



Metropolitan Transportation Commission

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

Meeting Agenda

Legislation Committee

Committee Members:

Jake Mackenzie, Chair Sam Liccardo, Vice Chair

*Damon Connolly, Dave Cortese, Anne W. Halsted, David Rabbitt,
Warren Slocum, James P. Spering*

Non-Voting Members: Dorene M. Giacomini and Janea Jackson

Friday, June 14, 2019

9:40 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 9:40 a.m. or immediately following the 9:35 a.m. Planning Committee meeting.

1. Roll Call / Confirm Quorum

Quorum: A quorum of the MTC Legislation Committee shall be a majority of its regular voting members (5).

2. Consent Calendar

- 2a. [19-0588](#) Approval of Legislation Committee Minutes of the May 10, 2019 Meeting

Action: Committee Approval

Attachments: [2a_MTC LEGIS_Minutes_May 10 2019.pdf](#)

- 2b. [19-0589](#) Legislative History

Detailed list of bills the Commission is tracking in Sacramento and Washington D.C., including those ABAG or MTC supports or opposes.

Action: Information

Presenter: Randy Rentschler

Attachments: [2b_June_LegisHistory_State and Federal.pdf](#)

3. State Legislation

3a. [19-0590](#) FY 2019-20 State Budget Update

Overview of the transportation and housing-related provisions in the FY 2019-20 State Budget.

Action: Information

Presenter: Randy Rentschler

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

3b. [19-0640](#) AB 970 (Salas): Grants for Nonemergency Medical Transportation

AB 970 would establish a new grant program within the California Department of Aging (CDA) to fund nonemergency medical transportation (NEMT) for seniors and persons with a disability with the goal of reducing greenhouse gas emissions. Eligible expenditures would include operation of bus service, the purchase, lease and maintenance of zero-emission or near-zero-emission vehicles with a capacity for 7, 12 or 15 passengers. The program would be funded, upon appropriation by the Legislature, with Cap and Trade revenue from the Greenhouse Gas Reduction Fund (GGRF).

Action: Support If Amended / Commission Approval

Presenter: Georgia Gann Dohrmann

Attachments: [3b AB 970 \(Salas\).pdf](#)

3c. [19-0641](#) AB 352 (Garcia, E.): Transformative Climate Communities

AB 352 would broaden eligibility for the Transformative Climate Communities (TCC) Program, a Cap and Trade-funded state grant program administered by the Strategic Growth Council (SGC), to include low-income communities that do not otherwise fall within the program's strict definition of "disadvantaged communities."

Action: Support If Amended / Commission Approval

Presenter: Georgia Gann Dohrmann

Attachments: [3c AB 352.pdf](#)

3d. [19-0656](#) AB 784 (Mullin): Zero Emission Bus Sales Tax Exemption

AB 784 would exempt zero-emission buses (ZEBs) from the state portion of the sales and use tax until January 1, 2024. The state sales tax exemption would apply to those transit buses that are eligible for the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP).

Action: Support / Commission Approval

Presenter: Randy Rentschler

Attachments: [3d_AB 784 \(Mullin\).pdf](#)

4. Federal Legislation**4a. [19-0592](#) Federal Fiscal Year 2020 Appropriations Update**

Update on proposed federal transportation and housing funding levels for Fiscal Year (FY) 2020.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [4a_Federal FY 2020 Appropriations Update.pdf](#)

4b. [19-0593](#) Tom Bulger's Report

Report from Washington, D.C. advocate.

Action: Information

Presenter: Randy Rentschler

Attachments: [4b_Tom Bulger's DC Report_May_2019.pdf](#)

5. Public Comment / Other Business**6. Adjournment / Next Meeting**

The next meeting of the Legislation Committee will be Friday, July 12, 2019 at 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 Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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

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

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0588 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 5/10/2019 **In control:** Legislation Committee
On agenda: 6/14/2019 **Final action:**
Title: Approval of Legislation Committee Minutes of the May 10, 2019 Meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a_MTC_LEGIS_Minutes_May_10_2019.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Approval of Legislation Committee Minutes of the May 10, 2019 Meeting

Recommended Action:

Committee Approval

Attachments:



Metropolitan Transportation Commission Meeting Minutes 3 - Draft

Agenda Item 2a

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

Joint MTC Legislation Committee and ABAG Legislation Committee

Friday, May 10, 2019

9:15 AM

Board Room - 1st Floor

1. Roll Call / Confirm Quorum

Present: 6 - Commissioner Connolly, Commissioner Cortese, Commissioner Halsted, Vice Chair Liccardo, Chair Mackenzie and Commissioner Rabbitt

Absent: 2 - Commissioner Slocum and Commissioner Spering

Non-Voting Members Present: Commissioner Giacomini and Commissioner Jackson

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

Ad Hoc Non-Voting Members Present: Commissioner Bruins, Commissioner Josefowitz,
Commissioner Papan, and Commissioner Worth.

ABAG Legislation Committee Members Present: Arreguin, Cortese, Eklund, Haggerty, Hudson, Mitchoff,
Pierce, Rabbitt, and Ramos.

2. ABAG Compensation Announcement - Clerk of the Board

3. ABAG Legislation Committee Consent Calendar

- 3a. [19-0376](#) Approval of ABAG Legislation Committee Summary Minutes of the April 8,
2019 Meeting

Action: ABAG Legislation Committee Approval

Attachments: [3a_ABAG Legislation Minutes 20190412 Draft.pdf](#)

4. MTC Legislation Committee Consent Calendar

Approval of the Consent Calendar

Upon the motion by Chair Mackenzie and second by Commissioner Halsted, the MTC Legislation Committee Consent Calendar was unanimously approved by the following vote:

Aye: 5 - Commissioner Connolly, Commissioner Cortese, Commissioner Halsted, Chair Mackenzie and Commissioner Rabbitt

Absent: 3 - Vice Chair Liccardo, Commissioner Slocum and Commissioner Spering

- 4a. [19-0377](#) Approval of MTC Legislation Committee Minutes of the April 8, 2019 Meeting

Action: MTC Legislation Committee Approval

Attachments: [4a MTC LEGIS Minutes Apr 12 2019.pdf](#)

5. Joint MTC Legislation Committee and ABAG Legislation Committee Consent Calendar

Upon the motion of Vice Chair Liccardo with a second by Commissioner Halsted, Agenda Items 5c (AB 1483), 5e (AB 68), and 5f (AB 1485) were pulled from the Joint MTC Legislation Committee and ABAG Legislation Committee Consent Calendar for discussion.

Upon the motion by Vice Chair Liccardo and second by Commissioner Halsted, Agenda Items 5a, 5b, 5d, and 5g of the Joint MTC Legislation Committee and ABAG Legislation Committee Consent Calendar were approved. The motion carried by the following vote:

Aye: 6 - Commissioner Connolly, Commissioner Cortese, Commissioner Halsted, Vice Chair Liccardo, Chair Mackenzie and Commissioner Rabbitt

Absent: 2 - Commissioner Slocum and Commissioner Spering

Commissioner Liccardo arrived during Agenda Item 5.

- 5a. [19-0378](#) Legislative History

Detailed list of bills the Commission is tracking in Sacramento and Washington D.C., including those ABAG or MTC supports or opposes.

Action: Information

Presenter: Rebecca Long

Attachments: [5a May LegisHistory State and Federal.pdf](#)

5b. [19-0477](#) AB 69 (Ting): Small Home Building Standards

AB 69 would require the Department of Housing and Community Development (HCD) to propose small home building standards governing ADUs smaller than 800 square feet, junior ADUs and detached dwelling units smaller than 800 square feet. The standards must be submitted to the California Building Standards Commission (CBSC) for adoption by January 1, 2021.

Action: Support and Seek Amendments

Presenter: Rebecca Long

Attachments: [6e AB-69 Ting.pdf](#)

5d. [19-0486](#) SB 6 (Beall): Statewide Housing Site Inventory

SB 6 would require that the Department of Housing and Community Development (HCD) add to the statewide surplus lands inventory locally-identified sites available for housing development as identified in a local agency's housing element site inventory.

Action: Support

Presenter: Georgia Gann Dohrmann

Attachments: [6g SB-6 Beall.pdf](#)

5g. [19-0379](#) Tom Bulger's Report

Report from Washington, D.C. advocate.

Action: Information

Presenter: Randy Rentschler

Attachments: [5g Tom Bulger's DC Report Apr 2019.pdf](#)

7. State Legislation

7a [19-0544](#) Housing Legislative Working Group Update

Report on the work of the ABAG-MTC Housing Legislative Working Group, convened to provide input into staff's analysis of key housing bills under consideration in Sacramento this year.

Action: Information

Presenter: Rebecca Long

Attachments: [9 Legis 7a Housing Leg Working Group Update with Handouts.pdf](#)

Presentation

[19-0572](#) PowerPoint Presentation

Attachments: [7 PowerPoint Joint Leg Committee May Housing Bill Presentation.pdf](#)

b. California Housing Legislation: Protection Bills

7b1. [19-0483](#) AB 1481 (Bonta) and AB 1697 (Grayson) - Tenancy Termination: Just Cause

Prohibits eviction of a tenant without just cause stated in writing. Requires tenant be provided a notice of a violation of lease and opportunity to cure violation prior to issuance of notice of termination.

Action: Support

Presenter: Rebecca Long

Attachments: [9ai_AB-1481 and AB-1697.pdf](#)

Upon the motion by Chair Mackenzie and second by Vice Chair Liccardo, a support position on AB 1481 (Bonta) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

Aye: 6 - Commissioner Connolly, Commissioner Cortese, Commissioner Halsted, Vice Chair Liccardo, Chair Mackenzie and Commissioner Rabbitt

Absent: 2 - Commissioner Slocum and Commissioner Spering

Upon the motion by Chair Mackenzie and second by Vice Chair Liccardo, a support position on AB 1697 (Grayson) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

Aye: 6 - Commissioner Connolly, Commissioner Cortese, Commissioner Halsted, Vice Chair Liccardo, Chair Mackenzie and Commissioner Rabbitt

Absent: 2 - Commissioner Slocum and Commissioner Spering

7b2. [19-0511](#) AB 1482 (Chiu) - Statewide Annual Cap on Rent Increases

Caps annual rent increases by five percent above the percent change in the cost of living and limits the total rental rate increase within a 12 month period to 10 percent.

Action: Support

Presenter: Rebecca Long

Attachments: [9aii_AB-1482_ChIU.pdf](#)

Upon the motion by Chair Mackenzie and second by Vice Chair Liccardo, a support position on AB 1482 (Chiu) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

Aye: 6 - Commissioner Connolly, Commissioner Cortese, Commissioner Halsted, Vice Chair Liccardo, Chair Mackenzie and Commissioner Rabbitt

Absent: 2 - Commissioner Slocum and Commissioner Spering

7b3. [19-0512](#) SB 18 (Skinner) - Keep Californians Housed Act

Authorizes a competitive grant program to be administered by Department of Housing and Community Development (HCD) to provide emergency rental assistance and legal aid for tenants facing eviction, mediation between landlords and tenants and legal education.

Action: Support

Presenter: Rebecca Long

Attachments: [9ajii SB-18 Skinner.pdf](#)

Upon the motion by Chair Mackenzie and second by Vice Chair Liccardo, a support position on SB 18 (Skinner) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

Aye: 6 - Commissioner Connolly, Commissioner Cortese, Commissioner Halsted, Vice Chair Liccardo, Chair Mackenzie and Commissioner Rabbitt

Absent: 2 - Commissioner Slocum and Commissioner Spering

c. California Housing Legislation: Production + Preservation Bills

7c1. [19-0508](#) SB 330 (Skinner): Housing Crisis Act of 2019

SB 330 is a wide reaching bill that aims to accelerate housing development, provide project proponents more certainty and lower fees, and reduce displacement of existing residents from substandard buildings.

Action: Seek Amendments

Presenter: Rebecca Long, MTC and Robert Gammon, Communications Director /
Policy Advisor for Senator Nancy Skinner

Attachments: [9bi SB-330 Skinner.pdf](#)

Corey Smith was called to speak

Aaron Eckhouse was called to speak

Upon the motion by Chair Mackenzie and second by Commissioner Halsted, a seek amendment position on SB 330 (Skinner) was adopted to be forwarded to the Commission for approval. The amendments are as follows: 1) Eliminate the freeze on impact fees after January 1, 2018; 2) Ensure existing requirements applicable to disabled parking in residential developments are not affected by the limitations on local minimum parking requirements; 3) have further discussion with the author about the inclusion of provisions regarding voter initiatives in the bill; 4) provide more flexibility related to local parking requirements within 1/4 mile of a major transit stop based on local conditions; and 5) eliminate the bill's "look back" provision on zoning standards prior to January 1, 2018. The motion carried by the following vote:

Aye: 5 - Commissioner Connolly, Commissioner Cortese, Commissioner Halsted, Chair Mackenzie and Commissioner Rabbitt

Absent: 3 - Vice Chair Liccardo, Commissioner Slocum and Commissioner Spering

Commissioner Liccardo departed before the vote.

7c2. [19-0479](#) SB 50 (Wiener): Equitable Communities Incentives - Upzoning Near Transit & Jobs-Rich Areas & By Right Allowance for Small Residential Projects in Specified Areas

SB 50 would allow varying degrees of higher-density multifamily housing to be built within ½-mile of transit stations, ¼-mile of high-quality bus corridors and in areas designated as “jobs-rich” by the Department of Housing and Community Development. The bill also provides for smaller, by-right residential development on vacant parcels in urbanized areas.

