



375 Beale Street  
Suite 700  
San Francisco, California  
94105

## Meeting Agenda - Final

### ABAG Legislation Committee

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Friday, February 14, 2020

9:35 AM

Board Room - 1st Floor

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#### Association of Bay Area Governments Legislation Committee

The ABAG Legislation Committee may act on any item on the agenda.  
The ABAG Legislation Committee will meet jointly with the MTC Legislation Committee.

The meeting is scheduled to begin at 9:35 a.m.,  
or immediately following the preceding committee meeting.  
Agenda, roster, and webcast available at <https://abag.ca.gov>  
For information, contact Clerk of the Board at (415) 820-7913.

#### Location

Bay Area Metro Center, 375 Beale Street, Board Room, San Francisco, California

#### Teleconference Location

Napa County Administration Building, 1195 Third Street, Suite 310, Napa, California

#### Roster

Jesse Arreguin, David Cortese, Pat Eklund, Scott Haggerty, Dave Hudson, Karen Mitchoff,  
Julie Pierce, David Rabbitt, Belia Ramos

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

#### 2. ABAG Compensation Announcement - Clerk of the Board

#### 3. ABAG Legislation Committee Consent Calendar

- 3.a. [20-0221](#) Approval of ABAG Legislation Committee Summary Minutes of the  
January 10, 2020 Meeting

**Action:** ABAG Legislation Committee Approval

**Presenter:** Clerk of the Board

**Attachments:** [3a\\_ABAG Legislation Minutes 20200110 Draft.pdf](#)

#### 4. ABAG Legislation Committee Approval

- 4.a. [20-0352](#) Election of Legislation Committee Chair and Vice Chair
- Election of ABAG Legislation Committee Chair and Vice Chair.
- Action:** ABAG Administrative Committee Approval
- Presenter:** Therese W. McMillan
- Attachments:** [4a\\_ABAG 2020 Election of LEGIS Chair and Vice Chair.pdf](#)

## 5. MTC Legislation Committee Consent Calendar

- 5.a. [20-0166](#) Approval of MTC Legislation Committee Minutes of the January 10, 2020 Meeting
- Action:** MTC Legislation Committee Approval
- Attachments:** [5a\\_MTC LEGIS Minutes Jan 10 2020.pdf](#)
- 5.b. [19-1043](#) MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment
- Action:** MTC Commission Approval
- Presenter:** Marti Paschal
- Attachments:** [5b\\_MTC Res No. 3931 Rev\\_Council Appointment.pdf](#)

## 6. Information

- 6.a. [20-0231](#) 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:** [6a\\_LegisHistory\\_Feb.pdf](#)

## 7. Local Legislation - MTC Legislation Committee Approval

- 7.a. [20-0256](#) Sonoma-Marín Area Rail Transit (SMART) 1/4-cent Sales Tax Extension
- Proposed support for a 30-year extension of the SMART District's sales tax.
- Action:** Support / MTC Commission Approval
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [7a\\_SMART Measure\\_Summary Sheet.pdf](#)

- 7.b. [20-0292](#) Measure J: Contra Costa Transportation Authority
- Proposed support for Measure J, a new Contra Costa County ½-cent sales tax.
- Action:** Support / MTC Commission Approval
- Presenter:** Rebecca Long
- Attachments:** [7b Measure J Contra Costa.pdf](#)

## 8. State Legislation

- 8.a. [20-0208](#) State Budget Update
- Update on the Governor's Fiscal Year (FY) 2020-21 Budget proposal.
- Action:** Information
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [8a Budget Update Summary Sheet\\_Rev.pdf](#)
- 8.b. [20-0351](#) Senate Bill 278 (Beall): Bay Area Transportation Revenue Measure
- Update on proposed legislation to authorize a one percent sales tax to be approved by the voters in the nine Bay Area counties to fund transportation improvements and potentially affordable housing, and proposed advocacy concepts for that legislation.
- Action:** ABAG Legislation Committee Approval  
MTC Legislation Committee Approval
- Presenter:** Rebecca Long
- Attachments:** [8b\\_SB 278 Transportation Revenue Measure.pdf](#)  
[8b Handout-2020-02-14 MTC-ABAG Legislation - 8B v2 - Google Docs.pdf](#)
- 8.c. [20-0327](#) Senate Bill 795 (Beall): Affordable Housing and Community Development Investment Program
- SB 795 is a reintroduction of SB 5 (Beall), which MTC and ABAG supported last year, but which was ultimately vetoed by the Governor due to concerns about its impact on the General Fund. The bill would establish a new mechanism to use local property tax revenue for affordable housing, infrastructure and climate change mitigation, among other purposes.
- Action:** Support / ABAG Executive Board Approval  
Support / MTC Commission Approval
- Presenter:** Rebecca Long
- Attachments:** [8c\\_SB 795 \(Beall\).pdf](#)

## 9. Federal Legislation

9.a. [20-0167](#) Tom Bulger's Report

Report from Washington, D.C. advocate.

Action: Information

Presenter: Randy Rentschler

Attachments: [9a Tom Bulger's DC Report Jan 2020.pdf](#)

**10. Public Comment / Other Business**

**11. Adjournment / Next meeting**

*The next regular meeting of the ABAG Legislation Committee is on March 13, 2020.*

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

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

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

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

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

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

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

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



**ABAG**

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0221      **Version:** 1      **Name:**

**Type:** Minutes      **Status:** Committee Approval

**File created:** 1/21/2020      **In control:** ABAG Legislation Committee

**On agenda:** 2/14/2020      **Final action:**

**Title:** Approval of ABAG Legislation Committee Summary Minutes of the January 10, 2020 Meeting

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3a\\_ABAG Legislation Minutes 20200110 Draft.pdf](#)

Date	Ver.	Action By	Action	Result
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Approval of ABAG Legislation Committee Summary Minutes of the January 10, 2020 Meeting

Clerk of the Board

ABAG Legislation Committee Approval



375 Beale Street  
Suite 700  
San Francisco, California  
94105

## Meeting Minutes - Draft

### ABAG Legislation Committee

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Friday, January 10, 2020

9:35 AM

Board Room - 1st Floor

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#### Association of Bay Area Governments Legislation Committee

The ABAG Legislation Committee may act on any item on the agenda.  
The ABAG Legislation Committee will meet jointly with the MTC Legislation Committee.

The meeting is scheduled to begin at 9:35 a.m.,  
or immediately following the preceding committee meeting.  
Agenda, roster, and webcast available at <https://abag.ca.gov>  
For information, contact Clerk of the Board at (415) 820-7913.

#### Location

Bay Area Metro Center, 375 Beale Street, Board Room, San Francisco, California  
Teleconference Location  
Napa County Administration Building, 1195 Third Street, Suite 310, Napa, California

#### Roster

Jesse Arreguin, David Cortese, Pat Eklund, Scott Haggerty, Dave Hudson, Karen Mitchoff,  
Julie Pierce, David Rabbitt, Belia Ramos

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

Chair Pierce called the meeting to order at about 9:48 a.m. The following participated by teleconference: Ramos. Quorum was present.

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

**Absent:** 1 - Ramos

### 2. ABAG Compensation Announcement - Clerk of the Board

The ABAG Clerk of the Board gave the compensation announcement.

### 3. ABAG Legislation Committee Consent Calendar

Upon the motion by Mitchoff and second by Eklund, the ABAG Legislation Committee Consent Calendar was approved, including minutes of November 8, 2019. The motion passed unanimously by the following vote:

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

**Absent:** 1 - Ramos

- 3.a. [20-0096](#) Approval of ABAG Legislation Committee Summary Minutes of the November 8, 2019 Meeting

**4. MTC Legislation Committee Consent Calendar**

The MTC Legislation Committee took action on this item.

- 4.a. [20-0025](#) Approval of MTC Legislation Committee Minutes of the December 13, 2019 Meeting

**5. Approval**

- 5.a. [20-0097](#) MTC / ABAG 2020 Advocacy Program

Proposed MTC / ABAG 2020 Advocacy Program.

Belia Ramos joined the meeting.

Randy Rentschler gave the report.

The following gave public comment: Ian Griffiths, Seamless Bay Area.

**Upon the motion by Pierce and second by Hudson, the ABAG Legislation Committee recommended ABAG Executive Board approval of the Final MTC / ABAG 2020 Advocacy Program as amended to include the Delta Trail in Section 2D, Regional trails and bicycle/pedestrian funding. The motion passed unanimously by the following vote:**

**Aye:** 9 - Arreguin, Cortese, Eklund, Haggerty, Hudson, Mitchoff, Pierce, Rabbitt, and Ramos

**6. Information**

- 6.a. [20-0027](#) 2020 State and Federal Legislative Visits

State and federal legislative visits.

Rebecca Long gave the report.

- 6.b. [20-0071](#) Legislative History

Rebecca Long gave the report.

**7. Federal Legislation**

- 7.a. [20-0028](#) Tom Bulger's Report

Report from Washington, D.C. advocate.

Georgia Gann Dohormann gave the report.

**8. Public Comment / Other Business**

The following gave public comment: Jane Kramer.

**9. Adjournment / Next Meeting**

Chair Pierce adjourned the meeting at about 10:56 a.m. The next meeting of the ABAG Legislation Committee is on February 14, 2020.



**ABAG**

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0352      **Version:** 1      **Name:**

**Type:** Report      **Status:** Committee Approval

**File created:** 2/7/2020      **In control:** ABAG Legislation Committee

**On agenda:** 2/14/2020      **Final action:**

**Title:** Election of Legislation Committee Chair and Vice Chair  
Election of ABAG Legislation Committee Chair and Vice Chair.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4a\\_ABAG\\_2020\\_Election\\_of\\_LEGIS\\_Chair\\_and\\_Vice\\_Chair.pdf](#)

Date	Ver.	Action By	Action	Result
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Election of Legislation Committee Chair and Vice Chair

Election of ABAG Legislation Committee Chair and Vice Chair.

