee, Walnut Creek
February 27, 7:00 pm (tentative timing)	Marin County, Council of Mayors and Councilmembers, Sausalito
March 1, 11:30 am – 1:00 pm	East Bay Economic Development Alliance,
March 7	Contra Costa Mayors' Conference Meeting in San Ramon

CASA-Related Bill Summary, February 1, 2019

CASA Compact Item	Related Bill(s)	Summary
1. Just Cause Eviction		
2. Rent Cap	AB 36 (Bloom)	Spot bill*
3. Rent Assistance & Legal Counsel	SB 18 (Skinner)	The “ <i>Keep Californians Housed Act</i> ” authorizes an unspecified appropriation from the budget for the Department of Housing and Community Development (HCD) provide grants to local agencies to provide rental and legal assistance.
4. Accessory Dwelling Units (ADUs)	AB 68 (Ting) Coauthors: Gloria/Skinner/Wiener	Prohibits local ADU standards from (1) including requirements on minimum lot size, floor area ratio or lot coverage; (2) mandating off-street parking spaces be replaced when a garage or carport is demolished in construction of an ADU; and (3) clarifies definition of an “owner occupant” for purposes of local requirements for owner-occupancy; (4) requires an ADU (attached or detached) of at least 800 square feet and 16 feet in height to be allowed. Reduces the allowable time to issue a permit from 120 days to 60 days. Provides that if a local agency has not adopted an ordinance consistent with its provisions, the local agency shall approve permits for a “junior ADU”** ministerially
	AB 69 (Ting)	Spot bill
	SB 13 (Wieckowski)	Spot bill indicating intent to reduce impact fees on ADUs
5. Minimum Zoning	SB 4 (McGuire)	Spot bill
	SB 50 (Wiener)	<ul style="list-style-type: none"> Allows upzoning within ½-mile of transit and in high-opportunity areas. Provides for a five-year deferral of bill’s provisions in “sensitive communities” that would be defined by HCD in conjunction with community groups. Establishes a new “equitable communities incentive” (ECI) option that a local jurisdiction would be required to offer a developer proposing a project that is either a “transit-rich housing project” or a “job-rich housing project.” In all cases of a qualifying ECI, a developer would receive waivers from maximum controls on density and parking requirements above 0.5/unit, up to three additional concessions or incentives from Density Bonus Law (pursuant to Government Code 65915 (d))

		<ul style="list-style-type: none"> Establishes an option, for an undetermined amount of time, for a local government to opt for a community-led planning process aimed toward increasing residential density and multifamily housing near transit stops in lieu of requirements of bill. Defers applicability of bill in “sensitive communities” –to be defined by HCD in conjunction with local community-based organizations—until January 1, 2025. ECI-qualifying developments with an unspecified percent of affordable units within ½-mile but outside ¼-mile of a major transit stop, would also be exempt from 1) height caps below 45 ft: 2) maximum floor-area-ratio (FAR) less than 2.5; any parking requirement. ECI-qualifying developments with an unspecified percent of affordable units within ¼-mile of a major transit stop would also be exempt from 1) height caps below 55 ft.; 2) maximum FAR less than 3.25; any parking requirement. Excludes sites that contain housing occupied by tenants or that was previously occupied by tenants within the preceding seven years or the owner has withdrawn the property from rent or lease within 15 years prior to the date of application.
6. Good Government		
7. Streamlining	SB 6 (Beall/McGuire)	Spot bill
8. Public Lands		
9. Funding	SB 5 (Beall)	<ul style="list-style-type: none"> SB 5 authorizes local agencies to apply to the state to reinvest their share of ERAF (Educational Revenue Augmentation Fund) funds in affordable housing or other community improvement purposes. Sets an initial limit of \$200 million per year for the first five years, growing to \$250 million in 2029. Establishes the Local-State Sustainable Investment Incentive Program which would be administered by a new Sustainable Investment Incentive Committee comprised of state agency representatives and legislative and gubernatorial appointees.