Action: Support if Amended

Presenter: Rebecca Long

Attachments: [9bii_SB-50_Wiener.pdf](#)

The following individuals spoke on this item:

Victoria Fierce of East Bay for Everyone;
Jane Kramer;
Jordan Grimes of Peninsula for Everyone;
Stuart Cohen;
Corey Smith;
Aaron Ecklehouse of California YIMBY; and
Ann Fryman with Senator Wiener's office.

Upon the motion by Chair Mackenzie and second by Commissioner Halsted, a support if amended position on SB 50 (Wiener) was adopted to be forwarded to the Commission for approval. The amendments requested are as follows: 1) Ensure that the definition of jobs-rich areas identify areas that have a higher-than-average concentrations of jobs and accurately identifies areas that would result in shorter commutes; 2) allow for a density measure for transit-rich projects within ½-mile of rail or ferry stations to provide more flexibility than the bill's minimum height allowances, but provides the same development capacity (i.e. units) within the general station area; and 3) provide more flexibility related to local parking requirements within ½ mile of a major transit stop based on local conditions. The motion carried by the following vote:

Aye: 5 - Commissioner Connolly, Commissioner Cortese, Commissioner Halsted, Chair Mackenzie and Commissioner Rabbitt

Absent: 3 - Vice Chair Liccardo, Commissioner Slocum and Commissioner Spering

Meeting went into Recess

Meeting Reconvened

7c3. [19-0480](#) AB 1487 (Chiu): Housing Alliance for the Bay Area

AB 1487 (Chiu) would establish the Housing Alliance for the Bay Area (HABA) to increase funding for affordable housing in the nine-county region. The bill authorizes HABA to place on the ballot a series of revenue raising measures, subject to certain return to source provisions, to provide funding and technical assistance to local jurisdictions and affordable housing developers to help produce and preserve affordable housing and pay for tenant protection services. The bill provides that HABA would have the authority to buy and lease land for affordable housing purposes, but not the ability to purchase land by eminent domain or regulate or enforce local land use decisions.

Action: Seek Amendments

Presenter: Rebecca Long

Attachments: [9biii_AB-1487_ChIU.pdf](#)

The following individuals spoke on this item:

Heather Hood of Enterprise Community Partners;

Dewane De Witt of Sonoma County Housing Advocacy Group; and

J.R. Starrett of NPH.

Upon the motion by Chair Mackenzie and second by Commissioner Pedroza, a seek amendments position on AB 1487 (Chiu) was adopted to be forwarded to the Commission for approval. The requested amendments are as follows: 1) Ensure the bill does not require that MTC staff report to a newly structured board; 2) Ensure no new responsibilities are assigned to ABAG or MTC without the following: a) A guaranteed source of funding that is not dependent upon voter approval; b) A provision for the re-evaluation and potential dissolution of HABA in the event that the level of revenue approved is too small to meaningfully address the region's housing crisis. 3) exclude sales tax from revenue options; 4) develop a distribution formula that distributes more than 25 percent of the business-sector related taxes to the regional pool; and 5) In addition, the Committee recommended the formation of ad hoc committee of three ABAG representatives and three MTC representatives to work with the bill's proponents and Assembly Member Chiu to discuss the governance of the HABA. The motion carried by the following vote:

Aye: 4 - Commissioner Halsted, Chair Mackenzie, Commissioner Rabbitt and Commissioner Pedroza

Nay: 1 - Commissioner Connolly

Absent: 4 - Commissioner Cortese, Vice Chair Liccardo, Commissioner Slocum and Commissioner Spering

Commissioner Cortese departed before the vote.

Commission Chair Haggerty deputized Commission Vice Chair Pedroza to act as a voting member of the Committee in the absence of a quorum.

7c4. [19-0509](#) AB 11 (Chiu): Community Redevelopment Law of 2019

AB 11 would restore to cities and counties the option to form an entity that can use “tax-increment financing” to pay for affordable housing and other local infrastructure priorities, subject to approval of the Strategic Growth Council.

Action: Support and Seek Amendments

Presenter: Rebecca Long

Attachments: [9biv_AB-11_ChIU.pdf](#)

Upon the motion by Chair Mackenzie and second by Commissioner Pedroza, a support and seek amendments position on AB 11 (Chiu) was adopted to be forwarded to the Commission for approval. The requested amendments are as follows: 1) Add sea level rise/resilience projects to those that are eligible to be funded; 2) Add term limits for public members of Affordable Housing & Infrastructure Agency; and 3) Remove eminent domain authority. The motion carried by the following vote:

Aye: 5 - Commissioner Connolly, Commissioner Halsted, Chair Mackenzie,
 Commissioner Rabbitt and Commissioner Pedroza

Absent: 4 - Commissioner Cortese, Vice Chair Liccardo, Commissioner Slocum and
 Commissioner Sperling

7c5. [19-0481](#) SB 13 (Wieckowski): Accessory Dwelling Units

SB 13 would revise ADU law to require that a local government allow studio and one-bedroom ADUs of at least 850 square feet and two-bedroom or more ADUs of up to 1,000 square feet, and would prohibit ADU owner-occupancy requirements. The bill would limit impact fees imposed by local governments, special districts or water corporations to 25 percent of the impact fees otherwise charged for a new single-family dwelling for ADUs 750 square feet or greater and would waive impact fees for ADUs less than 750 square feet. The bill would also limit to 60 days the time a local agency has to issue an ADU permit after receiving an application and create a 10-yearly amnesty program to incentivize owners of existing unpermitted ADUs to obtain the permits and inspections necessary to legalize the units.

Action: Support if Amended

Presenter: Georgia Gann Dohrmann

Attachments: [9bv_SB-13_Wieckowski.pdf](#)

Jane Kramer was called to speak.

Upon the motion by Chair Mackenzie and second by Commissioner Pedroza, a support if amended position on SB 13 (Wieckowski) was adopted to be forwarded to the Commission for approval. The requested amendments are as follows: 1) Remove the provision prohibiting localities from imposing owner-occupancy requirements on ADUs; 2) Reduce the impact fee waiver threshold from 750 square feet to 500 square feet, consistent with existing school development fee exemption; and 3) 3) Ensure local jurisdictions retain the ability to require fire sprinklers for ADUs, if sprinklers are required for the primary residence. The motion carried by the following vote:

Aye: 5 - Commissioner Connolly, Commissioner Halsted, Chair Mackenzie, Commissioner Rabbitt and Commissioner Pedroza

Absent: 4 - Commissioner Cortese, Vice Chair Liccardo, Commissioner Slocum and Commissioner Spering

7c6. [19-0482](#) AB 1486 (Ting): Surplus Lands Act Expansion and Revision

AB 1486 would revise the Surplus Lands Act (SLA) - the state law that requires local agencies to prioritize affordable housing, as well as parks and open space, when disposing of land no longer necessary for the agency's use - and other state laws related to making surplus public land available for affordable housing development.

Action: Support if Amended

Presenter: Georgia Gann Dohrmann

Attachments: [9bvi AB-1486 Ting.pdf](#)

Upon the motion by Chair Mackenzie and second by Commissioner Halsted, a support if amended position on AB 1486 (Ting) was adopted to be forwarded to the Commission for approval. The amendments requested are as follows: 1) Expand negotiations scope beyond sales and lease price to ensure that valid topics such as a project's financial viability are not prohibited in the scope of negotiations; 2) Ensure that the bill would not limit a successor to a redevelopment agency's ability to comply with existing asset disposal requirements, as mandated in ABX1 26; 3) Amend the provision permitting residential use for 100 percent affordable housing developments to limit the allowance to those projects that have received local subsidies; and 4) Pursue amendments to ensure that the proposed changes not disrupt the sale of the Oakland Coliseum property, by clarifying that the bill would only apply to land disposals initiated after the effective date of the bill. The motion carried by the following vote:

Aye: 5 - Commissioner Connolly, Commissioner Halsted, Chair Mackenzie, Commissioner Rabbitt and Commissioner Pedroza

Absent: 4 - Commissioner Cortese, Vice Chair Liccardo, Commissioner Slocum and Commissioner Spering

5c. [19-0478](#) AB 1483 (Grayson): Housing Data/Transparency

This bill seeks to make housing fee and zoning standards more transparent by requiring that they be posted on local agency and state web sites, requires local agencies to provide additional reporting of housing permit requests, production and permitting data annually, and requires the Department of Housing and Community Development (HCD) to develop an online database of housing production data accessible to the public.

Action: Support and Seek amendments

Presenter: Rebecca Long

Attachments: [6f_AB1-483_Grayson.pdf](#)

Upon the motion by Chair Mackenzie and second by Commissioner Pedroza, a support and seek amendments position on AB 1483 (Grayson) was adopted to be forwarded to the Commission for approval. The requested amendments are as follows: 1) Clarify that the provision related to regional data requests is intended to apply regionwide and not to data requests from individual jurisdictions; 2) Broaden the regional agencies that may request additional data to include councils of government, not just metropolitan planning organizations; and 3) ensure the data requests are reasonable, and would provide needed and meaningful information, and the bill includes a feasible timeline for implementation by local agencies.

Aye: 5 - Commissioner Connolly, Commissioner Halsted, Chair Mackenzie, Commissioner Rabbitt and Commissioner Pedroza

Absent: 4 - Commissioner Cortese, Vice Chair Liccardo, Commissioner Slocum and Commissioner Spering

5e. [19-0510](#) AB 68 (Ting): Accessory Dwelling Units

AB 68 would prohibit local Accessory Dwelling Unit (ADU) standards from including certain requirements related to minimum lot size and replacement parking and would require an ADU (attached or detached) of at least 800 square feet and 16 feet in height to be allowed. The bill would also reduce the allowable time to issue an ADU permit to 60 days after an agency receives a completed application.

Action: Support and Seek Amendments

Presenter: Georgia Gann Dohrmann

Attachments: [6h_AB-68_Ting.pdf](#)

Upon the motion by Chair Mackenzie and second by Commissioner Pedroza, a support and seek amendments position on AB 68 (Ting) was adopted to be forwarded to the Commission for approval. The requested amendment was to clarify that local jurisdictions may require sprinklers for an ADU if they are required for the primary residence. The motion carried by the following vote:

Aye: 5 - Commissioner Connolly, Commissioner Halsted, Chair Mackenzie, Commissioner Rabbitt and Commissioner Pedroza

Absent: 4 - Commissioner Cortese, Vice Chair Liccardo, Commissioner Slocum and Commissioner Spring

5f. [19-0545](#) AB 1485 (Wicks): Workforce Housing

AB 1485 would modify affordability requirements applicable to a developer who wants to take advantage of current law's by-right provisions in Senate Bill 35 (Wiener, 2017) such that a project could either dedicate 10 percent of the total number of units to housing affordable to households making below 80 percent of the area median income (AMI)-as provided for in current law-or 20 percent to households earning below 120 percent AMI with an average income of units at or below 100 percent-which the bill would add as a new option.

Action: Support

Presenter: Rebecca Long

Attachments: [6i_AB-1485_Wicks.pdf](#)

Upon the motion by Chair Mackenzie and second by Commissioner Pedroza, a support position on AB 1485 (Wicks) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

Aye: 5 - Commissioner Connolly, Commissioner Halsted, Chair Mackenzie, Commissioner Rabbitt and Commissioner Pedroza

Absent: 4 - Commissioner Cortese, Vice Chair Liccardo, Commissioner Slocum and Commissioner Spring

8. Ad Hoc Committee

8a. [19-0484](#) Ad Hoc Committee

Delegate to the President of ABAG and Chair of MTC the authority to create an Ad Hoc committee, if necessary, to review any bills where substantive disagreement exists, with the objective of providing alternative recommendations to the ABAG Executive Board and MTC Commission.

Action: Approval / ABAG Legislation Committee
Approval / MTC Legislation Committee

No action was taken on this item.

9. Public Comment / Other Business

10. Adjournment / Next Meeting

The next meeting of the MTC Legislation Committee will be Friday, June 14, 2019 9:15 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 #: 19-0589 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 5/10/2019 **In control:** Legislation Committee
On agenda: 6/14/2019 **Final action:**
Title: Legislative History

Detailed list of bills the Commission is tracking in Sacramento and Washington D.C., including those ABAG or MTC supports or opposes.

Sponsors:

Indexes:

Code sections:

Attachments: [2b_June_LegisHistory_State and Federal.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Legislative History

Detailed list of bills the Commission is tracking in Sacramento and Washington D.C., including those ABAG or MTC supports or opposes.