Therese W. McMillan

ABAG Administrative Committee Approval

Association of Bay Area Governments  
ABAG Legislation Committee

February 14, 2020

Agenda Item 4a

Election of Legislation Committee Chair and Vice Chair

**Subject:** Election of ABAG Legislation Committee Chair and Vice Chair.

**Background:** According to the ABAG Bylaws, Article IX, F.:  
The President, subject to the advice and consent of the Executive Board, shall appoint committees and determine the committees' structure, charge, size and membership. Committees may be established to consider any matter within the jurisdiction of the Association. Committees shall operate according to the policies adopted by the Executive Board, and shall submit their reports and recommendations to the Executive Board. Committees shall meet on the call of their chairpersons, who shall be (1) an elected official or the elective or appointive officer of the City and County of San Francisco appointed by the Mayor of the City and County of San Francisco to the Executive Board or General Assembly, and (2) a member of such committee; and who shall be elected by the members of each committee. At the initial meeting of each committee, and annually thereafter at the first committee meeting following January 1 of each year, the committees shall elect their chairpersons and such other officers as may be specified. Committee chairpersons shall be subject to confirmation by the Executive Board. Unless otherwise authorized by the Executive Board, committees of the Association shall be advisory.

**Issues:** None identified.

**Recommendation:** The ABAG Legislation Committee is requested to elect a Chair and Vice Chair.

**Attachments:** None

  
Therese W. McMillan

# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 20-0166      **Version:** 1      **Name:**

**Type:** Minutes      **Status:** Consent

**File created:** 1/8/2020      **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

**On agenda:** 2/14/2020      **Final action:**

**Title:** Approval of MTC Legislation Committee Minutes of the January 10, 2020 Meeting

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [5a MTC LEGIS Minutes Jan 10 2020.pdf](#)

Date	Ver.	Action By	Action	Result
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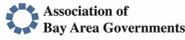
**Subject:**

Approval of MTC Legislation Committee Minutes of the January 10, 2020 Meeting

**Recommended Action:**

MTC Legislation Committee Approval

**Attachments:**



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

## Meeting Minutes - Draft

# Joint MTC Legislation Committee and ABAG Legislation Committee

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Friday, January 10, 2020

9:35 AM

Board Room - 1st Floor

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### 1. Roll Call / Confirm Quorum

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

**Absent:** 2 - Commissioner Halsted and Commissioner Slocum

Non-Voting Member Present: Commissioner Giacomini

Non-Voting Member Absent: Commissioner Stracner

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

Ad Hoc Non-Voting Member Present: Commissioner Josefowitz

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. [20-0024](#) Approval of ABAG Legislation Committee Summary Minutes of the November 8, 2019 Meeting

**Action:** ABAG Legislation Committee Approval

**Attachments:** [3a ABAG Legislation Minutes 20191108 Draft.pdf](#)

**4. MTC Legislation Committee Consent Calendar**

Upon the motion by Commissioner Mackenzie and second by Commissioner Liccardo, the Consent Calendar was unanimously approved by the following vote:

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

**Absent:** 2 - Commissioner Halsted and Commissioner Slocum

**4a.**     [20-0025](#)     Approval of MTC Legislation Committee Minutes of the December 13, 2019 Meeting

**Action:** MTC Legislation Committee Approval

**Attachments:** [4a MTC LEGIS Minutes Dec 13 2019.pdf](#)

**5. Approval**

**5a.**     [20-0026](#)     MTC / ABAG 2020 Advocacy Program

Proposed MTC / ABAG 2020 Advocacy Program.

**Action:** ABAG Executive Board Approval and MTC Commission Approval

**Presenter:** Randy Rentschler and Rebecca Long

**Attachments:** [5a 2020 Final Committee Advocacy Program.pdf](#)  
[5a Handout-Attachment 2020 Draft Advocacy Program.pdf](#)

Ian Griffiths of Seamless Bay Area was called to speak.

Upon the motion by Chair Mackenzie and second by Vice Chair Liccardo, the Final MTC / ABAG 2020 Advocacy Program was unanimously approved as amended to include the Delta Trail in Section 2D, Regional trails and bicycle/pedestrian funding, of the Final 2020 Advocacy Program. The motion carried by the following vote:

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

**Absent:** 2 - Commissioner Halsted and Commissioner Slocum

## 6. Information

6a. [20-0027](#) 2020 State and Federal Legislative Visits

State and federal legislative visits.

**Action:** Information

**Presenter:** Rebecca Long

**Attachments:** [6a\\_SacWashingtonDCVisits.pdf](#)

6b. [20-0071](#) Legislative History

**Action:** Information

**Presenter:** Rebecca Long

**Attachments:** [6b\\_Handout\\_January\\_LegisHistory\\_State.pdf](#)

## 7. Federal Legislation

7a. [20-0028](#) Tom Bulger's Report

Report from Washington, D.C. advocate.

**Action:** Information

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [7a\\_Tom\\_Bulger's\\_DC\\_Report\\_Dec\\_2019.pdf](#)

## 8. Public Comment / Other Business

Jane Kramer was called to speak.

## 9. Adjournment / Next Meeting

The next meeting of the MTC Legislation Committee will be Friday, February 14, 2020  
9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 19-1043      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Commission Approval

**File created:** 9/3/2019      **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

**On agenda:** 2/14/2020      **Final action:**

**Title:** MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [5b MTC Res No. 3931 Rev Council Appointment.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment

**Presenter:**

Marti Paschal

**Recommended Action:**

MTC Commission Approval

**Attachments:**

**Metropolitan Transportation Commission  
Legislation Committee**

February 14, 2020

Agenda Item 5b

**MTC Resolution No. 3931, Revised — Policy Advisory Council Appointment**

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**Subject:** Appointments to the 2017-2021 MTC Policy Advisory Council.

**Background:** Since the appointments to MTC's Policy Advisory Council were approved in October 2017 for a term running through July 2021, several members have resigned. We are bringing a recommendation to fill five vacancies this month (a sixth vacancy for the Environmental Justice /Low-Income seat in San Mateo will be filled at a later date):

- 1) Three at-large seats appointed to represent economic interests;
- 2) One seat appointed to represent the interests of the senior community from Napa County; and
- 3) One seat representing Environmental Justice / Low-Income interests from Napa County.

MTC Resolution No. 3931, Revised (Attachment A), which created the Policy Advisory Council, specifies that appointments for at-large advisors be recommended by the Commission's chair and vice chair. Chair Haggerty and Vice Chair Pedroza have forwarded a recommendation to appoint Bob Glover, Christina Gotuaco, and Walter Wilson to fill the three at-large vacancies representing economic interests on the Council.

Bob Glover is the Executive Officer of the Building Industry Association of the Bay Area, a non-profit membership association that advocates at the local, regional and state level in support of an adequate supply of quality homes for people of all income levels.

Christina Gotuaco is the Director of Communications at the California Housing Partnership, a private nonprofit organization dedicated to helping government and nonprofit housing agencies.

Walter Wilson is the CEO of the Silicon Valley Minority Business Consortium, an organization formed to help corporations, academic institutions and government agencies benefit from the diversity and talent available in underrepresented communities, including minority communities, women, veterans and small businesses.

MTC Resolution No. 3931, Revised, specifies that appointments for advisors representing a particular county be made by that county's Commissioner(s). Vice Chair Pedroza has forwarded recommendations to appoint Michael Baldini to fill the vacancy to represent the environmental justice community and Terry Scott to fill the vacancy to represent the senior community in Napa County on the Council.

Michael Baldini is the chair of the Napa Valley Transportation Authority's Citizen Advisory Committee. He has also served on the Napa Valley College Board of Trustees since 2002.

Terry Scott served for 19 years as the District 4 Planning Commissioner for Napa County. Having retired from the Planning Commission in 2018, he is currently a board member of Napa Valley Fair Housing and a longtime member of the Napa Valley Leadership Council.

**Issues:** None identified.

**Recommendation:** Staff requests the Legislation Committee recommend the appointments of Michael Baldini, Bob Glover, Christina Gotuaco, Terry Scott, and Walter Wilson to serve the remainder of the currently vacant terms on the Policy Advisory Council (through July 2021), and referral of MTC Resolution No. 3931, Revised, to the Commission for approval.

**Attachments:** **Attachment A:** MTC Resolution No. 3931, Revised



Therese W. McMillan

Date: November 18, 2009  
W.I.: 1114  
Referred by: Legislation  
Revised: 03/24/10-C 02/23/11-C  
02/22/12-C 07/25/12-C  
03/27/13-C 07/24/13-C  
07/23/14-C 11/19/14-C  
03/25/15-C 09/23/15-C  
10/26/16-C 07/26/17-C  
10/25/17-C 04/24/19-C  
07/24/19-C 11/20/19-C  
02/26/20-C

### ABSTRACT

#### Resolution No. 3931, Revised

This resolution defines the role and responsibilities of the Commission's Policy Advisory Council.

This resolution supersedes Resolution No. 3516. Further discussion of this action is contained in the Executive Director's memorandum dated November 6, 2009. This resolution includes:

- Attachment A, which outlines the mission statement, roles, expectations, procedures, appointment process and membership criteria for the Council;

This resolution was revised on March 24, 2010, to include:

- Attachment B, a table listing the currently appointed advisors and their term.

This resolution was revised on February 23, 2011, to include revisions to Attachment B and:

- Attachment C, a table showing which advisors have been replaced and their replacements.

This resolution was revised on February 22, 2012 to extend the terms of the advisors identified in Attachment B through July 2013.

This resolution was revised on July 25, 2012, to include revisions to Attachment B and Attachment C.

This resolution was revised on March 27, 2013, to add Conflict of Interest and Ethics Training policies to Attachment A.

This resolution was revised on July 24, 2013, to include revisions to Attachment B and Attachment C.

This resolution was revised on July 23, 2014, to include revisions to Attachment B and Attachment C.

This resolution was revised on November 19, 2014, to include revisions to Attachment B and Attachment C.

This resolution was revised on March 25, 2015, to include revisions to Attachment B and Attachment C.