		<ul style="list-style-type: none"> • Authorizes a local government, joint-powers authority, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, or a transit village development district to apply to the committee for funding for a variety of projects, including construction of workforce and affordable housing, transit-oriented development, restoring neighborhoods, repairing infrastructure and parks, and protecting against sea level rise. • Requires at least 50 percent of funds to be allocated for affordable housing and workforce housing and for 50 percent of the units to be affordable.
	AB 10 (Chiu)	Expands the state’s Low Income Tax Credit program by \$500 million per year, up from \$94 million.
	AB 11 (Chiu)	AB 11, the “Community Redevelopment Law of 2019” would authorize a city or county or two or more cities acting jointly to form an affordable housing and infrastructure agency that could use tax increment financing to fund affordable housing and infrastructure projects. Requires establishment of new agencies be approved by the Strategic Growth Council and that expenditure plans for such agencies be aligned with the state’s greenhouse gas reduction goals. A minimum of 30 percent of funds would be required to be invested in affordable housing.
	ACA 1 (Aguiar-Curry)	Reduces vote threshold for local bonds or special taxes for affordable housing or public infrastructure.
10. Regional Housing Enterprise		

* “Spot bill” denotes a bill that is a placeholder and includes only general intent language regarding the subject with no substantive statutory changes.

** Junior ADU means a unit that is no more than 500 square feet and is contained entirely within an existing single-family structure. It may include its own bathroom or share a bathroom with the existing structure.



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 19-0009 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 1/2/2019 **In control:** Legislation Committee
On agenda: 2/8/2019 **Final action:**
Title: Tom Bulger's Report
Report from Washington, D.C. advocate.

Sponsors:

Indexes:

Code sections:

Attachments: [8a Tom Bulger's DC Report Jan 2019.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Tom Bulger's Report

Report from Washington, D.C. advocate.

Presenter:

Randy Rentschler

Recommended Action:

Information

Attachments:

January 2019 Monthly Washington, D.C. Report



To: Steve Heminger, Executive Director

From: Tom Bulger, President GRI

Date: January 30, 2019

RE: Monthly Report for January 2019

- **Partial Government Shutdown Averted for Three Weeks**
- **House Transportation & Infrastructure Committee Named**
- **March Washington, D.C. Trip Planning**
- **Meetings**
- **Coming and Going**

Partial Government Shutdown Averted for Three Weeks

President Trump signed a bill to reopen the government through February 15, ending the longest government shutdown in U.S. history. This was caused after he and Congressional leaders agreed to continue negotiations over funding for border security and the President's proposed wall along the U.S. and Mexico border.

The President's capitulation came on the 35th day of the partial government shutdown amid airport disruptions. It also came as voter disapproval of the President's job approval reached 57 percent, its highest point of Trump's first two years in office.

House Transportation & Infrastructure Committee Named

On January 16, 2019, House leaders of both parties named the full complement of members of the House Transportation and Infrastructure Committee for the 116th Congress. The panel will now have 67 members (37 Democrats and 30 Republicans). Congresswoman Eleanor Holmes Norton (D-D.C.) was named Chair of the Highways and Transit Subcommittee.

March Washington, D.C. Trip Planning

Since December 2018, staff has been busy planning for the Washington, D.C. trip in March 2019. All of the details for our annual Transportation Congressional Reception on March 12th have been finalized. Congressional and trade association etc. meetings are in process.

Meetings

On January 17, 2019, I participated in a strategy call with Steve Heminger and Kevin McCarty of the US Conference of Mayors.

On January 23, 2019, I participated in a legislative strategy meeting with the Coalition for America's Gateways and Trade Corridors.

Coming and Going

Nicole Nason has been nominated to be the Federal Highway Administrator. She previously worked on Capitol Hill, the State Department, United States Department of Transportation, and the Highway Safety Administration. She graduated from American University in Washington, D.C. and law school at Case Western in Cleveland, Ohio.