Presenter:

Randy Rentschler

Recommended Action:

Information

Attachments:



LEGISLATIVE HISTORY
Legislative History
June 12, 2019



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<u>AB 10</u> <u>Chiu</u>	Amended 4/30/2019	Senate Housing	Income taxes: credits low-income housing: farmworker housing. Would, under the law governing the taxation of insurers, the Personal Income Tax Law, and the Corporation Tax Law, for the 2020 to 2024 calendar years, inclusive, would increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects by an additional \$500,000,000, as specified, and would allocate to farmworker housing projects \$25,000,000 per year of that amount. The bill, under those laws, would modify the definition of applicable percentage relating to qualified low-income buildings to depend on whether the building is a new or existing building and federally subsidized, or a building that is, among other things, at least 15 years old, serving households of very low income or extremely low income, and will complete substantial rehabilitation, as specified.		
<u>AB 11</u> <u>Chiu</u>	Amended 4/11/2019	Assembly 2 year	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.	Support and Seek Amendments	Support and Seek Amendments

AB 36 Bloom	Amended 4/22/2019	Assembly Rules	Residential tenancies: rent control. The Costa-Hawkins Rental Housing Act prescribes statewide limits on the application of local rent control with regard to certain properties. This bill would modify those provisions to authorize an owner of residential real property to establish the initial and all subsequent rental rates for a dwelling or unit that has been issued its first certificate of occupancy within 20 years of the date upon which the owner seeks to establish the initial or subsequent rental rate, or for a dwelling or unit that is alienable separate from the title to any other dwelling unit or is a subdivided interest in a subdivision and the owner is a natural person who owns 10 or fewer residential units within the same jurisdiction as the dwelling or unit for which the owner seeks to establish the initial or subsequent rental rate, subject to certain exceptions.		
AB 68 Ting	Amended 6/12/2019	Senate Housing	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, lot coverage. This bill would delete the provision authorizing the imposition of standards on lot coverage and would prohibit an ordinance from imposing requirements on minimum lot size.	Support	Support
AB 69 Ting	Amended 4/4/2019	Senate Housing	Land use: accessory dwelling units. Current law requires the Department of Housing and Community Development to propose building standards to the California Building Standards Commission, and to adopt, amend, or repeal rules and regulations governing, among other things, apartment houses and dwellings, as specified. This bill would require the department to propose small home building standards governing accessory dwelling units smaller than 800 square feet, junior accessory dwelling units, and detached dwelling units smaller than 800 square feet, as specified, and to submit the small home building standards to the California Building Standards Commission for adoption on or before January 1, 2021.	Support and Seek Amendment	Support and Seek Amendment
AB 148 Quirk-Silva	Introduced 12/14/2018	Assembly 2 year	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 185 Grayson	Amended 6/12/2019	Senate Appropriations	California Transportation Commission: transportation policies: joint meetings. Current law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. Existing law requires the commission and the State Air Resources Board to hold at least 2 joint meetings per calendar year to coordinate their implementation of transportation policies. This bill would instead require the commission, the state board, and a representative from the Department of Housing and Community Development to hold those joint meetings.		
AB 252 Daly	Introduced 1/23/2019	Senate Appropriations	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.	Support	Support
AB 352 Garcia, Eduardo	Amended 5/20/2019	Senate Environmental Quality	California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: grant programs and Transformative Climate Communities Program. Would, beginning July 1, 2020, would 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.		
AB 393 Nazarian	Amended 5/29/2019	Senate Housing	Building codes: earthquake safety: functional recovery standard. Would require the California Building Standards Commission, by June 30, 2020, to assemble a functional recovery working group comprised of certain state entities and members of the construction and insurance industries, as specified. The bill would require the working group, by June 30, 2021, to consider whether a "functional recovery" standard is warranted for all or some building occupancy classifications, using specified criteria, and to investigate the practical means of implementing that standard, as specified. The bill would require the working group to advise the appropriate state agencies to propose the building standards, as specified.		Support

<u>AB 421</u> <u>Waldron</u>	Introduced 2/7/2019	Assembly 2 year	Transportation finance: De Luz Community Services District. With respect to the portion of revenues that is derived from increases in the motor vehicle fuel excise tax beginning in 2010, current law requires, after certain allocations are made, the Controller to allocate the remaining amount of this portion of revenues 44% to the state transportation improvement program, 12% to the State Highway Operation and Protection Program, and 44% to cities and counties for local street and road purposes. This bill would require the Controller to allocate a portion of these revenues available for counties to the De Luz Community Services District for local street and road purposes as though the De Luz Community Services District were a county. The bill would thereby make an appropriation.		
<u>AB 429</u> <u>Nazarian</u>	Amended 3/20/2019	Senate Appropriations	Seismically vulnerable buildings: inventory. Current law establishes a program within all cities and all counties and portions thereof located within seismic zone 4, as defined, to identify all potentially hazardous buildings and to establish a mitigation program for these buildings. This bill would require the Alfred E. Alquist Seismic Safety Commission, by specified deadlines, to identify funding and develop a bidding process for hiring a third-party contractor to create an inventory of potentially vulnerable buildings, as defined. The bill would require the third-party contractor, in conjunction with the commission, by July 1, 2022, to develop a statewide inventory of potentially seismically vulnerable buildings in 29 specified counties in California using information developed by local jurisdictions pursuant to the above-described provisions.		Support
<u>AB 587</u> <u>Friedman</u>	Amended 4/22/2019	Senate Gov. & F.	Accessory dwelling units: sale or separate conveyance. 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. This bill would authorize a local agency to allow, by ordinance, an accessory dwelling unit that was created pursuant to the process described above to be sold or conveyed separately from the primary residence to a qualified buyer if certain conditions are met.		

AB 659 Mullin	Introduced 2/15/2019	Assembly 2 year	Transportation: emerging transportation technologies: California Smart City Challenge Grant Program. Would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the commission to form the California Smart City Challenge Workgroup on or before July 1, 2020, to guide the commission on program matters, as specified. The bill would require the commission, in consultation with the workgroup, to develop guidelines on or before March 1, 2021, for the program, which would not be subject to the Administrative Procedure Act, and would authorize the commission to revise them as necessary.		
AB 671 Friedman	Amended 3/26/2019	Senate Housing	Accessory dwelling units: incentives. Would require a local agency to include a plan that incentivizes and promotes the creation of accessory dwelling units that can be offered at affordable rent for very low, low-, and moderate-income households in its housing element. The bill would require the Department of Housing and Community Development to develop a list of existing state grants and financial incentives for operating, administrative, and other expenses in connection with the planning, construction, and operation of accessory dwelling units with affordable rent, as specified.		
AB 724 Wicks	Amended 4/25/2019	Assembly 2 year	Rental property data registry. Would require the Department of Housing and Community Development to create a rental registry online portal, which would be designed to receive specified information from landlords regarding their residential tenancies and to disseminate this information to the general public. The bill would require the department to complete the rental registry online portal, the form necessary to support it, by January 1, 2021, and would require landlords who own or operate property that includes more than 15 dwelling units to register within 90 days and annually thereafter.		
AB 725 Wicks	Amended 4/2/2019	Assembly 2 year	General plans: housing element: above moderate-income housing: suburban and metropolitan jurisdictions. The Planning and Zoning Law requires that the housing element include, among other things, an inventory of land suitable for residential development, to be used to identify sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need determined pursuant to specified law. This bill would prohibit more than 20% of a suburban or metropolitan jurisdiction's share of the regional housing need for above moderate-income housing from being allocated to sites with zoning restricted to single-family development.		

AB 784 Mullin	Amended 4/9/2019	Senate Gov. & F.	Sales and use taxes: exemption: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit bus vehicles. Current state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would, until January 1, 2024, provide an exemption from those taxes with respect to the sale of, and the storage and use of, or other consumption in this state of, specified zero-emission technology medium- and heavy-duty transit bus vehicles.		
AB 821 O'Donnell	Introduced 2/20/2019	Assembly 2 year	Transportation: Trade Corridor Enhancement Account: project nomination: California Port Efficiency Program. Current law creates the Trade Corridor Enhancement Account to receive revenues attributable to 50% of a \$0.20 per gallon increase in the diesel fuel excise tax imposed by the Road Repair and Accountability Act of 2017 for corridor-based freight projects nominated by local agencies and the state. Current law makes these funds and certain federal funds apportioned to the state available upon appropriation for allocation by the California Transportation Commission for trade infrastructure improvement projects that meet specified requirements. This bill would require the commission to allocate not less than 10% of the funds that are required to be allocated to projects nominated by the department to projects nominated pursuant to the California Port Efficiency Program, which this bill would create		
AB 847 Grayson	Amended 3/27/2019	Assembly 2 year	Housing: transportation-related impact fees grant program. Would require the Department of Housing and Community Development , upon appropriation by the Legislature, to establish a competitive grant program to award grants to cities and counties to offset up to 100% of any transportation-related impact fees exacted upon a qualifying housing development project, as defined, by the local jurisdiction.		

AB 881 Bloom	Amended 4/11/2019	Senate Housing	Accessory dwelling units. The Planning and Zoning Law 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 the ordinance to designate areas where accessory dwelling units may be permitted and authorizes the designated areas to be based on criteria that includes, but is not limited to, the adequacy of water and sewer services and the impact of accessory dwelling units on traffic flow and public safety. This bill would instead require a local agency to designate these areas based on the adequacy of water and sewer services and the impact of accessory dwelling units on traffic flow and public safety.		
AB 923 Wicks	Introduced 2/20/2019	Senate Energy, Utilities and Communications	Bay Area Rapid Transit District: electricity procurement and delivery. Would authorize BART to elect to obtain electricity purchased from an electrical corporation or marketer, as defined, and electricity purchased through a market operated by the Independent System Operator or any other electricity market.		
AB 931 Boerner Horvath	Amended 5/17/2019	Senate Gov. & F.	Local boards and commissions: representation: appointments. Current law establishes the policy of the Legislature to ensure equal access to specific information about the many local regulating and advisory boards, commissions, and committees and to ensure equal opportunity to be informed of vacancies on those boards. Current law requires each legislative body of a local agency to prepare an appointments list of all regular and ongoing boards, commissions, and committees that are appointed by the legislative body of the local agency. This bill, on and after January 1, 2030, would require the composition of a local board and commission of a city with a population of 50,000 or greater with appointed members to have a specified minimum number of women board members or commissioners based on the total number of board members or commissioners on that board, thereby imposing a state-mandated local program.		
AB 961 Reyes	Amended 4/23/2019	Assembly 2 year	Energy programs and projects: nonenergy benefits. Would require the Public Utilities Commission to (1) establish common definitions of nonenergy benefits and attempt to determine consistent values for use in all distributed energy resource programs, (2) meaningfully consider producing nonenergy benefits in distributed energy resource programs and projects, (3) incorporate nonenergy benefits in distributed energy resource programs and projects in environmental and social justice communities, as defined, and (4) track the nonenergy benefits produced in distributed energy resource programs and report those benefits during program evaluations.		

AB 970 Salas	Amended 4/12/2019	Senate Environmental Quality	California Department of Aging: grants: transportation. Would require the California Department of Aging to administer a grant program to receive applications from eligible applicants, including, but not limited to, area agencies on aging and public transit operators, to fund transportation to and from nonemergency medical services for older individuals and persons with a disability, for the purpose of reducing greenhouse gas emissions. The bill would require that transportation be made available using the purchase, lease, operation, or maintenance of zero-emission or near-zero-emission vehicles with a capacity for 7, 12, or 15 passengers.		
AB 983 Boerner Horvath	Introduced 2/21/2019	Assembly 2 year	Transportation electrification. Would require an electrical corporation to work with local agencies or regional planning agencies in its service territory with responsibility for planning electric vehicle deployment to determine where to install new electrical charging stations along local transit corridors. The bill would authorize an electrical corporation to file an application with the PUC by December 31, 2020, with the support of the local or regional planning agency, for the infrastructure investments required to support electrical charging stations at transit corridor entry and exit points or other locations.		
AB 992 Mullin	Amended 4/22/2019	Assembly 2 year	Open meetings: local agencies: social media. The Ralph M. Brown Act generally requires that the meetings of legislative bodies of local agencies be conducted openly. That act defines "meeting" for purposes of the act and prohibits a majority of the members of a legislative body, outside a meeting authorized by the act, from using a series of communications of any kind to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body. This bill would provide that the prohibition described above does not apply to the participation, as defined, in an internet-based social media platform, as defined, by a majority of the members of a legislative body, provided that a majority of the members do not discuss among themselves, as defined, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.		
AB 1017 Boerner Horvath	Amended 4/23/2019	Senate Energy, Utilities and Communications	New or modified railroad crossings: approval. Would require the The Public Utilities Commission, if a city or county develops and adopts, by resolution upon a majority vote of the city council or the board of supervisors, a plan to improve mobility for multimodal access that calls for new or modified railroad crossings, to make an engineer available from the Rail Crossings and Engineering Branch to assist and advise that city or county on the safety of the planned railroad crossings prior to the filing of an application to the commission for the approval of the new or modified railroad crossings.		

AB 1035 Mayes	Amended 5/23/2019	Senate Judiciary	Personal information: data breaches. Would require a person or business, as defined, that owns or licenses computerized data that includes personal information to disclose a breach of the security of the system in the most expedient time possible and without unreasonable delay, but in no case more than 45 days, following discovery or notification of the breach, subject to the legitimate needs of law enforcement, as provided. The bill would make other conforming changes.		
AB 1112 Friedman	Amended 6/3/2019	Senate Transportation	Shared mobility devices: local regulation. Current law generally regulates the operation of bicycles, electric bicycles, motorized scooters, and electrically motorized boards. Current law allows local authorities to regulate the registration, parking, and operation of bicycles and motorized scooters in a manner that does not conflict with state law. This bill would define a "shared mobility device" as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public for shared use and transportation, as provided.		
AB 1142 Friedman	Amended 6/3/2019	Senate Rules	Regional transportation plans: transportation network companies. Current law requires a regional transportation plan to include a policy element, an action element, a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Under current law, the policy element describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, as well as pragmatic objective and policy statements. Current law authorizes the policy element of transportation planning agencies with populations that exceed 200,000 persons to quantify a set of specified indicators. This bill would authorize the inclusion of an additional indicator regarding measures of policies to increase use of existing transit.		
AB 1243 Fong	Amended 4/3/2019	Assembly Transportation	Traffic Relief and Road Improvement Act. Would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, and certain miscellaneous State Highway Account revenues.		