This resolution was revised on September 23, 2015, to include revisions to Attachment B and Attachment C.

This resolution was revised on October 26, 2016, to include revisions to Attachment A, Attachment B and Attachment C.

This resolution was revised on July 26, 2017 to extend the terms of the advisors identified in Attachment B through September or October 2017, depending on final 2017 recruitment appointment.

This resolution was revised on October 25, 2017, to include revisions to Attachment B and Attachment C.

This resolution was revised on April 24, 2019, to include revisions to Attachment B and Attachment C.

This resolution was revised on July 24, 2019, to include revisions to Attachment B and Attachment C.

This resolution was revised on November 20, 2019, to include revisions to Attachment B and Attachment C.

This resolution was revised on February 26, 2020, to include revisions to Attachment B and Attachment C.

Date: November 18, 2009  
W.I.: 1114  
Referred by: Legislation

RE: Commission Policy Advisory Council

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3931

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

WHEREAS, MTC seeks to involve citizens of diverse backgrounds and interests in the development of transportation plans and programs, in a manner consistent with applicable state and federal requirements and Commission policy (Resolution No. 2648); and

WHEREAS, MTC seeks to focus its advisory processes around the “Three E” principles of sustainability outlined in the regional transportation plan: a prosperous and globally competitive economy; a healthy and safe environment; and equity wherein all Bay Area residents share in the benefits of a well-maintained, efficient and connected regional transportation system; and

WHEREAS, MTC seeks to utilize its advisors to ensure that a wide spectrum of views are considered in developing transportation policy, and enhance the contributions and effectiveness of its advisors, now, therefore be it

RESOLVED, that the Commission establishes a Policy Advisory Council; and be it further

RESOLVED, that the members of the Policy Advisory Council will be appointed according to the process and shall have the role, tasks, membership and meetings as described in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the Policy Advisory Council roster is contained in Attachment B to this resolution; and be it further

RESOLVED, that the Executive Director is instructed to secure nominations to fill expired terms and other vacancies and present them to the Commission for confirmation by periodically revising Attachment B; and be it further

RESOLVED, that Resolution No. 3516, Revised, is superseded with the adoption of this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

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Scott Haggerty, Chair

The above resolution was entered into by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held  
in Oakland, California, on November 18, 2009

Date: November 18, 2009  
W.I.: 1114  
Referred by: Legislation  
Revised: 03/27/13-C 10/26/16-C

Attachment A  
Resolution No. 3931  
Page 1 of 4

**Attachment A**  
**Metropolitan Transportation Commission**  
**Policy Advisory Council**

A. Mission Statement

The mission of the Metropolitan Transportation Commission's Policy Advisory Council (Council) is to advise the Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. The Council advises the Commission and its staff through the appropriate MTC standing committees on matters within MTC's jurisdiction and as assigned by the Commission.

B. Roles/Expectations

1. Advisors Provide Interest-Based and/or Geographic Perspectives

Advisors should represent the stakeholder interest under which they have been appointed. Although some advisors may be appointed based on an organizational affiliation, they should represent their constituency (not just their individual organization).

2. Responsibilities

Advisors will be expected to regularly attend their Council meetings and to maintain an ongoing engagement with organizations and individuals who make up the advisor's constituency.

3. Council Work Plan

The Commission will hold an annual workshop as a separately agendized meeting with the Policy Advisory Council to set the Council's work plan and schedule for the year. At this meeting, the Commission will identify several priority areas in which it desires feedback and/or research from the Council, and establish appropriate goals and performance measures. Advisors also will be given the opportunity to recommend initiatives of potential relevance to the Commission for inclusion in the work plan.

4. Reporting to the Commission

With the assistance of MTC staff, the Council will report on its work plan progress or present recommendations to the full Commission or MTC's standing committees, as appropriate.

5. Limitations on Advisor Activities

The role of the advisors is to advise the MTC Commission. Advisors are not to convey positions to outside agencies on behalf of the Council, independent of Commission action.

6. Conflict of Interest Policy

In order to avoid potential conflict of interest, no person shall sit on the Policy Advisory Council and concurrently be in a business relationship with MTC/BATA. A member is considered to have a business relationship with MTC/BATA when that member is employed by or serves on the Board of Directors of an organization that has received a grant or contract award from MTC – where MTC staff alone reviews proposals and recommends an organization or organizations for award of that grant or contract. In such cases, the member shall resign from the Council for the duration of the contract or grant, but may reapply for any vacancies upon completion of the contract or grant.

7. Ethics Training

All members of the Council shall complete an ethnics training course within the first year of their term on the Council.

C. Membership

The Council shall be composed of twenty-seven (27) members as follows.

A total of nine (9) members, one from each Bay Area county, shall be selected to represent interests related to the communities of color, environmental justice and low-income issues. A minimum of four members shall represent the communities of color, and a minimum of four shall represent environmental justice/low-income issues. The ninth member shall be selected from either category.

A total of nine (9) members, one from each Bay Area county, shall be selected to represent the interests of disabled persons and seniors. A minimum of four members shall represent senior issues, and a minimum of four shall represent disabled issues. The ninth member shall be selected from either category.

A total of nine (9) members shall be selected to represent interests related to the economy and the environment. A minimum of four members shall represent economy interests and a minimum of four members shall represent environmental interests. The ninth member shall be selected from either category. Of these nine seats, at least five should be held by residents from each of the five most populous counties. The remaining four seats may be selected at large from throughout the entire Bay Area.

There shall be no alternates to the appointed membership.

D. Appointment Process

1. General

MTC staff shall secure nominations to fill terms and vacancies for the Council and present them to the appropriate Commissioners for confirmation. Appointments for advisors representing a particular county will be made by that county's Commissioners. Appointments for all the at-large advisors will be made by the Commission's chair and vice chair. Nominations for members of the Council will be solicited from a wide range of sources including, but not limited to: MTC Commissioners, current advisors, relevant organizations in the community, and via news releases or display ads sent to media outlets in the nine-county Bay Area.

2. Terms of Appointment

In general, advisors will serve four-year terms. Although there are no term limits, MTC Commissioners are to consider length of service and effectiveness before recommending the reappointment of advisors. All advisors wishing to be reappointed must reapply.

E. Procedures

Attendance and Participation

1. Advisors must attend at least two-thirds of the Council's regularly scheduled meetings each year and make a constructive contribution to the work of the Policy Advisory Council. Those who do not do so may be subject to dismissal from the Council at the discretion of the appointing Commissioner(s).

2. Residency Requirements

Advisors must live or work in the nine-county Bay Area.

3. Compensation

Subject to the Commission Procedures Manual (MTC Resolution No. 1058, Revised,

Appendix D), advisors will receive a stipend per meeting and be reimbursed for actual expenses for travel, with a maximum of three meetings per month. Meetings are defined as a) publicly noticed meetings or meetings of ad hoc working groups of the Council; b) noticed MTC Commission or committee meetings; or c) attendance at a community meeting at the request of the Commission or MTC staff to provide outreach assistance (i.e., when he/she attends a community meeting with MTC staff to provide an introduction to a particular community).

4. Meeting Frequency and Location of Meetings

The Council will meet regularly as required by its annual work plan. Public meetings will be held at the MTC offices or other locations at a regular time to be agreed upon by the members of the Council.

5. Ad Hoc Working Groups

To implement its work plan, the Council may establish working groups, with participation from MTC staff, on an ad hoc basis.

6. Quorum Requirements

At least 50 percent plus one of the Council's appointed membership must be present to constitute a quorum and vote on issues. The Council can hold discussions in the absence of a quorum, but cannot vote.

7. Election of Council Chair and Vice Chair

The Council will have a chair and a vice-chair, to be elected by the council for a two-year term. Although Council officers may be reelected, regular rotation of these positions among the Council membership is strongly encouraged.

8. Public Meetings

All Council meetings and any ad hoc working group meetings will be noticed and open to the public.

Date: March 24, 2010  
W.I.: 1114  
Referred by: Legislation  
Revised: 02/23/11-C 02/22/12-C 07/25/12-C  
07/24/13-C 07/23/14-C 11/19/14-C  
03/25/15-C 09/23/15-C 10/26/16-C  
07/26/17-C 10/25/17-C 04/24/19-C  
07/24/19-C 11/20/19-C 02/26/20-C

Attachment B  
Resolution No. 3931  
Page 1 of 1

**Metropolitan Transportation Commission  
Policy Advisory Council  
Term: November 2017 – July 2021**

<b>Advisor Name</b>	<b>Representing</b>	<b>County</b>	<b>Appointing Commissioner(s)</b>
Michael Baldini	Low-Income/Environmental Justice	Napa	Vice Chair Pedroza
Jim Blacksten	Disabled	San Francisco	Josefowitz and Kim
Richard Burnett	Disabled	Solano	Spering
Carlos Castellanos	Low-Income/Environmental Justice	Alameda	Dutra-Vernaci, Haggerty and Schaaf
Rick Coates	Senior	Sonoma	Mackenzie
Abigail Cochran	Disabled	Alameda	Dutra-Vernaci, Haggerty and Schaaf
Anne Olivia Eldred	Environment	Alameda	Chair Haggerty and Vice Chair Pedroza
Veda Florez	Minority	Marin	Connolly
Bob Glover	Economy	At-Large	Chair Haggerty and Vice Chair Pedroza
Christina Gotuaco	Economy	At-Large	Chair Haggerty and Vice Chair Pedroza
Rich Hedges	Senior	San Mateo	Aquirre, Slocum
Michelle R. Hernandez	Disabled	Contra Costa	Glover, Worth
Wendi Kallins	Environment	Marin	Chair Mackenzie and Vice Chair Haggerty
Randi Kinman	Low-Income/Environmental Justice	Santa Clara	Bruins, Cortese, Liccardo
Anna Lee	Environment	Alameda	Chair Mackenzie and Vice Chair Haggerty
Adina Levin	Environment	San Mateo	Chair Mackenzie and Vice Chair Haggerty
Michael Lopez	Senior	Santa Clara	Bruins, Cortese, Liccardo
Marc Madden	Senior	Marin	Connolly
Adrian Mendoza	Minority	Sonoma	Mackenzie
Rahmon Momoh	Minority	Contra Costa	Glover, Worth
Cynthia Murray	Economy	Sonoma	Chair Mackenzie and Vice Chair Haggerty
Daisy Ozim	Minority	San Francisco	Josefowitz and Ronen
Daniel Saver	Low-Income/Environmental Justice	San Mateo	Aquirre, Slocum
Terry Scott	Senior	Napa	Vice Chair Pedroza
Benjamin Schweng	Environment	Alameda	Chair Mackenzie and Vice Chair Haggerty
K. Patrice Williams	Minority	Solano	Spering
Walter Wilson	Economy	At-Large	Chair Haggerty and Vice Chair Pedroza

Date: February 23, 2011  
W.I.: 1114  
Referred by: Legislation  
Revised: 07/25/12-C 07/24/13-C  
07/23/14-C 11/19/14-C  
03/25/15-C 09/23/15-C  
10/26/16-C 10/25/17-C  
04/24/19-C 07/24/19-C  
11/20/19-C 02/26/20-C

Attachment C  
Resolution No. 3931  
Page 1 of 2

**Metropolitan Transportation Commission  
Policy Advisory Council  
Former Advisors and Their Replacements**

<b>Former Advisor</b>	<b>Time Served</b>	<b>Representing</b>	<b>Replaced By</b>	<b>Replaced On</b>
Andrew Casteel	March 2010 – June 2010	Environment	Sandi Galvez, Environment	February 23, 2011
Ann Hancock	March 2010 – July 2010	Environment	Tanya Narath, Environment	February 23, 2011
Allison M. Hughes	March 2010 – September 2011	Equity	Jim E. Blacksten, Equity	July 25, 2012
Evelina Molina	March 2010 – February 2012	Equity	Elizabeth A. Clary, Equity	July 25, 2012
Cheryl O’Connor	March 2010 – February 2012	Economy	Alan R. Talansky, Economy	July 25, 2012
Carmen Rojas	March 2010 – November 2010	Equity	Yokia Mason, Equity	February 23, 2011
Abigail Thorne-Lyman	March 2010 – June 2010	Environment	Tina King Neuhausel, Environment	February 23, 2011
Dolores Jaquez	March 2010 – July 2013	Equity	Elizabeth Clary, Equity	July 24, 2013
Federico Lopez	March 2010 – July 2013	Equity	Timothy Reeder, Equity	July 24, 2013
Yokia Mason	February 2011 – July 2013	Equity	Carlos Castellanos, Equity	July 24, 2013
Tanya Narath	February 2011 – July 2013	Environment	Chris Coursey, Environment	July 24, 2013
Tina King Neuhausel	February 2011 – July 2013	Environment	Linda Jeffrey Sailors, Environment	July 24, 2013
Kendal Oku	March 2010 – July 2013	Equity	Veda Florez, Equity	July 24, 2013
Lori Reese-Brown	March 2010 – July 2013	Equity	Richard Burnett, Equity	July 24, 2013
Frank Robertson	March 2010 – July 2013	Equity	Mark Nicholson, Equity	July 24, 2013
Dolly Sandoval	March 2010 – July 2013	Equity	Marie Marchese, Equity	July 24, 2013
Egon Terplan	March 2010 – July 2013	Environment	Benjamin Schweng, Environment	July 24, 2013
Jack Gray	July 2013 – April 2014	Economy	Cathleen Baker, Environment	July 23, 2014
Marie Marchese	July 2013 – October 2013	Equity	Harriet Wolf, Equity	November 19, 2014
Mordechai Winter	July 2013 – June 2014	Equity	Charles Kaufman, Equity	November 19, 2014
Cathleen Baker	March 2010 – July 2014	Equity	Shireen Malekafzali, Equity	November 19, 2014
Chris Coursey	July 2013 – November 2014	Environment	Cynthia Murray, Economy	March 25, 2015
Tim Reeder	July 2013 – December 2014	Equity	Michelle R. Hernandez, Equity	September 23, 2015
Bena Chang	March 2010 – November 2014	Economy	Scott Lane, Environment	September 23, 2015

<b>Former Advisor</b>	<b>Time Served</b>	<b>Representing</b>	<b>Replaced By</b>	<b>Replaced On</b>
Joanne Busenbark	September 2013 – September 2015	Equity	Sudhir Chaudhary, Equity	October 26, 2016
Linda Jeffrey Sailors	July 2013 – May 2016	Environment	Sydney Fang, Environment	October 26, 2016
Gerald Rico	March 2010 – June 2016	Equity	Cathleen Baker, Equity	October 26, 2016
Sandi Galvez	February 2011 – June 2016	Environment	Jonathan Fearn, Economy	October 26, 2016
Cathleen Baker	July 2014 – October 2016	Environment	Anna Lee, Environment	October 26, 2016
Caroline Banuelos	March 2010 – October 2017	Equity	Adrian Mendoza, Equity	October 25, 2017
Naomi Armenta	March 2010 – October 2017	Equity	Abigail Cochran, Equity	October 25, 2017
Elizabeth A. Clary	July 2013 – October 2017	Equity	Rick Coates, Equity	October 25, 2017
Sydney Fang	October 2016 – October 2017	Environment	Wendi Kallins, Environment	October 25, 2017
Jonathan Fearn	October 2016 – October 2017	Economy	Teddy Ky-Nam Miller, Economy	October 25, 2017
Bob Glover	September 2013 – October 2017	Economy	Matt Regan, Economy	October 25, 2017
Charles Kaufman	November 2014 – October 2017	Equity	Marc Madden, Equity	October 25, 2017
Scott Lane	September 2015 – October 2017	Environment	Corinne Winter, Environment	October 25, 2017
Jerry Levine	July 2013 – October 2017	Environment	Adina Levin, Environment	October 25, 2017
Shireen Malekafzali	November 2014 – October 2017	Equity	Daniel Saver, Equity	October 25, 2017
Mark Nicholson	July 2013 – October 2017	Equity	Rahmon Momoh, Equity	October 25, 2017
Mike Pechner	July 2013 – October 2017	Equity	Richard Burnett, Equity	October 25, 2017
Alan R. Talansky	July 2012 – October 2017	Economy	Patrick Wolff, Economy	October 25, 2017
Harriet Wolf	November 2014 – October 2017	Equity	Michael Lopez, Equity	October 25, 2017
Richard Burnett	March 2010 – October 2017	Equity	K. Patrice Williams, Equity	October 25, 2017
Wil Din	September 2013 – October 2017	Equity	Jerri Diep, Equity	October 25, 2017
Corinne Winter	October 2017 – December 2018	Environment	Anne Olivia Eldred, Environment	April 24, 2019
Jerri Diep	October 2017 – January 2019	Minority	Daisy Ozim, Minority	July 24, 2019
Sudhir Chaudhary	October 2017 – March 2019	Senior	Terry Scott, Senior	February 26, 2020
Matt Regan	October 2017 – July 2018	Economy	Bob Glover, Economy	February 26, 2020
Teddy Ky-Nam Miller	October 2017 – July 2019	Economy	Christina Gotuaco, Economy	February 26, 2020
Patrick Wolff	October 2017 – October 2019	Economy	Walter Wilson, Economy	February 26, 2020
Daniel Saver	October 2017 – December 2019	Equity	Michael Baldini, Environment	February 26, 2020
Cathleen Baker	October 2016 – July 2019	Equity		

# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 20-0231      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 1/22/2020      **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee  
**On agenda:** 2/14/2020      **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:** [6a\\_LegisHistory\\_Feb.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:**

Rebecca Long

**Recommended Action:**

Information

**Attachments:**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**LEGISLATIVE HISTORY**  
**MTC and ABAG Priority Bills**  
**February 13, 2020**



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<a href="#">AB 10</a> <a href="#">Chiu</a>	Amended 8/12/2019	Senate Appropriations Suspense File	<b>Income taxes: credits low-income housing: farmworker housing.</b> Current law limits the total annual amount of the state low-income housing credit for which a federal low-income housing credit is required to the sum of \$70,000,000, as increased by any percentage increase in the Consumer Price Index for the preceding calendar year, any unused credit for the preceding calendar years, and the amount of housing credit ceiling returned in the calendar year, and authorizes CTCAC, for calendar years beginning in 2020, to allocate an additional \$500,000,000 to specified low-income housing projects and, for calendar years beginning in 2021, requires this additional amount only to be available for allocation pursuant to an authorization in the annual Budget Act or related legislation, and specified regulatory action by CTCAC. This bill would remove the requirement that, beginning in the 2021 calendar year, the above-described additional \$500,000,000 allocation only be available pursuant to an authorization in the annual Budget Act or related legislation, and specified regulatory action by CTCAC.		
<a href="#">AB 69</a> <a href="#">Ting</a>	Amended 6/20/2019	Senate 2 year	<b>Land use: accessory dwelling units.</b> 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	Support

<a href="#">AB 291</a> <a href="#">Chu</a>	Amended 1/23/2020	Senate Rules	<b>Local Emergency Preparedness and Hazard Mitigation Fund.</b> Would establish a Local Emergency Preparedness and Hazard Mitigation Fund to, upon appropriation by the Legislature, support staffing, planning, and other emergency mitigation priorities to help local governments meet emergency management, preparedness, readiness, and resilience goals. The bill would require the Office of Emergency Services to establish the Local Emergency Preparedness and Hazard Mitigation Fund Committee under the Standardized Emergency Management System Advisory Board.		
<a href="#">AB 323</a> <a href="#">Daly</a>	Amended 4/2/2019	Senate Rules	<b>Disaster Preparedness Account.</b> Current law establishes the various funds in the State Treasury, including the Disaster Response-Emergency Operations Account, Disaster Relief Fund, and the Disaster Assistance Fund. This bill would establish the Disaster Preparedness Account in the State Treasury and would provide that funds in the account are available only for specified purposes, for appropriation by the Legislature, upon the Governor's proclamation of a state of emergency, as provided.		
<a href="#">AB 393</a> <a href="#">Nazarian</a>	Amended 5/29/2019	Senate 2 year	<b>Building codes: earthquake safety: functional recovery standard.</b> 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
<a href="#">AB 429</a> <a href="#">Nazarian</a>	Amended 8/30/2019	Senate 2 year	<b>Seismically vulnerable buildings: inventory.</b> 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. The mitigation program may include, among other things, the adoption by ordinance of a hazardous buildings program, measures to strengthen buildings, and the application of structural standards necessary to provide for life safety above current code requirements. Current law requires the Alfred E. Alquist Seismic Safety Commission to report annually to the Legislature on the filing of mitigation programs relating to building construction standards from local jurisdictions. This bill would require the 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.		Support