AB 1255 Rivas, Robert	Amended 4/11/2019	Senate Housing	Surplus public land: database. The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the housing element to contain an inventory of land suitable for residential development, as defined, and requires that inventory to be used to identify sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need for all income levels. This bill would also require the housing element to contain an inventory of land owned by the city or county that is in excess of its foreseeable needs.		
AB 1277 Oberholte	Amended 3/19/2019	Assembly 2 year	Transportation projects: oversight committees. Would require a public agency administering a megaproject, which the bill would define as a transportation project with total estimated development and construction costs exceeding \$1,000,000,000, to take specified actions to manage the risks associated with the megaproject, including establishing a comprehensive risk management plan and regularly reassessing its reserves for potential claims and unknown risks. The bill would require a public agency administering a megaproject to establish a project oversight committee composed of specified individuals to review the megaproject and perform other specified duties.		
AB 1279 Bloom	Introduced 2/21/2019	Senate Housing	Planning and zoning: housing development: high-resource areas. Would require the department to designate areas in this state as high-resource areas, as provided, by January 1, 2021, and every 5 years thereafter. The bill would authorize a city or county to appeal the designation of an area within its jurisdiction as a high-resource area during that 5-year period. In any area designated as a high-resource area, the bill would require that a housing development project be a use by right, upon the request of a developer, in any high-resource area designated pursuant be a use by right in certain parts of the high-resource area if those projects meet specified requirements, including specified affordability requirements. For certain development projects where the initial sales price or initial rent exceeds the affordable housing cost or affordable rent to households with incomes equal to or less than 100% of the area median income, the bill would require the applicant agree to pay a fee equal to 10% of the difference between the actual initial sales price or initial rent and the sales price or rent that would be affordable, as provided. The bill would require the city or county to deposit the fee into a separate fund reserved for the construction or preservation of housing with an affordable housing cost or affordable rent to households with a household income less than 50% of the area median income. This bill contains other related provisions and other existing laws.		

AB 1350 Gonzalez	Amended 3/26/2019	Assembly 2 year	Youth Transit Pass Pilot Program. Would create the Youth Transit Pass Pilot Program upon the appropriation of moneys from the Greenhouse Gas Reduction Fund by the Legislature, and would require the Department of Transportation to administer the program. The bill would require the department to award available moneys to eligible participants, as defined, to provide free transit passes to persons under the age of 25 through new or existing transit pass programs, as specified.		
AB 1402 Petrie-Norris	Amended 3/26/2019	Assembly 2 year	Active Transportation Program. Would require the Department of Transportation, instead of the California Transportation Commission, to award funds to projects in the statewide and small urban and rural region distribution categories and to adopt a program of projects for those distribution categories. The bill would require that 75% of available funds be awarded to MPO's in urban areas with populations greater than 200,000, in proportion to their relative share of the population, 15% to small urban and rural regions with populations of 200,000 or less, competitively awarded by the department to projects in those regions, and 10% to projects competitively awarded by the department, in consultation with the commission, on a statewide basis.		
AB 1481 Grayson	Amended 5/20/2019	Assembly 2 year	Tenancy termination: just cause. Would, with certain exceptions, prohibit a lessor of residential property from terminating the lease without just cause, as defined, stated in the written notice to terminate.	Support	Support
AB 1482 Chiu	Amended 5/20/2019	Senate Judiciary	Tenancy: rent caps. Would, until January 1, 2030, prohibit an owner of residential real property from increasing the rental rate for that property in an amount that is greater than 5% plus the percentage change in the cost of living, as defined, more than the lowest rental rate in effect for the immediately preceding 12 months, subject to specified conditions. The bill would exempt from these provisions deed-restricted affordable housing, dormitories, housing that has been issued a certificate of occupancy within the previous 10 years, and housing subject to a local ordinance that imposes a more restrictive rent increase cap than these provisions.	Support	Support
AB 1483 Grayson	Amended 4/29/2019	Senate Housing	Housing data: collection and reporting. The Planning and Zoning Law requires the planning agency of a city or county to provide by April 1 of each year an annual report to, among other entities, the Department of Housing and Community Development (department) that includes, among other specified information, the number of net new units of housing that have been issued a completed entitlement, a building permit, or a certificate of occupancy, thus far in the housing element cycle, as provided. This bill would authorize the department to require a planning agency to include in that annual report specified additional information that this bill would require, as specified.	Support and Seek Amendments	Support and Seek Amendments

AB 1484 Grayson	Amended 4/10/2019	Senate Gov. & F.	Mitigation Fee Act: housing developments. The Mitigation Fee Act requires a local agency that establishes, increases, or imposes a fee as a condition of approval of a development project to, among other things, determine a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. This bill would require each city, county, or city and county to post on its internet website the type and amount of each fee imposed on a housing development project, as defined.		
AB 1485 Wicks	Amended 6/5/2019	Senate Housing	Housing development: streamlining. The Planning and Zoning Law requires that a development be subject to a requirement mandating a minimum percentage of below market rate housing based on one of 3 specified conditions. Current law requires, among those conditions, a development to dedicate a minimum of 10% of the total number of units to housing affordable to households making below 80% of the area median income, if the project contains more than 10 units of housing and the locality did not timely submit its latest production report to the Department of Housing and Community Development, or that production report reflects that there were fewer units of above moderate-income housing issued building permits than were required for the regional housing needs assessment cycle for that reporting period. This bill would modify that condition to authorize a development to instead dedicate 20% of the total number of units to housing affordable to households making below 120% of the area median income with the average income of the units at or below 100% of the area median income, except as provided.	Support	Support
AB 1486 Ting	Amended 5/16/2019	Senate Gov. & F.	Surplus land. Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines "local agency" for these purposes as every city, county, city and county, and district, including school districts of any kind or class, empowered to acquire and hold real property. This bill would expand the definition of "local agency" to include sewer, water, utility, and local and regional park districts, joint powers authorities, successor agencies to former redevelopment agencies, housing authorities, and other political subdivisions of this state and any instrumentality thereof that is empowered to acquire and hold real property, thereby requiring these entities to comply with these requirements for the disposal of surplus land. The bill would specify that the term "district" includes all districts within the state, and that this change is declaratory of existing law.	Support if Amended	Support if Amended

AB 1487 Chiu	Amended 5/16/2019	Senate Housing	San Francisco Bay area: housing development: financing. Current law provides for the establishment of various special districts that may support and finance housing development, including affordable housing special beneficiary districts that are authorized to promote affordable housing development with certain property tax revenues that a city or county would otherwise be entitled to receive. This bill, the San Francisco Bay Area Regional Housing Finance Act, would establish the Housing Alliance for the Bay Area (hereafter the entity) and would state that the entity's purpose is to increase affordable housing in the San Francisco Bay area, as defined, by providing for enhanced funding and technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production.	Seek Amendments	Seek Amendments
AB 1560 Friedman	Amended 6/5/2019	Senate Environmental Quality	California Environmental Quality Act: transportation: major transit stop. CEQA requires the Office of Planning and Research to prepare and propose guidelines for the implementation of CEQA by public agencies and the Secretary of the Natural Resources Agency to certify and adopt the guidelines. CEQA requires the office to propose revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas to meet certain objectives. CEQA defines "transit priority area" as an area within 1/2 mile of a major transit stop. This bill would revise the definition of "major transit stop" to include a bus rapid transit station, as defined.		
AB 1568 McCarty	Amended 4/11/2019	Assembly 2 year	Housing law compliance: prohibition on applying for state grants. The Housing Element Law, prescribes requirements for the preparation of the housing element, including a requirement that a planning agency submit a draft of the element or draft amendment to the element to the Department of Housing and Community Development prior to the adoption of the element or amendment to the element. Current law requires the department to review the draft and report its written findings, as specified. Current law also requires the department, in its written findings, to determine whether the draft substantially complies with the Housing Element Law. This bill would authorize the city or county to submit evidence that the city or county is no longer in violation of state law to the department and to request the department to issue a finding that the city or county is no longer in violation of state law.		

AB 1605 Ting	Amended 4/10/2019	Senate Appropriations	City and County of San Francisco: Crooked Street Reservation and Pricing Program. Would authorize the Board of Supervisors of the City and County of San Francisco by ordinance to conduct a reservation and pricing pilot program for vehicles that use the "Crooked Street," which the bill would define to mean the portion of Lombard Street located between Leavenworth Street and Hyde Street in the City and County of San Francisco. Before the board of supervisors adopts an ordinance to conduct the pilot program, the bill would require the board of supervisors to make certain findings and to conduct at least 2 public outreach meetings or hearings.		
AB 1633 Grayson	Introduced 2/22/2019	Senate Transportation	Regional transportation plans: traffic signal optimization plans. Would authorize each city located within the jurisdiction of MTC to develop and implement a traffic signal optimization plan intended to reduce greenhouse gases and particulate emissions and to reduce travel times, the number of stops, and fuel use. The bill would also require the Department of Transportation to coordinate with each city that develops a traffic signal optimization plan pursuant to these provisions to ensure that any traffic signals owned or operated by the department are adjusted and maintained in accordance with the plan.		
AB 1697 Grayson	Amended 5/1/2019	Assembly 2 year	Housing: tenancy termination: just cause. Would, with certain exceptions, prohibit a lessor of residential property, for a term not specified by the parties, in which the tenant has occupied the property for 10 months or more, from terminating the lease without just cause, stated in the written notice to terminate.		
AB 1706 Quirk	Amended 3/26/2019	Assembly 2 year	Housing development: incentives. Would, until January 1, 2035, provide specified financial incentives that ensure financial feasibility to a development proponent of a residential housing development in the 9-county San Francisco Bay area region that dedicates at least 20% of the development's housing units to households making no more than 150% of the area median income. The incentives provided to those developments include an exemption from the California Environmental Quality Act, a density bonus of 35%, a waiver of local parking requirements, and a waiver of physical building requirements imposed on development by the local agency, such as green building standards.		
AB 1717 Friedman	Amended 4/10/2019	Assembly 2 year	Transit-Oriented Affordable Housing Funding Program Act. Would establish the Transit-Oriented Affordable Housing Funding Program, to be administered by the California Housing Finance Agency (CalHFA). The bill would authorize the city council of a city, or the board of supervisors of a city and county, to participate in the program by enactment of an ordinance establishing a transit-oriented affordable housing district, as provided.		

<u>AB 1782</u> <u>Chau</u>	Amended 5/24/2019	Senate Judiciary	Automated license plate recognition information: usage and privacy policy. Current law authorizes the Department of the California Highway Patrol to share automated license plate data with law enforcement agencies for specified purposes and requires both an ALPR operator and an ALPR end-user, as those terms are defined, to implement a usage and privacy policy regarding that ALPR information, as specified. Current law requires that the usage and privacy policy implemented by an ALPR operator and an ALPR end-user include the length of time ALPR information will be retained, and the process the ALPR operator and ALPR end-user will utilize to determine if and when to destroy retained ALPR information. This bill would delete the requirement that the usage and privacy policy implemented by an ALPR operator and an ALPR end-user include the retention and destruction information described above, and would instead require those usage and privacy policies to include a procedure to ensure the destruction of all nonanonymized ALPR information no more than 60 days from the date of collection, except as provided.		
<u>ACA 1</u> <u>Aguiar-Curry</u>	Amended 3/18/2019	Assembly Third Reading	Local government financing: affordable housing and public infrastructure: voter approval. The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.	Support	Support
<u>SB 4</u> <u>McGuire</u>	Amended 4/10/2019	Senate 2 year	Housing. Would authorize a development proponent of a neighborhood multifamily project or eligible transit-oriented development (TOD) project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a "neighborhood multifamily project" to mean a project to construct a multifamily unit of up to 2 residential dwelling units in a nonurban community, as defined, or up to 4 residential dwelling units in an urban community, as defined, that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019.		

<u>SB 5</u> <u>Beall</u>	Amended 5/24/2019	Assembly Housing and Community Development	Affordable Housing and Community Development Investment Program. Would establish in state government the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment 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, transit village development district, or a combination of those entities, to apply to the Affordable Housing and Community Development Investment Committee to participate in the program and would authorize the committee to approve or deny plans for projects meeting specific criteria.	Support	Support
<u>SB 6</u> <u>Beall</u>	Amended 4/23/2019	Assembly Housing and Community Development	Residential development: available land. Would require the Department of Housing and Community Development to furnish the Department of General Services with a list of local lands suitable and available for residential development as identified by a local government as part of the housing element of its general plan. The bill would require the Department of General Services to create a database of that information and information regarding state lands determined or declared excess and to make this database available and searchable by the public by means of a link on its internet website.	Support	Support
<u>SB 13</u> <u>Wieckowski</u>	Amended 5/17/2019	Assembly Housing and Community Development	Accessory dwelling units. Would authorize the creation of accessory dwelling units in areas zoned to allow single-family or multifamily dwelling use. The bill would also revise the requirements for an accessory dwelling unit by providing that the accessory dwelling unit may be attached to, or located within, an attached garage, storage area, or other structure, and that it does not exceed a specified amount of total floor area.	Support if Amended	Support if Amended
<u>SB 18</u> <u>Skinner</u>	Amended 5/21/2019	Assembly Housing and Community Development	Keep Californians Housed Act. Current law requires a tenant or subtenant in possession of a rental housing unit under a month-to-month lease at the time that property is sold in foreclosure to be provided 90 days' written notice to quit before the tenant or subtenant may be removed from the property. Current law also provides tenants or subtenants holding possession of a rental housing unit under a fixed-term residential lease entered into before transfer of title at the foreclosure sale the right to possession until the end of the lease term, except in specified circumstances. Current law repeals these provisions as of December 31, 2019. This bill would delete the above-described repeal date, thereby extending the operation of these provisions indefinitely.	Support	Support