<p><a href="#">AB 660</a> <a href="#">Levine</a></p>	<p>Amended 8/12/2019</p>	<p>Senate 2 year</p>	<p><b>Building energy efficiency standards: solar reflectance of roofs.</b> Would require the State Energy Resources Conservation and Development Commission, during one or more of the next 4 triennial code adoption cycles after January 1, 2020, to consider amendments to the roof replacement building standards for alterations to existing low-rise, steep-sloped roof residential buildings with the goal of increasing the value of minimum aged solar reflectance up to 0.40 in the 2031 standard and the goal of expanding the range of climate zones in which minimum aged solar reflectance values are prescribed for those alterations. The bill would require the commission, prior to considering these amendments, to assess whether there is an adequate supply of labor resources and available compliant products in the climate zones for which the commission may consider the amendments.</p>		
<p><a href="#">AB 725</a> <a href="#">Wicks</a></p>	<p>Amended 1/16/2020</p>	<p>Senate Rules</p>	<p><b>General plans: housing element: moderate-income and above moderate-income housing: suburban and metropolitan jurisdictions.</b> 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 require that at least 25% of a metropolitan jurisdiction's share of the regional housing need for moderate-income housing be allocated to sites with zoning that allows at least 2 units of housing, but no more than 35 units per acre of housing. The bill would require that at least 25% of a metropolitan jurisdiction's share of the regional housing need for above moderate-income housing be allocated to sites with zoning that allows at least 2 units of housing, but no more than 35 units per acre of housing.</p>		
<p><a href="#">AB 873</a> <a href="#">Irwin</a></p>	<p>Amended 5/2/2019</p>	<p>Senate 2 year</p>	<p><b>California Consumer Privacy Act of 2018.</b> The California Consumer Privacy Act of 2018 excludes from the definition of personal information consumer information that is deidentified, or aggregate consumer information. This bill would revise the definition of "deidentified" to instead mean information that does not identify, and is not linkable, directly or indirectly, to a particular consumer, provided that the business makes no attempt to reidentify the information and takes reasonable technical and administrative measures designed to ensure that the data is deidentified, publicly commits to maintain and use the data in a deidentified form, and contractually prohibits recipients of the data from trying to reidentify it.</p>		

<a href="#">AB 953</a> <a href="#">Ting</a>	Amended 1/6/2020	Senate Rules	<b>Land use: accessory dwelling units.</b> Current law requires a local agency to ministerially approve or deny a permit application for the creation of an accessory dwelling unit or junior accessory dwelling unit within 60 days from the date the local agency receives a completed application if there is an existing single-family or multifamily dwelling on the lot. This bill would deem a permit application for the creation of an accessory dwelling unit or junior accessory dwelling unit approved if the local agency has not acted upon the completed application within 60 days.		
<a href="#">AB 992</a> <a href="#">Mullin</a>	Amended 4/22/2019	Senate Rules	<b>Open meetings: local agencies: social media.</b> 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.		
<a href="#">AB 1035</a> <a href="#">Mayes</a>	Amended 5/23/2019	Senate 2 year	<b>Personal information: data breaches.</b> 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.		
<a href="#">AB 1112</a> <a href="#">Friedman</a>	Amended 6/19/2019	Senate 2 year	<b>Shared mobility devices: local regulation.</b> 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.		

<p><a href="#">AB 1142</a> <a href="#">Friedman</a></p>	<p>Amended 8/12/2019</p>	<p>Senate 2 year</p>	<p><b>Regional transportation plans: transportation network companies.</b> 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.</p>	<p>Support</p>	
<p><a href="#">AB 1190</a> <a href="#">Irwin</a></p>	<p>Amended 5/1/2019</p>	<p>Senate Rules</p>	<p><b>Unmanned aircraft: state and local regulation: limitations.</b> Would, among other things, prohibit a state or local agency from adopting any law or regulation that bans the operation of an unmanned aircraft system. The bill would also authorize a local agency to adopt regulations to enforce FAA regulations regarding the operation of unmanned aircraft systems and would authorize local agencies to regulate the operation of unmanned aircraft and unmanned aircraft systems within their jurisdictions, as specified. The bill would also authorize a local agency to require an unmanned aircraft operator to provide proof of federal, state, or local registration to licensing or enforcement officials.</p>		

<a href="#">AB 1279</a> <a href="#">Bloom</a>	Introduced 2/21/2019	Senate 2 year	<p><b>Planning and zoning: housing development: high-resource areas.</b> 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 to 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.</p>		
<a href="#">AB 1286</a> <a href="#">Muratsuchi</a>	Amended 6/6/2019	Senate 2 year	<p><b>Shared mobility devices: agreements.</b> Would require a shared mobility service provider, as defined, to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use. The bill would require that the provider maintain a specified amount of commercial general liability insurance and would prohibit the provider from including specified provisions in a user agreement before distributing a shared mobility device within that jurisdiction. The bill would define shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided.</p>		
<a href="#">AB 1350</a> <a href="#">Gonzalez</a>	Amended 1/15/2020	Senate Rules	<p><b>Free youth transit passes: eligibility for state funding.</b> Would require transit agencies to offer free youth transit passes to persons 18 years of age and under in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free youth transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs.</p>		

<a href="#">AB 1484</a> <a href="#">Grayson</a>	Amended 9/6/2019	Senate Rules	<p><b>Mitigation Fee Act: housing developments.</b> 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 prohibit a local agency from imposing a housing impact requirement adopted by the local agency on a housing development project, as defined, unless specified requirements are satisfied by the local agency, including that the housing impact requirement be roughly proportional in both nature and extent to the impact created by the housing development project.</p>		
<a href="#">AB 1580</a> <a href="#">Levine</a>	Amended 7/1/2019	Senate 2 year	<p><b>Major infrastructure construction projects: oversight committees.</b> Current law requires the Department of Transportation and the Bay Area Toll Authority to establish the Toll Bridge Program Oversight Committee, as provided, to review and provide program direction for seismic retrofit and replacement projects on toll bridges within the geographic jurisdiction of the committee. This bill, except as specified, would similarly require a state agency undertaking a publicly funded major infrastructure construction project that is estimated to cost \$1,000,000,000 or more to form an oversight committee, as provided, to develop and use risk management plans throughout the course of the project, and to take specified actions relating to managing risks. The bill would require the oversight committee to act as the authority for critical decisions regarding the implementation of the project's risk management plan and to have sufficient staff to support decisionmaking.</p>		
<a href="#">AB 1782</a> <a href="#">Chau</a>	Amended 5/24/2019	Senate 2 year	<p><b>Automated license plate recognition information: usage and privacy policy.</b> 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.</p>		

<a href="#">AB 1839</a> <a href="#">Bonta</a>	Introduced 1/6/2020	Assembly Print	<b>Climate change: California Green New Deal.</b> Current law establishes various environmental and economic policies. This bill would create the California Green New Deal Council with a specified membership appointed by the Governor. The bill would require the California Green New Deal Council to submit a specified report to the Legislature no later than January 1, 2022. The bill also would make various findings and declarations.		
<a href="#">AB 1905</a> <a href="#">Chiu</a>	Introduced 1/8/2020	Assembly Housing and Community Development	<b>Housing and Homeless Response Fund: personal income taxation: mortgage interest deduction.</b> The Personal Income Tax Law allows various deductions in computing the income that is subject to the taxes imposed by that law, including, in modified conformity with federal income tax laws, a deduction for a limited amount of interest paid on acquisition indebtedness, as defined, with respect to a qualified residence of the taxpayer. Current law limits the aggregate amount treated as acquisition indebtedness for these purposes to \$1,000,000, or \$500,000 in the case of a married individual filing a separate return. Existing law specifies for these purposes that a qualified residence includes the taxpayer's principal residence and one other residence selected by the taxpayer, as provided. This bill, for taxable years beginning on or after January 1, 2020, and with respect to acquisition indebtedness initially incurred by a taxpayer on or after January 1, 2018, would reduce the above-described limit on the aggregate amount treated as acquisition indebtedness from \$1,000,000, or \$500,000 in the case of a married individual filing a separate return, to \$750,000 and \$375,000, respectively.		
<a href="#">AB 1964</a> <a href="#">Frazier</a>	Introduced 1/21/2020	Assembly Transportation	<b>Autonomous vehicles.</b> Current law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met. Current law defines an "autonomous vehicle" for this purpose as any vehicle equipped with autonomous technology, as defined, that has been integrated into the vehicle. This bill would expand the definition of the term "autonomous vehicle" to also include a remotely operated vehicle, defined as a specified type of vehicle that is capable of being operated by a driver or operator that is not inside of the vehicle.		
<a href="#">AB 1991</a> <a href="#">Friedman</a>	Introduced 1/27/2020	Assembly Transportation	<b>Transit and Intercity Rail Capital Program: passenger tramways.</b> Would expand the purpose of the Transit and Intercity Rail Capital Program to authorize funding for passenger tramway transit systems. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.		

<a href="#">AB 1992</a> <a href="#">Friedman</a>	Introduced 1/27/2020	Assembly Transportation	<b>Transportation: asset management plan: California Transportation Plan: transportation infrastructure: climate change.</b> Would state the intent of the Legislature to enact legislation that would establish a new program to fund climate change adaptation planning for transportation impacts, data collection, modeling, and training. The bill would require the department, in consultation with the commission, to update the asset management plan on or before December 31, 2022, and for the update to also address the forecasted transportation infrastructure impacts of climate change. The bill would require both the 3rd update to the California Transportation Plan, which is due in 2025, and the Strategic Growth Council's report to include a forecast of the transportation impacts of climate change and measures to address those impacts.		
<a href="#">AB 1997</a> <a href="#">Nazarian</a>	Introduced 1/27/2020	Assembly Housing and Community Development	<b>Building codes: earthquake safety: functional recovery standard.</b> Would require the California Building Standards Commission, by June 30, 2021, 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, 2023, 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. The bill would authorize the commission to adopt regulations based upon the recommendations from the working group for nonresidential occupancies. The bill would define "functional recovery" for purposes of these provisions, as specified.		
<a href="#">AB 1999</a> <a href="#">Frazier</a>	Introduced 1/27/2020	Assembly Transportation	<b>Vehicles: speed limits.</b> Current law prohibits driving certain vehicles, including a schoolbus transporting school pupils or a vehicle transporting explosives, upon a highway at a speed in excess of 55 miles per hour. This bill would repeal that provision.		
<a href="#">AB 2012</a> <a href="#">Chu</a>	Introduced 1/28/2020	Assembly Print	<b>Free senior transit passes: eligibility for state funding.</b> Would require transit agencies to offer free senior transit passes to persons over 65 years of age in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, and the Low Carbon Transit Operations Program. The bill would require those free senior transit passes to count as full price fares for purposes of calculating the ratio of fare revenues to operating costs.		

<a href="#">AB 2057</a> <a href="#">Chiu</a>	Introduced 2/3/2020	Assembly Print	<p><b>San Francisco Bay area: public transportation.</b> Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services. This bill would state the intent of the Legislature to later enact legislation relating to public transportation in the 9-county San Francisco Bay area.</p>		
<a href="#">AB 2058</a> <a href="#">Gabriel</a>	Introduced 2/4/2020	Assembly Print	<p><b>Income taxes: credits: low-income housing.</b> The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill, for taxable years beginning on or after January 1, 2021, and before January 1, 2026, would allow a credit against those taxes to a taxpayer that is transferred, and allocated, credits pursuant to the sale of a multifamily rental housing development or mobilehome park to a qualified developer, as defined, that has received a credit reservation from the California Tax Credit Allocation Committee, in specified amounts. The bill would limit the aggregate amount of credit that may be allocated by the committee to \$500,000,000. The bill would require the credits to be reserved on a first-come-first-served basis.</p>		
<a href="#">AB 2063</a> <a href="#">Mullin</a>	Introduced 2/4/2020	Assembly Print	<p><b>Property taxation: welfare exemption: low-income housing.</b> Would require any outstanding qualified ad valorem property tax in excess of the \$20,000,000 limitation, and related interest or penalty, which was levied or imposed on and after January 1, 2019, and before January 1, 2020, with respect to qualified property for which a qualified claim was filed, to be canceled to the extent that the amount canceled does not result in a total assessed value exemption amount in excess of \$100,000,000 being allowed to a qualified taxpayer with respect to a single property or multiple properties for any fiscal year. The bill would, on and after January 1, 2020, prohibit an escape assessment from being levied on qualified property if that amount would be subject to cancellation pursuant to this bill.</p>		
<a href="#">AB 2078</a> <a href="#">Calderon</a>	Introduced 2/5/2020	Assembly Print	<p><b>Housing development.</b> Current law establishes the California Housing Finance Agency within the Department of Housing and Community Development and prescribes the primary purpose of the agency as meeting the housing needs of persons and families of low or moderate income. This bill would state the intent of the Legislature to enact legislation that would authorize the California Housing Finance Agency to loan money to developers for the purpose of building housing units, conditioned on loan terms and the payment of interest at commercial market rates and full repayment of the loan.</p>		

<a href="#">AB 2089</a> <a href="#">Rivas, Luz</a>	Introduced 2/5/2020	Assembly Print	<p><b>Environmental and Justice Empowerment Outreach Pilot Program.</b> Would establish the Environmental and Justice Empowerment Outreach Pilot Program from January 1, 2021, through January 1, 2025, and would have the program be administered by the council as a grant pilot program for eligible community-based organizations, as defined, to provide a comprehensive suite of coordinated incentives and services to disadvantaged communities, as defined, at the resident household level to provide economic savings, reduce greenhouse gas emissions and air pollution, and improve resiliency to the impacts of climate change. The bill would require the council to submit specified reports to the Legislature on the program no later than December 31, 2025.</p>		
<a href="#">AB 2145</a> <a href="#">Ting</a>	Introduced 2/10/2020	Assembly Print	<p><b>Transportation electrification: vehicle charging stations.</b> Would state the intent of the Legislature to enact legislation to reform the electric vehicle charging infrastructure approval process employed by the Public Utilities Commission to help ensure that by 2030, California will safely install enough electric vehicle charging ports to meet the demand for charging infrastructure through public and private investment.</p>		
<a href="#">AB 2148</a> <a href="#">Quirk</a>	Introduced 2/10/2020	Assembly Print	<p><b>Climate change: adaptation: regional plans.</b> Current law establishes the Integrated Climate Adaptation and Resiliency Program, administered by the Office of Planning and Research, to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as specified. This bill would state the intent of the Legislature to enact legislation that would foster regional-scale adaptation, as specified; give regions a time to develop their regional plans, as specified; and consider, among other things, sea level rise and fire vulnerability.</p>		
<a href="#">AB 2176</a> <a href="#">Holden</a>	Introduced 2/11/2020	Assembly Print	<p><b>Free student transit passes: eligibility for state funding.</b> Would require transit agencies to offer free student transit passes to persons attending the California Community Colleges, the California State University, or the University of California in order to be eligible for state funding under the Mills-Alquist-Deddeh Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free student transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs.</p>		

<a href="#">ACA 1</a> <a href="#">Aguiar-Curry</a>	Amended 3/18/2019	Assembly Reconsideration	<b>Local government financing: affordable housing and public infrastructure: voter approval.</b> The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure 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
<a href="#">SB 59</a> <a href="#">Allen</a>	Amended 7/3/2019	Assembly 2 year	<b>California Transportation Commission: advisory committee: autonomous vehicle technology.</b> Current law creates the California Transportation Commission with various powers and duties, including the duty to advise and assist the Secretary of Transportation and the Legislature in formulating and evaluating state policies and plans for transportation programs in the state. This bill would require the chair of the commission to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that California continues to be the world leader in autonomous, driverless, and connected vehicle technology.		
<a href="#">SB 146</a> <a href="#">Beall</a>	Introduced 1/18/2019	Assembly 2 year	<b>Peninsula Rail Transit District.</b> 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.		

<p><a href="#">SB 182</a> <a href="#">Jackson</a></p>	<p>Amended 9/6/2019</p>	<p>Assembly 2 year</p>	<p><b>Local government: planning and zoning: wildfires.</b> Current law requires the planning agency to review and, if necessary, revise the safety element upon each revision of the housing element or local hazard mitigation plan, but not less than once every 8 years to identify new information relating to flood and fire hazards and climate adaptation and resiliency strategies applicable to the city or county that was not available during the previous revision of the safety element. Current law requires that the Office of Planning and Research, among other things, coordinate with appropriate entities, including state, regional, or local agencies, to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities, as provided. This bill would require the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after January 1, 2020, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit strategy to reduce the risk of property loss and damage during wildfires, as specified, and would require the planning agency to submit the adopted strategy to the Office of Planning and Research for inclusion into the above-described clearinghouse.</p>		
<p><a href="#">SB 254</a> <a href="#">Hertzberg</a></p>	<p>Amended 1/6/2020</p>	<p>Assembly Desk</p>	<p><b>California Earthquake Authority.</b> Under current law, the CEA is authorized to transact insurance in this state as necessary to sell policies of basic residential earthquake insurance. Current law establishes a capital structure for the CEA, with several sources of financing. Current law authorizes the CEA to assess participating insurance companies up to \$1,780,000,000, if claims and claim expenses paid by the CEA due to earthquake events exhaust 4 specified sources of capital, including the CEA's available capital and all insurer capital contributions and assessments. This bill would repeal that assessment authorization. The bill would also make technical and conforming changes.</p>		<p>Support and Seek Amendments</p>
<p><a href="#">SB 278</a> <a href="#">Beall</a></p>	<p>Amended 3/28/2019</p>	<p>Assembly Desk</p>	<p><b>Metropolitan Transportation Commission.</b> 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.</p>		

<a href="#">SB 336</a> <a href="#">Dodd</a>	Amended 4/29/2019	Assembly 2 year	<b>Transportation: fully-automated transit vehicles.</b> 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.		
<a href="#">SB 592</a> <a href="#">Wiener</a>	Amended 9/9/2019	Assembly Rules	<b>Housing development: Housing Accountability Act: permit streamlining.</b> The Housing Accountability Act (the HAA), among other things, requires a local agency that proposes to disapprove or impose specified conditions on a housing development project that complies with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time the application for the project is deemed complete, within the meaning of the Permit Streamlining Act, to make specified written findings based on a preponderance of the evidence in the record. This bill would additionally require a local agency to make those findings if it proposes to disapprove or impose specified conditions on a housing development project that is determined to be complete, as provided, and would make other related conforming changes.		
<a href="#">SB 621</a> <a href="#">Glazer</a>	Amended 6/17/2019	Assembly 2 year	<b>California Environmental Quality Act: expedited judicial review: affordable housing projects: reports.</b> 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.		