SB 50 Wiener	Amended 6/4/2019	Senate 2 year	Planning and zoning: housing development: streamlined approval: incentives. Would authorize a development proponent of a neighborhood multifamily project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a "neighborhood multifamily project" to mean a project to construct a multifamily structure on vacant land, or to convert an existing structure that does not require substantial exterior alteration into a multifamily structure, consisting of up to 4 residential dwelling units and that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019.	Support if Amended	Support If Amended
SB 59 Allen	Amended 5/17/2019	Assembly Transportation	Autonomous vehicle technology: Statewide policy. Would establish certain guiding principles relating to autonomous 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 to convene an autonomous vehicle interagency working group of specified state agencies, including, among others, the Transportation Agency, the Department of Transportation, the State Air Resources Board, and the Department of Motor Vehicles, to guide policy development for autonomous vehicle technology consistent with the statewide principles as specified.		
SB 127 Wiener	Amended 5/17/2019	Assembly Transportation	Transportation funding: active transportation: complete streets. Would establish an Active Transportation Asset Branch within the Transportation Asset Management Office of the department and require the Transportation Asset Management Plan program manager to develop and meaningfully integrate performance measures into the asset management plan as specified, and to establish interim goals, objectives, and actions to meet the department's transportation mode shift goals, as specified. 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	Amended 3/21/2019	Assembly Local Government	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 requires a public financing authority to adopt an infrastructure financing plan and hold a public hearing on the plan, as specified. 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.	Support	Support
SB 137 Dodd	Introduced 1/15/2019	Assembly 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.	Support & Seek Amendment	Support and Seek Amendment
SB 146 Beall	Introduced 1/18/2019	Assembly 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 152 Beall	Amended 4/25/2019	Senate 2 year	Active Transportation Program. 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. Existing law requires specified funds for the program to be appropriated to the department in the annual Budget Act and allocated to eligible projects by the California Transportation Commission. This bill would require that 60% of available funds be awarded to projects selected by metropolitan planning organizations (MPO) in urban areas with populations greater than 200,000, with the available funds distributed to each MPO based on its relative share of the population, 15% to fund projects in small urban and rural regions, and 25% to projects competitively awarded by the commission on a statewide basis.	Support (Sponsor)	Support
SB 235 Dodd	Amended 3/25/2019	Assembly Housing and Community Development	Planning and zoning: housing production report: regional housing need allocation. Would authorize the County of Napa and the City of Napa to reach a mutually acceptable agreement to allow one of those jurisdictions to report on its annual production report to the Department of Housing and Community Development those completed entitlements, building permits, and certificates of occupancy issued by the other jurisdiction for the development of housing if certain conditions are met. The bill would require the board of supervisors of the County of Napa and the city council of the City of Napa to each hold a public hearing to solicit public comment on the proposed agreement and to make specified written findings based on substantial evidence before approving the agreement.		
SB 254 Hertzberg	Amended 4/1/2019	Senate Appropriations Suspense File	California Earthquake Authority. Current law authorizes the California Earthquake Authority, with the Treasurer as its agent, to issue and sell investment grade revenue bonds or issue or secure other debt financing, or both, in amounts up to \$1,000,000,000 plus specified costs, if claims and claim expenses paid following an earthquake event exhaust 4 specified sources of capital, including the CEA's available capital and all insurer capital contributions and assessments. This bill would, instead, limit the amount of the investment grade revenue bonds or other debt financing to an amount up to \$1,000,000,000 outstanding at any time, excluding those specified costs.		

SB 277 Beall	Amended 6/4/2019	Assembly Transportation	Road Maintenance and Rehabilitation Program: Local Partnership Program. Current law continuously appropriates \$200,000,000 annually from the Road Maintenance and Rehabilitation Account for allocation by the California Transportation Commission for a program commonly known as the Local Partnership Program to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed certain fees, which taxes or fees are dedicated solely for road maintenance and rehabilitation and other transportation improvement projects. Current law requires the commission, in cooperation with the Department of Transportation, transportation planning agencies, county transportation commissions, and other local agencies, to develop guidelines for the allocation of those moneys. This bill would require the commission to apportion these funds on a formula basis to those of the local and regional transportation agencies described above that also have responsibility for funding, procuring, and constructing transportation improvements within their jurisdictions.		
SB 278 Beall	Amended 3/28/2019	Senate 2 year	Metropolitan Transportation Commission. The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a local area planning agency to provide comprehensive regional transportation planning for the region comprised of the 9 San Francisco Bay area counties. The act requires the commission to continue to actively, on behalf of the entire region, seek to assist in the development of adequate funding sources to develop, construct, and support transportation projects that it determines are essential. This bill would also require the commission to determine that those transportation projects are a priority for the region.		
SB 330 Skinner	Amended 6/12/2019	Assembly Housing and Community Development	Housing Crisis Act of 2019. The The Housing Accountability Act requires a local agency that proposes to disapprove a housing development project that complies with applicable, objective general plan and zoning standards and criteria that were in effect at the time the application was deemed to be complete, or to approve it on the condition that it be developed at a lower density, to base its decision upon written findings supported by substantial evidence on the record that specified conditions exist, and places the burden of proof on the local agency to that effect. The act requires a court to impose a fine on a local agency under certain circumstances and requires that the fine be at least \$10,000 per housing unit in the housing development project on the date the application was deemed complete. This bill would, until January 1, 2025, specify that an application is deemed complete for these purposes if a preliminary application was submitted, as specified.	Seek Amendments	Seek Amendments

SB 336 Dodd	Amended 4/29/2019	Assembly Transportation	Transportation: fully-automated transit vehicles. Would require a transit operator, as defined, until January 1, 2025, to ensure each of its fully-automated transit vehicles, as defined, is staffed by at least one of its employees, who has had specified training, while the vehicle is in service. The bill would require a transit operator that deploys a fully-automated transit vehicle to report the results of that deployment to the Legislature on or before March 31, 2025.		
SB 358 Committee on Transportation	Amended 4/8/2019	Assembly Transportation	Transportation. Article XIX of the California Constitution restricts the use of excise tax revenues imposed by the state on fuels used in motor vehicles on public highways to highway and certain mass transit purposes and provides for the deposit of these fuel excise tax revenues in the Highway Users Tax Account for apportionments to cities, among other things. Current law prohibits apportionments from the account to a city pursuant to specified provisions from being made unless the city has set up by ordinance a special gas tax street improvement fund, and requires the apportionment of those moneys to be deposited into that fund. This bill would delete the reference to those specified provisions providing for apportionments from the account, thereby prohibiting any and all apportionments from the account to a city from being made unless the city has set up by ordinance a special gas tax street fund, and thereby requiring the apportionment of those moneys to be deposited into that fund.		
SB 397 Glazer	Introduced 2/20/2019	Assembly Transportation	Public transit operators: passengers with pets: evacuation orders. Would require each public transit operator to develop best practices for allowing pets on public transit vehicles serving areas subject to an evacuation order. If an evacuation order is issued that covers all or a portion of a public transit operator's service area, the bill would require the operator to authorize passengers to board public transit vehicles with their pets in the area covered by the evacuation order, consistent with those best practices.		
SB 526 Allen	Amended 4/30/2019	Senate 2 year	Regional transportation plans: greenhouse gas emissions: State Mobility Action Plan for Healthy Communities. Would require the State Air Resources Board to adopt a regulation that requires a metropolitan planning organization to provide any data that the state board determines is necessary to fulfill the requirements of the above-described report and to determine if the metropolitan planning organization is on track to meet its 2035 greenhouse gas emission reduction target. After completing each report, the bill would require the state board to determine if each metropolitan planning organization is on track to meet its 2035 target.		

SB 529 Durazo	Amended 5/17/2019	Senate 2 year	Tenant associations: eviction for cause. Current law prohibits a lessor from retaliating against a lessee because the lessee has lawfully organized or participated in a lessees' association or an organization advocating lessees' rights, or has lawfully and peaceably exercised any rights under the law, by increasing rent, decreasing services, causing a lessee to quit involuntarily, bringing an action to recover possession, or from threatening to do any of those acts. A lessor who violates this latter provision is liable to the lessee for actual damages and, under certain circumstances, punitive damages. This bill would declare that tenants have the right to form, join, and participate in the activities of a tenant association, subject to any restrictions as may be imposed by law, or to refuse to join or participate in the activities of a tenant association.		
SB 621 Glazer	Amended 4/30/2019	Assembly Natural Resources	California Environmental Quality Act: court actions or proceedings: affordable housing projects. Would require the Judicial Council, by July 1, 2020, to adopt a rule of court applicable to an action or proceeding brought to attack, review, set aside, void, or annul the certification of an environmental impact report for an affordable housing project, as defined, or the granting of an approval of an affordable housing project that requires the action or proceeding, including any potential appeals therefrom, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceeding with the court. The bill would provide that these provisions do not apply to an affordable housing project if it is in certain locations.		
SB 664 Allen	Amended 6/10/2019	Assembly Elections and Redistricting	Electronic toll and transit fare collection systems. Would provide that a transportation agency is not prohibited from using or providing personally identifiable information to any other person or entity for the sole purpose of operating and managing an electronic toll collection or electronic transit fare collection system including, among other things, performing collection, account maintenance, account settlement, and enforcement activities. The bill would prohibit, on or after January 1, 2020, a transportation agency from using or providing personally identifiable information for purposes of issuing public safety and travel alerts, or customer surveys, unless the transportation agency has received affirmative consent to do so.	Support	

SB 744 Caballero	Amended 4/29/2019	Assembly Desk	Planning and zoning: California Environmental Quality Act: permanent supportive housing. Would, if a No Place Like Home project, as defined, is not eligible for approval as a use by right, as specified, would authorize the development applicant to request within a specified time period that the lead agency prepare concurrently the record of proceeding for the project with the performance of the environmental review of the program. The Within 2 working days of approval, the bill would require the lead agency, if the project is subject to CEQA, to file and post a notice of determination or, if the project is not subject to CEQA, to file a notice of exemption with the county clerk in each county in which the project is located, in accordance with specified law.		
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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.	

H.R. 763 (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.	
H.R. 876 (DeFazio)	Pacific Northwest Earthquake Preparedness Act	2/6/19	Senate Committee on Homeland Security and Governmental Affairs	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.	
H.R. 879 (Brownley)	Support Local Transportation Act	1/30/19	House Transportation & Infrastructure Committee	Increase the percentage of surface transportation block grant program funds to be allocated to certain urbanized areas from 55 percent to 65 percent by 2020	
H.R. 880 (Brownley)	Surface Transportation Investment Act of 2019	1/30/19	House Transportation & Infrastructure and Ways & Means Committees	Amends the Internal Revenue Code of 1986 to repeal loopholes for major integrated oil companies and directs savings to the surface transportation block grant program.	
H.R. 927 (Torres)	Sustainable Communities Act of 2019	1/30/19	House Financial Services and Transportation & Infrastructure Committees	Authorizes the Secretary of Housing and Urban Development, in conjunction with the Secretary of Transportation, to carry out a Sustainable Communities Initiative, and for other purposes.	

<u>H.R. 1139</u> (Napolitano)	Transit Worker and Pedestrian Protection Act	2/11/19	House Transportation & Infrastructure Committee	Amends title 49, United States Code, to require the development of public transportation operations safety risk reduction programs, and for other purposes.	
<u>H.R. 1517</u> (DeSaulnier)	Connecting Opportunities through Mobility Metrics and Unlocking Transportation Efficiencies Act	3/5/19	House Transportation & Infrastructure Committee	Requires the Secretary of Transportation to carry out a pilot program to develop and provide to States and transportation planning organizations accessibility data sets.	
<u>H.R. 1545</u> (Walker)	Lessening Impediments From Taxes for Charities Act	3/5/19	House Ways & Means Committee	Amends the Internal Revenue Code to repeal the provision of the 2017 tax bill that newly taxed tax-exempt entities on the cost of providing certain fringe benefits to employees, including transit and parking benefits.	
<u>H. Res. 109</u> (Ocasio-Cortez)	Green New Deal	2/7/19	House Energy & Commerce; Science, Space & Technology; Education & Labor; Transportation & Infrastructure; Agriculture; Natural Resources; Foreign Affairs; Financial Services; Judiciary; Ways & Means; and Oversight & Reform Committees	Recognizes the duty of the Federal Government to create a Green New Deal.	
<u>H.R. 2164</u> (Brownley)	Green Bus Act of 2019	4/9/19	House Transportation & Infrastructure Committee	Increases federal funding for zero-emission buses and beginning in 2029 requires that any bus purchased for use in public transportation with funds provided by the Federal Transit Administration to be a zero-emission bus.	
<u>H.R. 2864</u> (Blumenauer)	Rebuild America Act of 2019	5/20/19	House Ways & Means Committee	Increases the federal gas tax by 5 cents per gallon, indexed to inflation. Includes intent language that Congress should, by 2029, repeal and replace the gas tax with a more sustainable funding source.	

United States Senate					
Bill Number (Author)	Topic	Current Version	Status	Summary	Position
S. 146 (Hoeven)	Move America Act of 2019	1/16/19	Senate Finance Committee	Amends the Internal Revenue Code of 1986 to provide for Move America bonds and Move America credits.	
S. 615 (Portman)	State Transportation Flexibility Act	2/28/19	Senate Environment & Public Works Committee	Devolves the federal highway transportation program down to the states.	
S. 654 (Baldwin)	Connecting Opportunities through Mobility Metrics and Unlocking Transportation Efficiencies Act	3/5/19	Senate Commerce, Science and Transportation Committee	Requires the Secretary of Transportation to carry out a pilot program to develop and provide to States and transportation planning organizations accessibility data sets.	
S. 674 (Carper)	Clean Corridors Act of 2019	3/6/19	Senate Environment & Public Works Committee	Establishes a grant program for the installation of electric vehicle charging infrastructure and hydrogen fueling infrastructure along the National Highway System.	
S. 787 (Warren)	American Housing and Economic Mobility Act of 2019	3/13/19	Senate Finance Committee	Authorizes a number of new federal programs and amends existing programs to make housing more affordable. Includes increasing investments in the National Housing Trust Fund and Capital Magnet Fund, expanding the Community Reinvestment Act and creates a \$10 billion incentive program for local governments to eliminate certain land use restrictions. Funds new programs through increasing the federal estate tax.	
S. Res. 59 (Markey)	Green New Deal	2/7/19	Senate Environment & Public Works Committee	Recognizes the duty of the Federal Government to create a Green New Deal.	
S. 1098 (Cardin)	Transportation Alternatives Enhancement Act	4/9/19	Senate Environment & Public Works Committee	Increases suballocation of the federal funding for bicycle and pedestrian infrastructure (the “STP set-aside”) to 66 percent from 50 percent.	