<p><a href="#">SB 664</a> <a href="#">Allen</a></p>	<p>Amended 9/10/2019</p>	<p>Assembly 2 year</p>	<p><b>Electronic toll and transit fare collection systems.</b> Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, in compliance with specified objectives, including that a vehicle owner shall not be required to purchase or install more than one device to use on all toll facilities, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would expand the above-described objective so that a user of a toll facility shall also not be required to purchase or install more than one device to use on all toll facilities.</p>	<p>Support</p>	
<p><a href="#">SB 672</a> <a href="#">Hill</a></p>	<p>Amended 4/25/2019</p>	<p>Assembly 2 year</p>	<p><b>Planning and zoning: regional housing need allocation: City of Brisbane.</b> Would, for the 5th and 6th cycle of the housing element planning period for the City of Brisbane, prohibit the Association of Bay Area Governments from allocating to the City of Brisbane a share of the regional housing need that exceeds the share allocated to the city for the current planning period if specified conditions apply. Among these conditions, the bill would require that the City of Brisbane has taken action during the current planning period to zone or rezone sites sufficient to accommodate 615% or more of its regional housing need allocation for the current planning period.</p>		
<p><a href="#">SB 773</a> <a href="#">Skinner</a></p>	<p>Amended 1/6/2020</p>	<p>Assembly Desk</p>	<p><b>Land use: accessory dwelling units.</b> Current law requires a local agency to ministerially approve or deny a permit application for the creation of an accessory dwelling unit or junior accessory dwelling unit within 60 days from the date the local agency receives a completed application if there is an existing single-family or multifamily dwelling on the lot. This bill would deem a permit application for the creation of an accessory dwelling unit or junior accessory dwelling unit approved if the local agency has not acted upon the completed application within 60 days.</p>		

<p><a href="#">SB 899</a> <a href="#">Wiener</a></p>	<p>Introduced 1/30/2020</p>	<p>Senate Rules</p>	<p><b>Density bonuses.</b> Current law, known as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the jurisdictional boundaries of that city or county with a density bonus and other incentives or concessions for the production of lower income housing units, or for the donation of land within the development, if the developer agrees to construct a specified percentage of units for very low income, low-income, or moderate-income households or qualifying residents and meets other requirements. This bill would make a nonsubstantive change to that law.</p>		
<p><a href="#">SB 902</a> <a href="#">Wiener</a></p>	<p>Introduced 1/30/2020</p>	<p>Senate Housing</p>	<p><b>General plan.</b> the Planning and Zoning Law requires a planning agency of a city or county to provide by April 1 of each year an annual report to, among other entities, the Department of Housing and Community Development. The law requires that the annual report include, among other specified information, the number of housing development applications received and the number of units approved and disapproved in the prior year. This bill would additionally require the planning agency include in the annual report whether the city or county is a party to a court action related to a violation of state housing law, and the disposition of that action. By requiring a planning agency to include additional information in its annual report, the bill would impose a state-mandated local program.</p>		
<p><a href="#">SB 906</a> <a href="#">Skinner</a></p>	<p>Introduced 2/3/2020</p>	<p>Senate Housing</p>	<p><b>Housing: joint living and work quarters and occupied substandard buildings or units.</b> Current law permits a city or county to adopt alternative building regulations for the complete or partial conversion of commercial or industrial buildings to joint living and work quarters. Current law defines a joint living and work quarter as residential occupancy by a family or not more than 4 unrelated persons maintaining a common household of one or more rooms or floors in a building originally designed for industrial or commercial occupancy, as specified. This bill would redefine joint living and work quarters to mean residential occupancy by a group of persons, whether those persons are related or unrelated.</p>		
<p><a href="#">SB 940</a> <a href="#">Beall</a></p>	<p>Introduced 2/10/2020</p>	<p>Senate Rules</p>	<p><b>Housing Crisis Act of 2019: City of San Jose.</b> Would authorize the City of San Jose to proactively amend a zoning ordinance to a more intensive use and use the added capacity to subsequently change a zoning ordinance to a less intensive use as long as there is no net loss in residential capacity. The bill would require that the change to a zoning ordinance to a less intensive use pursuant to these provisions occur within one year of the change to the zoning ordinance to a more intensive use.</p>		

<a href="#">SB 944</a> <a href="#">McGuire</a>	Introduced 2/10/2020	Senate Rules	<b>Personal income taxes: Fire Safe Home Tax Credits Act.</b> Would allow credits against the tax imposed by the Personal Income Tax Law for each taxable year beginning on or after January 1, 2021, and before January 1, 2026, to a qualified taxpayer for qualified costs relating to qualified home hardening, as defined, and for qualified costs relating to qualified vegetation management, as defined, in specified amounts, not to exceed an aggregate amount of \$500,000,000 per taxable year.		
<a href="#">SB 945</a> <a href="#">Beall</a>	Introduced 2/10/2020	Senate Rules	<b>Rules of the road: Dutch Reach method.</b> Would require the Department of Motor Vehicles to include in its California Driver Handbook publication information advising drivers on the Dutch Reach method, as defined, when opening a vehicle door after parallel parking the vehicle. The bill would also require the department to include test questions regarding driving safely in the presence of bicycles in the question pool used for the written portion of the driver's license examination. The bill would permit one of those questions to be a question regarding the Dutch Reach method.		
<a href="#">SB 964</a> <a href="#">Skinner</a>	Introduced 2/11/2020	Senate Rules	<b>Greenhouse Gas Reduction Fund: investment plan.</b> The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires moneys from the fund to be allocated for the purpose of reducing emissions of greenhouse gases in this state and satisfying other purposes, if applicable and to the extent feasible, and authorizes specified investments if the investment furthers the regulatory purposes of the act and is consistent with law. This bill would make nonsubstantive changes to the provision related to the expenditure of moneys appropriated from the fund.		
<a href="#">SB 986</a> <a href="#">Allen</a>	Introduced 2/12/2020	Senate Rules	<b>Coastal resources: new development: greenhouse gas emissions.</b> The California Coastal Act of 1976 regulates development, as defined, in the coastal zone, as defined, and requires that new development comply with specified requirements, including, among other things, requirements intended to minimize the adverse environmental impacts of the new development, minimize energy consumption and vehicle miles traveled, and, where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses. This bill would additionally require that new development minimize greenhouse gas emissions.		

<p><a href="#">SB 992</a> <a href="#">Beall</a></p>	<p>Introduced 2/12/2020</p>	<p>Senate Rules</p>	<p><b>Road Repair and Accountability Act of 2017: reporting website.</b> Would require the Transportation Agency to oversee the development and implementation of a comprehensive one-stop reporting interface available to the public through an internet website maintained by the agency. The bill would require the interface to provide timely fiscal information regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from the Road Repair and Accountability Act of 2017.</p>		
<p><a href="#">SB 995</a> <a href="#">Atkins</a></p>	<p>Introduced 2/12/2020</p>	<p>Senate Rules</p>	<p><b>Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2011.</b> The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 authorizes the Governor, until January 1, 2020, to certify projects that meet certain requirements for streamlining benefits provided by that act related to compliance with CEQA and streamlining of judicial review of action taken by a public agency. The act provides that if a lead agency fails to approve a project certified by the Governor before January 1, 2021, the certification expires and is no longer valid. The act requires a lead agency to prepare the record of proceedings for the certified project concurrent with the preparation of the environmental documents. The act is repealed by its own terms on January 1, 2021. This bill would extend the authority of the Governor to certify a project to January 1, 2024. The bill would provide that the certification expires and is no longer valid if the lead agency fails to approve a certified project before January 1, 2025.</p>		

<p><b>January</b>                  1 Statutes take effect                  6 Legislature reconvenes                  10 Budget must be submitted by Governor (Art. IV, Sec. 12(a))                  17 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house in the odd-numbered year                  20 Martin Luther King, Jr. Day                  24 Last day for any committee to hear and report to the floor bills introduced in that house in the odd-numbered year. (J.R. 61(b)(2)). Last day to submit bill requests to the Office of Legislative Counsel.                  31 Last day for each house to pass bills introduced in that house in the odd-numbered year (J.R. 61(b)(3)) (Art. IV, Sec. 10(c)).</p>	<p><b>June</b>                  1 Committee meetings may resume                  15 Budget Bill must be passed by midnight                  25 Last day for a legislative measure to qualify for the Nov. 3 General Election ballot (Elections Code Sec. 9040).                  26 Last day for policy committees to hear and report fiscal bills to fiscal committees</p> <p><b>July</b>                  2 Last day for policy committees to hear and report bills. Summer Recess begins upon adjournment of session, provided Budget Bill has been passed                  3 Independence Day observed</p>
<p><b>February</b>                  17 Presidents' Day                  21 Last day for bills to be introduced</p>	<p><b>August</b>                  3 Legislature reconvenes from Summer Recess                  14 Last day for fiscal committees to meet and report bills to the floor                  17-31 Floor session only. No committee may meet for any purpose, except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees                  21 Last day to amend on floor                  31 Last day for any bill to be passed. Final Recess begins upon adjournment</p>
<p><b>March</b>                  27 Cesar Chavez Day</p>	<p><b>September</b>                  7 Labor Day                  30 Last day for Governor to sign or veto bills passed by the Legislature on or before Sept. 1 and in the Governor's possession after Sept. 1</p>
<p><b>April</b>                  2 Spring Recess begins upon adjournment                  13 Legislature reconvenes from Spring recess                  24 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house</p>	<p><b>October</b>                  1 Bills enacted on or before this date take effect January 1, 2021.</p>
<p><b>May</b>                  1 Last day for policy committees to hear and report to the floor nonfiscal bills introduced in their house                  8 Last day for policy committees meet prior to June 3                  15 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                  25 Memorial Day                  26 – 29 No committee may meet for any purpose except for Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees</p>	<p><b>November</b>                  3 General Election.                  30 Adjournment sine die at midnight</p> <p><b>December</b>                  7 2021-22 Regular Session convenes for Organizational Session at 12 noon.</p> <p><b>January 2021</b>                  1 Statutes take effect.</p>

Source: Senate & Assembly websites.