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.

California Local & Regional Government Association Bill Position Resources

League of California Cities (“the League”)

<https://www.cacities.org/Policy-Advocacy/Bill-Search>

California State Association of Counties (CSAC)

<https://www.counties.org/legislative-tracking>

California Association of Councils of Government (CALCOG)

<https://www.calcog.org/index.php?src=gendocs&ref=billtrack&link=billtrack>



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 19-0590 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 5/10/2019 **In control:** Legislation Committee
On agenda: 6/14/2019 **Final action:**
Title: FY 2019-20 State Budget Update

Overview of the transportation and housing-related provisions in the FY 2019-20 State Budget.

Sponsors:

Indexes:

Code sections:

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

Date	Ver.	Action By	Action	Result
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Subject:

FY 2019-20 State Budget Update

Overview of the transportation and housing-related provisions in the FY 2019-20 State Budget.

Presenter:

Randy Rentschler

Recommended Action:

Information

Attachments:

Metropolitan Transportation Commission Legislation Committee

June 14, 2019

Agenda Item 3a

FY 2019-20 State Budget Update

Subject: Overview of the transportation and housing-related provisions in the FY 2019-20 State Budget.

Overview: The Legislature is required to adopt the state budget each year by June 15, 2019. At the time this memo was prepared, budget conference committee had not yet begun, but there is not too much in dispute between the two houses as it relates to transportation and housing.

Released on May 9, the May Revise of the Governor's FY 2019-20 Budget anticipates \$3.2 billion more revenue than assumed in January. The May Revise continues the Governor's cautious approach toward new spending, but specific policy areas are benefices of significant one-time funding. The summary notes that despite strong fiscal health in the short term, economic growth rates have slowed and even a modest recession could cause a \$40 billion deficit over three years.

Transportation Funding

Ushering in the whole new world post-Senate Bill 1 (Beall, 2017), "transportation" wasn't once mentioned in the near 200-page May Revise summary. Instead, the budget discussion is dominated by education, rainy day funds, housing, and homelessness. State transportation funding is flush this year, with an estimated \$4.8 billion in additional revenue thanks to enactment of Senate Bill 1 (Beall, 2017) and defeat of Proposition 6 by the voters.

State Transit Assistance The May Revise includes an updated forecast for State Transit Assistance (STA) for FY 2019-20 - \$772 million, an increase of almost \$104 million above FY 2018-19, but a decrease of \$75 million from the January forecast. Since STA funding is highly dependent on retail diesel fuel prices these amounts will change based on actual price and consumption levels. In addition to regular STA funding, SB 1 provides a new State of Good Repair (SGR) funding program, distributed by the same formula as STA. Statewide, the SGR program is estimated to provide \$108 million in FY 2019-20, up \$3 million over FY 2018-19. Finally, the Low Carbon Transit Operations Program, which receives a portion of Cap and Trade funding, is also distributed via the STA formula and is forecast to receive \$113 million in FY 2019-20, though the most recent auctions suggest it is likely to be above that level.

We estimate the Bay Area would receive approximately \$256 million in regular STA funds, of which \$68 million would be for the population-based program and \$188 million for the revenue-based program, distributed directly to transit operators. Notably, this is a decline of \$28 million relative to our February STA Fund Estimate, but is still a \$10 million increase over the estimate for FY 2018-19. With regard to the SGR and LCTOP program, the Bay Area would receive approximately \$40 million and \$42 respectively. Details by operator for STA and the SGR Program are included in Attachment A. Detailed LCTOP estimates are not included since actual shares will depend on future Cap and Trade auctions.

Of note, the FY 2019-20 budget includes the final installment of the SB 1-mandated repayment of \$706 million in outstanding transportation loans, closing the books on nearly two decades of borrowing from transportation accounts to prevent cuts to other programs.

Local and Regional Housing Planning & Infrastructure Funding

The Administration released an updated version of the budget trailer bill providing funding for housing planning and housing-related infrastructure with the May Revise, but further revisions were being made to the bill language when this memo was finalized. The version released with the May Revise and approved by the Assembly and Senate budget subcommittees includes one-time funding of \$750 million several new grant programs to be administered by the Department of Housing and Community Development (HCD) as follows:

- \$250 million towards housing planning, including technical assistance/documents/process improvements, to accelerate housing production to be broken down into two equal components
 - \$125 million directly to jurisdictions based on 6-tier system
 - \$125 million to councils of government (COGs), specifically, ABAG for the Bay Area region in the same amount as provided to the total individual jurisdictions in the COG's jurisdiction. For the Bay Area, this amounts to \$25.6 million to ABAG and \$25.6 million to local jurisdictions directly. (See Attachment B for an estimate of funding to individual jurisdictions Bay Area cities and counties.)
- \$500 million for the Infill Infrastructure Grant Program administered by HCD, targeting infrastructure that supports higher-density affordable and mixed-income housing in infill locations.

Cap and Trade Funding: Low Carbon Transportation Prioritized


At the time this memo was finalized, it was unclear whether the Legislature would wrap up its Cap and Trade spending plan in the budget, or revisit it later this summer, as has been done in recent years. The May Revise proposes an additional \$251 million from Cap and Trade revenue, bringing the total to \$1.25 billion (not including continuously appropriated transportation and housing program funding) to support a variety of different programs. \$537 million is proposed to be reserved for low-carbon transportation programs, including 1) \$182 million to provide incentives for zero-emission trucks, transit buses, and freight equipment; (2) \$200 million for the California Clean Vehicle Rebate Project; and (3) \$65 million is proposed to help low-income Californians retire and replace old, highly polluting vehicles with newer, more efficient cars and trucks.

Staff will provide an update on any significant changes to the FY 2019-20 State Budget at your meeting.

Attachments:

Attachment A: STA revenue-based funding estimates

Attachment B: Estimates of local jurisdiction funding from budget trailer bill for housing planning


Therese W. McMillan

State Transit Assistance

State Transit Assistance Revenue-Based

	FY2018-19	FY2019-20	FY2019-20
	<u>May Revise</u>	Feb. 2019 Fund Estimate	<u>May Revise</u>
	Revenue	Revenue	Revenue
	Estimate	Estimate	Estimate
ACCMA - Corresponding to ACE	\$258,430	\$298,707	\$269,313
Caltrain	\$7,955,068	\$9,194,889	\$8,290,065
CCCTA	\$734,079	\$848,487	\$764,991
City of Dixon	\$6,715	\$7,762	\$6,998
ECCTA	\$343,633	\$397,189	\$358,104
City of Fairfield	\$222,785	\$257,507	\$232,167
GGBHTD	\$7,956,722	\$9,196,801	\$8,291,789
LAVTA	\$324,826	\$375,451	\$338,504
Marin Transit	\$1,346,539	\$1,556,401	\$1,403,243
NVTA	\$104,368	\$120,634	\$108,763
City of Petaluma	\$39,426	\$45,571	\$41,087
City of Rio Vista	\$2,212	\$2,557	\$2,305
SamTrans	\$7,805,762	\$9,022,314	\$8,134,472
SMART	\$1,632,242	\$1,886,632	\$1,700,978
City of Santa Rosa	\$161,842	\$187,065	\$168,657
Solano County Transit	\$349,467	\$403,932	\$364,183
Sonoma County Transit	\$217,425	\$251,311	\$226,581
City of Union City	\$105,114	\$121,496	\$109,540
Vacaville City Coach	\$25,345	\$29,296	\$26,413
VTA	\$28,461,236	\$32,897,007	\$29,659,773
VTA - Corresponding to ACE	\$199,634	\$230,748	\$208,041
WCCTA	\$456,794	\$527,986	\$476,030
WETA	\$1,917,991	\$2,216,916	\$1,998,760
SUBTOTAL	\$60,627,653	\$70,076,659	\$63,180,757
AC Transit	\$19,435,425	\$22,464,497	\$20,253,875
BART	\$38,065,478	\$43,998,101	\$39,668,462
SFMTA	\$62,345,218	\$72,061,913	\$64,970,651
SUBTOTAL	\$119,846,121	\$138,524,510	\$124,892,987
STA REVENUE-BASED GRAND TOTAL	\$180,473,774	\$208,601,170	\$188,073,744

State Transit Assistance Population-Based

	FY2018-19	FY2019-20	FY2019-20
	<u>May Revise</u>	Feb. 2019 Fund Estimate	<u>May Revise</u>
	Revenue	Revenue	Revenue
	Estimate	Estimate	Estimate
STA POPULATION-BASED (MTC Region)	\$65,247,759	\$75,416,824	\$67,995,421
TOTAL STA	\$245,721,533	\$284,017,994	\$256,069,165

State of Good Repair Program

SGR Program Revenue-Based

	FY2018-19	FY2019-20	FY2019-20
	<u>May Revise</u>	Feb. 2019 Fund Estimate	<u>May Revise</u>
	Revenue	Revenue	Revenue
	Estimate	Estimate	Estimate
ACCMA - Corresponding to ACE	\$40,599	\$41,614	\$41,614
Caltrain	\$1,249,724	\$1,280,968	\$1,280,968
CCCTA	\$115,322	\$118,205	\$118,205
City of Dixon	\$1,055	\$1,081	\$1,081
ECCTA	\$53,984	\$55,334	\$55,334
City of Fairfield	\$34,999	\$35,874	\$35,874
GGBHTD	\$1,249,984	\$1,281,234	\$1,281,234
LAVTA	\$51,029	\$52,305	\$52,305
Marin Transit	\$211,538	\$216,827	\$216,827
NVTA	\$16,396	\$16,806	\$16,806
City of Petaluma	\$6,194	\$6,349	\$6,349
City of Rio Vista	\$348	\$356	\$356
SamTrans	\$1,226,269	\$1,256,926	\$1,256,926
SMART	\$256,422	\$262,832	\$262,832
City of Santa Rosa	\$25,425	\$26,061	\$26,061
Solano County Transit	\$54,900	\$56,273	\$56,273
Sonoma County Transit	\$34,157	\$35,011	\$35,011
City of Union City	\$16,513	\$16,926	\$16,926
Vacaville City Coach	\$3,982	\$4,081	\$4,081
VTA	\$4,471,201	\$4,582,981	\$4,582,981
VTA - Corresponding to ACE	\$31,362	\$32,146	\$32,146
WCCTA	\$71,761	\$73,555	\$73,555
WETA	\$301,312	\$308,845	\$308,845
SUBTOTAL	\$9,524,477	\$9,762,589	\$9,762,589
AC Transit	\$3,053,265	\$3,129,596	\$3,129,596
BART	\$5,980,007	\$6,129,507	\$6,129,507
SFMTA	\$9,794,303	\$10,039,161	\$10,039,161
SUBTOTAL	\$18,827,575	\$19,298,265	\$19,298,265
SGR PROGRAM REVENUE-BASED GRAND TOTAL	\$28,352,052	\$29,060,854	\$29,060,854

SGR Program Population-Based

	FY2018-19	FY2019-20	FY2019-20
	<u>May Revise</u>	Feb. 2019 Fund Estimate	<u>May Revise</u>
	Revenue	Revenue	Revenue
	Estimate	Estimate	Estimate
SGR PROGRAM POPULATION-BASED (MTC Region)	\$10,250,287	\$10,506,544	\$10,506,544
TOTAL SGR PROGRAM	\$38,602,339	\$39,567,398	\$39,567,398

**MTC/ABAG Estimate of Funding for Housing Planning
for Bay Area Local Jurisdictions from Budget Trailer Bill**

County/City/Town	Population	Funding Tier Per Population	Eligible Funding Amount
<i>County of Alameda -</i>			
<i>Unincorporated</i>	149,536	\$500,000	\$500,000
City of Alameda	79,316	\$300,000	\$300,000
City of Albany	19,393	\$65,000	\$65,000
City of Berkeley	123,328	\$500,000	\$500,000
City of Dublin	64,577	\$300,000	\$300,000
City of Emeryville	11,885	\$65,000	\$65,000
City of Fremont	232,532	\$500,000	\$500,000
City of Hayward	159,433	\$500,000	\$500,000
City of Livermore	91,039	\$300,000	\$300,000
City of Newark	48,712	\$150,000	\$150,000
City of Oakland	432,897	\$750,000	\$750,000
City of Piedmont	11,420	\$65,000	\$65,000
City of Pleasanton	80,492	\$300,000	\$300,000
City of San Leandro	89,825	\$300,000	\$300,000
City of Union City	74,916	\$300,000	\$300,000
TOTAL			\$4,895,000
<i>County of Contra Costa -</i>			
<i>Unincorporated</i>	173,406	\$500,000	\$500,000
City of Antioch	113,901	\$500,000	\$500,000
City of Brentwood	63,662	\$300,000	\$300,000
City of Clayton	11,653	\$65,000	\$65,000
City of Concord	129,889	\$500,000	\$500,000
Town of Danville	45,270	\$150,000	\$150,000
City of El Cerrito	25,459	\$150,000	\$150,000
City of Hercules	26,224	\$150,000	\$150,000
City of Lafayette	26,327	\$150,000	\$150,000
City of Martinez	38,490	\$150,000	\$150,000
Town of Moraga	16,939	\$65,000	\$65,000
City of Oakley	41,759	\$150,000	\$150,000
City of Orinda	19,475	\$65,000	\$65,000
City of Pinole	19,498	\$65,000	\$65,000
City of Pittsburg	72,541	\$300,000	\$300,000
City of Pleasant Hill	35,055	\$150,000	\$150,000
City of Richmond	110,436	\$500,000	\$500,000
City of San Pablo	31,817	\$150,000	\$150,000
City of San Ramon	83,957	\$300,000	\$300,000
City of Walnut Creek	70,121	\$300,000	\$300,000
TOTAL			\$4,660,000

County of Marin -

<i>Unincorporated</i>	69,343	\$300,000	\$300,000
City of Belvedere	2,148	\$65,000	\$65,000
Town of Fairfax	7,721	\$65,000	\$65,000
City of Larkspur	12,578	\$65,000	\$65,000
City of Mill Valley	14,675	\$65,000	\$65,000
City of Novato	54,115	\$150,000	\$150,000
Town of Ross	2,526	\$65,000	\$65,000
Town of San Anselmo	12,902	\$65,000	\$65,000
City of San Rafael	60,046	\$300,000	\$300,000
City of Sausalito	7,416	\$65,000	\$65,000
Town of Tiburon	9,362	\$65,000	\$65,000
TOTAL			\$1,270,000

County of Napa -

<i>Unincorporated</i>	66,579	\$300,000	\$300,000
City of American Canyon	20,629	\$150,000	\$150,000
City of Calistoga	5,453	\$65,000	\$65,000
City of Napa	79,490	\$300,000	\$300,000
City of St. Helena	6,133	\$65,000	\$65,000
Town of Yountville	2,916	\$65,000	\$65,000
TOTAL			\$945,000

City and County of San

<i>Francisco</i>	883,869	\$1,500,000	\$1,500,000
TOTAL			\$1,500,000

County of San Mateo -

<i>Unincorporated</i>	66,027	\$300,000	\$300,000
Town of Atherton	7,070	\$65,000	\$65,000
City of Belmont	27,174	\$150,000	\$150,000
City of Brisbane	4,691	\$65,000	\$65,000
City of Burlingame	30,317	\$150,000	\$150,000
Town of Colma	1,512	\$65,000	\$65,000
City of Daly City	109,122	\$500,000	\$500,000
City of East Palo Alto	30,499	\$150,000	\$150,000
City of Foster City	33,693	\$150,000	\$150,000
City of Half Moon Bay	12,631	\$65,000	\$65,000
Town of Hillsborough	11,769	\$65,000	\$65,000
City of Menlo Park	35,790	\$150,000	\$150,000
City of Millbrae	23,154	\$150,000	\$150,000
City of Pacifica	38,674	\$150,000	\$150,000
Town of Portola Valley	4,659	\$65,000	\$65,000
City of Redwood City	85,319	\$300,000	\$300,000
City of San Bruno	45,257	\$150,000	\$150,000
City of San Carlos	29,864	\$150,000	\$150,000
City of San Mateo	104,570	\$500,000	\$500,000
City of South San Francisco	67,078	\$300,000	\$300,000
Town of Woodside	5,615	\$65,000	\$65,000
TOTAL			\$3,705,000

County of Santa Clara -

<i>Unincorporated</i>	88,368	\$300,000	\$300,000
City of Campbell	43,250	\$150,000	\$150,000
City of Cupertino	59,879	\$150,000	\$150,000
City of Gilroy	55,928	\$150,000	\$150,000
City of Los Altos	31,190	\$150,000	\$150,000
Town of Los Altos Hills	8,785	\$65,000	\$65,000
Town of Los Gatos	30,988	\$150,000	\$150,000
City of Milpitas	76,231	\$300,000	\$300,000
City of Monte Sereno	3,787	\$65,000	\$65,000
City of Morgan Hill	45,742	\$150,000	\$150,000
City of Mountain View	81,992	\$300,000	\$300,000
City of Palo Alto	69,397	\$300,000	\$300,000
City of San Jose	1,043,058	\$1,500,000	\$1,500,000
City of Santa Clara	128,717	\$500,000	\$500,000
City of Saratoga	31,407	\$150,000	\$150,000
City of Sunnyvale	155,567	\$500,000	\$500,000
TOTAL			\$4,880,000

County of Solano -

<i>Unincorporated</i>	19,580	\$65,000	\$65,000
City of Benicia	27,570	\$150,000	\$150,000
City of Dixon	19,794	\$65,000	\$65,000
City of Fairfield	117,149	\$500,000	\$500,000
City of Rio Vista	9,416	\$65,000	\$65,000
City of Suisun City	29,447	\$150,000	\$150,000
City of Vacaville	98,807	\$300,000	\$300,000
City of Vallejo	119,544	\$500,000	\$500,000
TOTAL			\$1,795,000

County of Sonoma -

<i>Unincorporated</i>	141,781	\$500,000	\$500,000
City of Cloverdale	9,257	\$65,000	\$65,000
City of Cotati	7,919	\$65,000	\$65,000
City of Healdsburg	12,501	\$65,000	\$65,000
City of Petaluma	62,247	\$300,000	\$300,000
City of Rohnert Park	43,339	\$150,000	\$150,000
City of Santa Rosa	175,625	\$500,000	\$500,000
City of Sebastopol	7,885	\$65,000	\$65,000
City of Sonoma	11,556	\$65,000	\$65,000
Town of Windsor	28,565	\$150,000	\$150,000
TOTAL			\$1,925,000

BAY AREA LOCAL JURISDICTION TOTAL

\$25,575,000

Funding Tiers

- \$1,500,000 to very large localities—populations over 750,000
- \$750,000 to large localities—populations between 300,000 and 749,999
- \$500,000 to medium to large localities—populations between 100,000 and 299,999
- \$300,000 to medium localities—populations between 60,000 and 99,999
- \$150,000 to small localities—populations between 20,000 and 59,999
- \$65,000 to very small localities—populations under 20,000
- **Bay Area total based on city + county populations: 25,575,0000**

Source: Department of Finance 2019 Population figures; Housing Bill and Production Grants Draft Trailer Bill Language
http://www.dof.ca.gov/Budget/Trailer_Bill_Language/documents/HousingPlanningandProductionGrants_001.pdf



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0640 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Commission Approval
File created: 5/21/2019 **In control:** Legislation Committee
On agenda: 6/26/2019 **Final action:**
Title: AB 970 (Salas): Grants for Nonemergency Medical Transportation

AB 970 would establish a new grant program within the California Department of Aging (CDA) to fund nonemergency medical transportation (NEMT) for seniors and persons with a disability with the goal of reducing greenhouse gas emissions. Eligible expenditures would include operation of bus service, the purchase, lease and maintenance of zero-emission or near-zero-emission vehicles with a capacity for 7, 12 or 15 passengers. The program would be funded, upon appropriation by the Legislature, with Cap and Trade revenue from the Greenhouse Gas Reduction Fund (GGRF).

Sponsors:

Indexes:

Code sections:

Attachments: [3b AB 970 \(Salas\).pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

AB 970 (Salas): Grants for Nonemergency Medical Transportation

AB 970 would establish a new grant program within the California Department of Aging (CDA) to fund nonemergency medical transportation (NEMT) for seniors and persons with a disability with the goal of reducing greenhouse gas emissions. Eligible expenditures would include operation of bus service, the purchase, lease and maintenance of zero-emission or near-zero-emission vehicles with a capacity for 7, 12 or 15 passengers. The program would be funded, upon appropriation by the Legislature, with Cap and Trade revenue from the Greenhouse Gas Reduction Fund (GGRF).

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Support If Amended / Commission Approval

Attachments:

Metropolitan Transportation Commission Legislation Committee

June 14, 2019

Agenda Item 3b

AB 970 (Salas): Grants for Nonemergency Medical Transportation

Subject: AB 970 would establish a new grant program within the California Department of Aging (CDA) to fund nonemergency medical transportation (NEMT) for seniors and persons with a disability with the goal of reducing greenhouse gas emissions. Eligible expenditures would include operation of bus service, the purchase, lease and maintenance of zero-emission or near-zero-emission vehicles with a capacity for 7, 12 or 15 passengers. The program would be funded, upon appropriation by the Legislature, with Cap and Trade revenue from the Greenhouse Gas Reduction Fund (GGRF).

Background: Under federal law, MTC is required to prepare and update a Coordinated Public Transit Human Services Transportation Plan (Plan). The most recent of which was completed in 2018 and can be found at https://mtc.ca.gov/sites/default/files/MTC_Coordinated_Plan.pdf. The Plan explores ways to cost-effectively expand and coordinate services for seniors, people with disabilities, veterans, and those with low incomes. A number of the strategies also result in greenhouse gas reductions. The Plan forecasts an increase in the senior population, growing from 14 percent of the population in 2014 to 23 percent by 2040. The Plan highlights access to healthcare as a key mobility gap, based on a survey of over 30 stakeholder groups.

Although ADA paratransit and non-profit providers have been required to increase the volume and length of trips for medical purposes, there is currently no unified funding mechanism in place in the Bay Area for providers to recover the costs of these trips from Medi-Cal. In addition, there is no dedicated funding source to provide transportation to nonemergency medical care for seniors who do not qualify for Medi-Cal due to their incomes exceeding the Medi-Cal limits. The Plan identifies improving paratransit as a core strategy MTC should focus on going forward. AB 970 provides an opportunity for a new funding source to improve access to NEMT for seniors and persons with disabilities.

Discussion: While none doubt the need is substantiated, and called out in our 2019 Joint Legislative program, creating yet another grant making infrastructure at the state level within the CDA, which has no experience operating transportation-related programs similar to those specified in this bill is inefficient. It would make more sense for the program to be structured under the Department of Transportation (Caltrans), which has for many years administered the federal Enhanced Mobility of Seniors and People with Disabilities [Federal Transit Administration (FTA) 5310 Program].

AB 970 provides an opportunity for the state to pilot a new program to directly support implementation of coordinated plans by regions across the state while also fulfilling the goals of the Cap and Trade Program. The FTA 5310 Program is heavily oversubscribed and is administered at the state level on a competitive basis, which makes it hard for regions to rely upon as a funding source to implement their coordinated plans. In addition, a directly suballocated program would substantially reduce the fiscal impact of the new

program on the state. The legislation, as currently written, contributes to a long-standing problem in this field, a lack of coordination among numerous providers. By referencing the coordinated plans and making use of existing disbursement mechanisms, the proposed amendments serve to reduce those coordination problems.

Staff recommends amendments to AB 970 that would establish a three-year pilot program with a continuous appropriation of funds to provide reliable funding and give project sponsors a minimum amount of time to attract riders and demonstrate the effectiveness of the service.

Summary of Proposed Amendments:

1. Establish the program as a three-year pilot program of continuously appropriated Cap and Trade funds of at least \$10 million per year.
2. Shift administration of the program from CDA to Caltrans.
3. Expand program eligibility to allow funds to be used for any NEMT-related purposes that are cost-effective and expected to reduce greenhouse gas emissions.
4. Require funds be invested in projects consistent with federally-required coordinated plans and sustainable communities strategies, which establish the region's targets with respect to reducing greenhouse gas emissions.

Recommendation: Support if Amended

Bill Positions: **Support:** Contra Costa County Board of Supervisors, Imperial County Area Agency on Aging and Public Administration

Oppose: Sierra Club


Therese W. McMillan



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0641 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Commission Approval
File created: 5/21/2019 **In control:** Legislation Committee
On agenda: 6/26/2019 **Final action:**
Title: AB 352 (Garcia, E.): Transformative Climate Communities

AB 352 would broaden eligibility for the Transformative Climate Communities (TCC) Program, a Cap and Trade-funded state grant program administered by the Strategic Growth Council (SGC), to include low-income communities that do not otherwise fall within the program's strict definition of "disadvantaged communities."

Sponsors:

Indexes:

Code sections:

Attachments: [3c AB 352.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

AB 352 (Garcia, E.): Transformative Climate Communities

AB 352 would broaden eligibility for the Transformative Climate Communities (TCC) Program, a Cap and Trade-funded state grant program administered by the Strategic Growth Council (SGC), to include low-income communities that do not otherwise fall within the program's strict definition of "disadvantaged communities."

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Support If Amended / Commission Approval

Attachments:

Metropolitan Transportation Commission Legislation Committee

June 14, 2019

Agenda Item 3c

AB 352 (Garcia, E.): Transformative Climate Communities

Subject: AB 352 would broaden eligibility for the Transformative Climate Communities (TCC) Program, a Cap and Trade-funded state grant program administered by the Strategic Growth Council (SGC), to include low-income communities that do not otherwise fall within the program's strict definition of "disadvantaged communities."

Background: The TCC was established in 2016 by AB 2722 (Burke), to fund projects that reduce greenhouse gas emissions (GHGs) through the development of neighborhood-level transformative climate community plans that include multiple, coordinated GHG emissions reduction projects that provide local economic, environmental and health benefits to disadvantaged communities, as currently defined by the state using the CalEnviroScreen3.0 (CES3.0) tool for identifying disadvantaged communities. The program has received two appropriations from the state's Greenhouse Gas Reduction Fund in the state budget in the last two years, and the Newsom Administration is recommending \$132 million for the program in FY 2019-20. The Legislature has not yet finalized its spending plan for Cap and Trade for FY 2019-20 so the final amount available for next year is currently unknown.

The Strategic Growth Council's guidelines for the TCC have limited eligibility not just to census tracts scoring in the top 25% of CES3.0, the common metric used in other Cap and Trade programs, but to those scoring in the top 5%. As such, only three Bay Area census tracts currently qualify for this program, all of which are in the City of Oakland. This has contributed to the fact that the region received zero funding in the second grant cycle, which totaled \$46 million and only a \$170,000 planning grant for the City of Oakland in the first grant cycle, which totaled \$140 million.

By broadening eligibility for the program to enable low-income census tracts to qualify as well, AB 352 could significantly expand opportunities for Bay Area projects to receive TCC grants. By comparison to only three census tracts eligible under the current program, the region has 142 census tracts, spread across each of the nine Bay Area counties, in the top 25% statewide for poverty.

AB 352 would also require the Department of Finance to expand its annual report on Cap and Trade-funded projects to include: (1) projects funded and their outcomes; (2) applications received, including the location of proposed projects, funding amount requested, and whether projects were funded in whole or in part with the funds. Requiring this information to be reported in one place will help increase transparency with regard to the use of funds as well as demonstrate the huge demand for them.

Lastly, the bill makes a finding that “special adjustments” are needed to ensure the California-Mexico border counties of Imperial and San Diego achieve their emission reduction goals. Additionally, the bill would such counties to include daytime populations in their applications to account for the significant number of vehicles involved in border crossings.

Discussion: Staff is supportive of the two main components of this bill—broadening eligibility to include low-income communities and requiring the state to provide additional details on grant applications received. We do have concerns, however, about the specific provisions related to Imperial and San Diego counties, which would set a dangerous precedent that would encourage more jurisdictions to turn to the legislative process to gain a unique advantage in statewide competitive programs. For this reason, staff recommends a “support if amended” position on the bill, with direction for staff to work with Assembly Member Garcia to revise the provisions specific to Imperial and San Diego to meet the underlying concerns without singling out specific counties in statute.

Recommendation: Support if Amended

Bill Positions: See Attachment A

Attachments: Attachment A: Bill Positions


Therese W. McMillan

AB 352 (Garcia, E.) Bill Positions

Support

Comité Cívico del Valle
Sierra Nevada Alliance
California Parks & Recreation Society
East Bay Regional Park District
Eastern Sierra Land Trust
Placer Land Trust
Coachella Valley Association of Governments
Truckee Donner Land Trust
Sierra Business Council
San Bernardino County
Watershed Conservation Authority
Imperial County
Sierra Foothill Conservancy
Tahoe City Public Utilities District
Imperial County Transportation Commission
Sonoma County Regional Parks
Bear Yuba Land Trust
Mammoth Lakes Recreation
Mammoth Lakes Trails and Public Access Foundation

Oppose

None on file



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0656 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Commission Approval
File created: 5/28/2019 **In control:** Legislation Committee
On agenda: 6/14/2019 **Final action:**
Title: AB 784 (Mullin): Zero Emission Bus Sales Tax Exemption

AB 784 would exempt zero-emission buses (ZEBs) from the state portion of the sales and use tax until January 1, 2024. The state sales tax exemption would apply to those transit buses that are eligible for the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP).

Sponsors:

Indexes:

Code sections:

Attachments: [3d AB 784 \(Mullin\).pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

AB 784 (Mullin): Zero Emission Bus Sales Tax Exemption

AB 784 would exempt zero-emission buses (ZEBs) from the state portion of the sales and use tax until January 1, 2024. The state sales tax exemption would apply to those transit buses that are eligible for the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP).

Presenter:

Randy Rentschler

Recommended Action:

Support / Commission Approval

Attachments:

**Metropolitan Transportation Commission
Legislation Committee**

June 14, 2019

Agenda Item 3d

AB 784 (Mullin): Zero Emission Bus Sales Tax Exemption

Subject: AB 784 would exempt zero-emission buses (ZEBs) from the state portion of the sales and use tax until January 1, 2024. The state sales tax exemption would apply to those transit buses that are eligible for the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP).

Background: In December 2018, the California Air Resources Board (CARB) finalized the Innovative Clean Transit (ICT) Regulation, which requires transit agencies across the state to transition their bus fleets to zero-emission technology by 2040. Throughout the regulation’s development, MTC strongly supported CARB’s goal of reducing greenhouse gas (GHG) and other emissions, however we also expressed serious concerns about the financial impact on the region’s transit operators, given the significant upfront costs associated with transitioning to zero-emission fleets. For example, a CARB analysis showed that in 2016, the price of a standard depot-charged battery electric transit bus was nearly \$300,000 more than a standard diesel transit bus. The incremental cost to purchase a standard fuel cell electric transit bus was approximately \$750,000. Those costs do not include the necessary infrastructure for charging those vehicles.

Existing low carbon transportation incentives, such as the Cap-and-Trade-funded HVIP, can help reduce near-term upfront fleet transition costs, but fall short of closing the gap between the cost of conventionally-fueled buses and zero-emission bus technologies.

Discussion: A state sales tax exemption for zero-emission transit buses, as proposed by AB 784, would reduce the upfront capital cost of transitioning to zero-emission transit buses by an estimated \$30,000 - \$50,000 per bus, decreasing the burden on Bay Area transit agencies while supporting GHG reduction. As such, staff recommends a “support” position on AB 784.

Recommendation: Support

Bill Positions: AB 784 (Mullin)

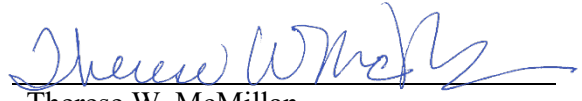
Support

Alameda-Contra Costa Transit District
BYD America
California Electric Transportation Coalition
California Manufacturers & Technology Association
California Transit Association
CALSTART
ChargePoint
Coalition for Clean Air

Electric Vehicle Charging Association
Foothill Transit Executive Board
Lion Electric Company
Marin County Board of Supervisors
Marin Transit Board of Directors
Proterra
San Mateo County Economic Development Association
San Mateo County Transit District
Silicon Valley Leadership Group
Southern California Edison

Oppose
None on file

Attachments: None


Therese W. McMillan



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 19-0592 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 5/10/2019 **In control:** Legislation Committee
On agenda: 6/14/2019 **Final action:**
Title: Federal Fiscal Year 2020 Appropriations Update

Update on proposed federal transportation and housing funding levels for Fiscal Year (FY) 2020.

Sponsors:

Indexes:

Code sections:

Attachments: [4a_Federal FY 2020 Appropriations Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Federal Fiscal Year 2020 Appropriations Update

Update on proposed federal transportation and housing funding levels for Fiscal Year (FY) 2020.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Information

Attachments:

**Metropolitan Transportation Commission
Legislation Committee**

June 14, 2019

Agenda Item 4a

Federal Fiscal Year 2020 Appropriations Update


Subject: Update on proposed federal transportation and housing funding levels for Fiscal Year (FY) 2020.

Overview: On June 4, 2019, the House Appropriations Committee approved a draft FY 2020 spending bill that would provide \$86.6 billion for federal transportation programs, an increase of \$167 million above FY 2019. The Senate has not yet released a FY 2020 transportation funding proposal.

Consistent with the previous two years, the bill would boost highway and transit formula funding above FAST Act-authorized levels, with a \$2.5 billion bump for FY 2020. With regards to the Capital Investment Grant (CIG) program, the bill would fund current projects with full funding grant agreements, including the Bay Area's Caltrain Peninsula Corridor Electrification Project, and includes policy provisions intended to keep the pressure on the Federal Transit Administration to move projects like the BART Transbay Core Capacity project through the CIG pipeline. The bill would also provide \$1 billion for the BUILD (formerly TIGER) program and either meets or exceeds FAST Act funding levels for other core general-funded grant programs.

See Attachment A for a chart comparing FY 2019 and proposed FY 2020 funding levels for select transportation programs.

Attachments: Attachment A: Federal Transportation Funding Comparison Chart


Therese W. McMillan

Transportation, Housing and Urban Development and Related Agencies Appropriations Fiscal Year 2019 – Fiscal Year 2020 Comparison Chart (\$ in millions)				
Program	FY 2019 Funding	FAST Act FY 2020 Authorization	FY 2020 House Appropriations Committee	California/Bay Area Impact
Highway Formula*	\$48,519	\$46,365	\$48,115	The Bay Area expects to receive approximately \$170 million in FAST Act-authorized flexible highway funding in FY 2020. The House proposal would increase Bay Area funding by approximately \$14 million.
Transit Formula*	\$10,639	\$10,150	\$10,900	The Bay area is expected to receive approximately \$452 million in FAST Act-authorized transit formula funding in FY 2020. The House proposal could result in approximately \$26 million in additional funding for Bay Area transit operators.
Capital Investment Grants	\$2,553	\$2,302	\$2,302	Caltrain's Peninsula Corridor Electrification Project is slated to receive \$100 million in FY 2020, consistent with the project's grant agreement. California projects make up approximately 17 percent of the CIG pipeline.
BUILD (formerly TIGER)	\$900	N/A	\$1,000	Since 2017, the Bay Area has received approximately 1 percent of the TIGER/BUILD awards (\$15 million for the San Francisco Better Market Street project).
Consolidated Rail Infrastructure and Safety Improvements (CRISI)	\$255	\$330	\$350	CRISI funds a range of rail investments, including ongoing efforts to implement positive train control (PTC). Bay Area projects received \$39 million of the 2018 round of CRISI awards, or 16 percent of the total grant awards.
Federal-State Partnership for State of Good Repair	\$400	\$300	\$350	Grants can reduce the state of good repair backlog on publicly-owned or Amtrak-owned rail infrastructure.
Amtrak (total)	\$1,942	\$1,842	\$1,990	California has 102 stations and more than 5 million annual riders on both state-supported and long-distance routes.

* Note: Highway and transit formula funding numbers reflect the general fund (GF) increases to the highway and transit programs as well as FAST Act-authorized highway and transit programs funded from the Highway Trust Fund (HTF). The GF funding increase is largely allocated to the HTF-funded highway and transit formula programs but also includes funding for a number of competitive grant programs, including \$10 million for transit grants to assist areas of persistent poverty.



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 19-0593 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 5/10/2019 **In control:** Legislation Committee
On agenda: 6/14/2019 **Final action:**
Title: Tom Bulger's Report
Report from Washington, D.C. advocate.

Sponsors:

Indexes:

Code sections:

Attachments: [4b Tom Bulger's DC Report May 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:

**Metropolitan Transportation Commission
Legislation Committee**

June 14, 2019

Agenda Item 4b

Tom Bulger's Report

Subject: May 2019 Report from Washington, D.C. advocate.

Recommendation: Information

Attachments: Attachment A: Tom Bulger's Report – May 2019


Therese W. McMillan

May 2019 Monthly Washington, D.C. Report



To: Therese W. McMillian, Executive Director

From: Tom Bulger, President GRI

Date: May 24, 2019

RE: Monthly Report for May 2019

- Infrastructure Deal Vanishing
- Infrastructure Week
- Budget Agreement Slipping
- House Appropriations Subcommittee
- Meetings
- Coming and Going

Infrastructure Deal Vanishing

The hope for a \$ 2 trillion infrastructure deal had almost vanished even before May 22nd as the White House meeting with the President and congressional Democrats blew up. A primary reason, no one has proposed a way to pay for this idea. Before the meeting, House Democratic leaders had announced their intention to move an infrastructure bill to the floor by August recess. The House has now pivoted their infrastructure focus to the 2020 surface transportation reauthorization, which is in line with the Senate's approach and consistent with recent comments from U.S. Department of Transportation Secretary Elaine Chao.

Meanwhile, Rep. Earl Blumenauer (D-OR) introduced H.R. 2864, the Rebuild America Act of 2019, which would increase the excise tax on gasoline, diesel and kerosene fuels by five cents per gallon over five years and index them to inflation. Also, the bill would commit Congress to replace these excise taxes with a more stable source of funding within ten years.

Infrastructure Week

Last week was the annual "Infrastructure Week" in Washington, D.C. Hundreds of meetings by groups interested in supporting an infrastructure initiative were held. Of particular note was the reintroduction of Rep. Alan Lowenthal's (D-CA) H.R. 2723, the National Multimodal and Sustainable Freight Infrastructure Act, which would raise over \$10 billion annually dedicated to freight-related infrastructure projects throughout the nation, with a focus on multimodal projects and projects that rebuild aging infrastructure while relieving bottlenecks in the freight transportation system¹.

Budget Agreement Slipping

Negotiations continue on reaching a two-year budget deal to raise the budget caps for domestic and defense spending and, importantly, raising the nation's debt ceiling. Now many are worried that the President will back down on the negotiations as the House Democrats will not stop their investigations. If no agreement is reached, most federal programs will be dealt across the board "sequestration" cuts in October and the U.S. may face a default later in the year.

House Appropriations Subcommittee

The House Transportation, Housing and Urban Development and Related Agencies draft appropriations bill for fiscal year (FY) 2020 was released on May 22. The draft bill is at \$137.1 billion, \$6 billion over FY 2019, with the majority of the increase going to Housing and Urban Development programs. The Department of Transportation appropriation total is \$86.6 billion – including highway and transit formula programs funded from Highway Trust Fund dollars – an increase of \$167 million from FY 2019.

¹ <https://www.workboat.com/news/government/bill-would-create-dedicated-revenue-source-for-freight-infrastructure/>

Meetings

- Infrastructure week

Coming and Going

A good friend, former Congresswoman Ellen O’Kane Tauscher died on April 29, 2019. I’ll never forget our last MTC meeting with her in her Rayburn HOB office. After waiting and waiting she emerged to greet us. Her face was red and flushed. I asked if she was feeling well. She replied that she had just been asked by Secretary of State Hilliary Clinton to serve as undersecretary of State for Arms Control and International Security Affairs. After a month or so I was invited to the State Department to witness her swearing in. I will miss her.