\*Dates are subject to change

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<p><b>February</b>                  17 Presidents' Day                  21 Last day for bills to be introduced</p> <p><b>March</b>                  27 Cesar Chavez Day</p>	<p><b>August</b>                  3 Legislature reconvenes from Summer Recess                  14 Last day for fiscal committees to meet and report bills to the floor                  17-31 Floor session only. No committee may meet for any purpose, except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees                  21 Last day to amend on floor                  31 Last day for any bill to be passed. Final Recess begins upon adjournment</p>
<p><b>April</b>                  2 Spring Recess begins upon adjournment                  13 Legislature reconvenes from Spring recess                  24 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house</p>	<p><b>September</b>                  7 Labor Day                  30 Last day for Governor to sign or veto bills passed by the Legislature on or before Sept. 1 and in the Governor's possession after Sept. 1</p>
<p><b>May</b>                  1 Last day for policy committees to hear and report to the floor nonfiscal bills introduced in their house                  8 Last day for policy committees meet prior to June 3                  15 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                  25 Memorial Day                  26 – 29 No committee may meet for any purpose except for Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees</p>	<p><b>October</b>                  1 Bills enacted on or before this date take effect January 1, 2021.</p> <p><b>November</b>                  3 General Election.                  30 Adjournment sine die at midnight</p> <p><b>December</b>                  7 2021-22 Regular Session convenes for Organizational Session at 12 noon.</p> <p><b>January 2021</b>                  1 Statutes take effect.</p>

Source: Senate & Assembly websites.

\*Dates are subject to change

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

<b>January</b> 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	<b>July</b> 1-5 House and Senate district work periods 4 Independence Day 29-31 House district work period
<b>February</b> 4 Deadline for President's budget submission 18 President's Day 18-22 House and Senate district work periods	<b>August</b> 1-31 House district work period 5-31 Senate district work period
<b>March</b> 18-22 House and Senate district work periods	<b>September</b> 2 Labor Day 2-6 House and Senate district work periods 30 House and Senate district work periods
<b>April</b> 15 Congressional concurrent resolution budget deadline 15-26 House and Senate district work periods	<b>October</b> 1-11 House and Senate district work periods 14 Columbus Day
<b>May</b> 27 Memorial Day 27-31 House and Senate district work periods	<b>November</b> 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
<b>June</b> 30 General deadline for Congressional action on regular appropriations bills and budget reconciliation	<b>December</b> 16-31 House and Senate empty calendar 25 Christmas day

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

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

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

**California State Association of Counties (CSAC)**

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

**California Association of Councils of Government (CALCOG)**

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

# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 20-0256      **Version:** 1      **Name:**

**Type:** Report      **Status:** Commission Approval

**File created:** 1/28/2020      **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

**On agenda:** 2/14/2020      **Final action:**

**Title:** Sonoma-Marin Area Rail Transit (SMART) 1/4-cent Sales Tax Extension  
Proposed support for a 30-year extension of the SMART District's sales tax.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [7a SMART Measure Summary Sheet.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Sonoma-Marin Area Rail Transit (SMART) 1/4-cent Sales Tax Extension

Proposed support for a 30-year extension of the SMART District's sales tax.

**Presenter:**  
Georgia Gann Dohrmann

**Recommended Action:**  
Support / MTC Commission Approval

**Attachments:**

Metropolitan Transportation Commission  
MTC Legislation Committee

February 14, 2020

Agenda Item 7a

Sonoma-Marin Area Rail Transit (SMART) 1/4-cent Sales Tax Extension

**Subject:** Proposed support for a 30-year extension of the SMART District's sales tax.

**Background:** Last October, the SMART District board voted unanimously to ask voters to approve a 30-year extension of its existing 1/4-cent sales tax (with no increase). The measure will appear as Measure I on the March 3, 2020 ballot in Marin and Sonoma counties. The current 1/4-cent sales tax was approved by 69.6 percent of voters in Marin and Sonoma counties in November 2008; it is set to expire in 2029. An early renewal of the sales tax—which is projected to generate \$39 million this year—would provide the certainty needed for SMART to restructure debt, and in doing so, save the agency an estimated \$12 million annually. The Measure I tax renewal would sunset March 31, 2059. As a special tax, Measure I would require two-thirds voter approval.

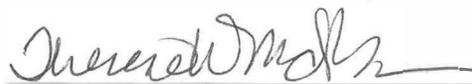
**Discussion:** The 2008 voter-approved SMART sales tax was projected to generate \$455 million in sales tax revenue over 10 years—a funding amount which could have supported the planned SMART buildout from Cloverdale to Larkspur. When the recession hit in 2009, however, the bond market crashed, reducing the measure's projected revenue by more than \$150 million. Despite the financial setback, SMART was able to launch service between Santa Rosa and downtown San Rafael in August 2017. In December 2019, SMART opened a Larkspur station to connect to Golden Gate ferries for riders traveling to jobs and other destinations in San Francisco, a vital connection. SMART also opened a downtown Novato station in December 2019. In January, SMART revamped its commuter schedule to run trains every 32 minutes.

According to SMART staff, an early tax renewal would provide the funding certainty needed to allow for the restructuring of construction debt, which could reduce SMART's financing costs by an estimated \$12 million annually. Of note, this savings paired with SMART's other planned revenue sources would cover the estimated cost to fully fund SMART rail and pathway operations for the next 30 years; it would also provide the revenue needed to operate future rail and pathway extensions to Healdsburg and Cloverdale when additional capital funding is secured to complete construction. Without approval of the tax renewal, SMART would need to identify cost savings, which would likely result in service cuts. Given this, staff recommends the Commission adopt a support position on Measure I.

**Recommendation:** Support / MTC Commission approval

**Bill Positions:** See attached

**Attachments:** Attachment A: Measure I Positions



Therese W. McMillan

**Measure I Known Positions\***

**Support**

Organizations

Friends of SMART  
Greenbelt Alliance  
North Bay Leadership Council  
North Bay Labor Council  
Northern California Engineering Contractors Association  
Save the Bay Action Fund  
Sonoma County Alliance  
Sonoma County Conservation Action  
Sonoma County Transportation and Land-use Coalition  
Sustainable Novato  
The Climate Center

Elected Officials

Jared Huffman, United States Congress  
Mike Thompson, United States Congress  
Mike McGuire, CA State Senate  
Jim Wood, CA State Assembly  
Michael Allen, CA State Assembly (Ret.)  
Judy Arnold, Marin County Board of Supervisors  
Mary Jane Burke, Marin County Superintendent of Schools  
Damon Connolly, Marin County Board of Supervisors  
Diane Dillon, Napa County Board of Supervisors  
Robert T. Doyle, Marin County Sheriff  
James Gore, Sonoma County Board of Supervisors  
Steve Herrington, Sonoma County Superintendent of Schools  
Lynda Hopkins, Sonoma County Board of Supervisors  
David Rabbitt, Sonoma County Board of Supervisors  
Kate Sears, Marin County Board of Supervisors  
Shirlee Zane, Sonoma County Board of Supervisors  
Cynthia Murray, former Marin County Board of Supervisors  
Denise Athas, Mayor City of Novato

Melanie Bagby, Councilmember City of Cloverdale  
Teresa Barrett, Mayor City of Petaluma  
Scot Candell, Councilmember City of Larkspur  
Chris Coursey, former Mayor City of Santa Rosa  
John A Dell'Osso, Councilmember City of Cotati  
Dominic Foppoli, Mayor Town of Windsor  
Debora Fudge, Councilmember Town of Windsor  
Patrcia Garbarino, SMART Board Member  
Leah Gold, Mayor City of Healdsburg  
Amy Harrington, Councilmember City of Sonoma  
Herman G. Hernandez, Trustee Sonoma County Office of Education  
Dan Hillmer, Councilmember City of Larkspur  
Madeline Kellner, former Mayor City of Novato  
Esther Lemus, Vice Mayor Town of Windsor  
Eric Lucan, Councilmember City of Novato  
Jake Mackenzie, Vice Mayor City of Rohnert Park  
Shaun McCaffery, Councilmember City of Healdsburg  
Claire McAuliffe, Councilmember City of Belvedere  
Stephanie Moulton-Peters, Councilmember City of Mill Valley  
Joe Naujokas, Councilmember City of Healdsburg  
Barbara Pahre, SMART Board Member & President Golden Gate Bridge District  
Amy Peele, Councilmember City of Novato  
Gary Phillips, Mayor City of San Rafael  
Chris Rogers, Councilmember City of Santa Rosa  
Susan Wernick, Councilmember City of Novato  
Larry Chu, former Mayor City of Larkspur

Other

Russel Colombo, Citizens Oversight Committee

**Opposition**

Coalition of Sensible Taxpayers  
Citizens for Sustainable Pension Plans  
Carsten Anderson, individual  
James H. Andrews, Councilman and Mayor, Town of Corte Madera  
Judy Schriebman, individual  
Ken Churchill, Director—New Sonoma  
Mike Arnold, citizen  
Nancy J. Cline, citizen  
Paul Premo, individual  
Susan Kirch, individual  
Thomas A. Rubin, individual  
Tracey Buck-Walsh, individual

\*Positions reflect the elected official and organization endorsements listed on the Measure I campaign page ([staygreenkeepsmart.org](http://staygreenkeepsmart.org)) as of January 28, 2020 and “for” and “against” individuals listed in each of the Marin and Sonoma Measure I ballots.

# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 20-0292      **Version:** 1      **Name:**

**Type:** Report      **Status:** Commission Approval

**File created:** 1/31/2020      **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

**On agenda:** 2/14/2020      **Final action:**

**Title:** Measure J: Contra Costa Transportation Authority

Proposed support for Measure J, a new Contra Costa County ½-cent sales tax.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [7b\\_Measure J\\_Contra Costa.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Measure J: Contra Costa Transportation Authority

Proposed support for Measure J, a new Contra Costa County ½-cent sales tax.

**Presenter:**  
Rebecca Long

**Recommended Action:**  
Support / MTC Commission Approval

**Attachments:**

Metropolitan Transportation Commission  
MTC Legislation Committee

February 14, 2020

Agenda Item 7b

Measure J: Contra Costa Transportation Authority

- Subject:** Proposed support for Measure J, a new Contra Costa County ½-cent sales tax.
- Background:** In 2004, Contra Costa County voters approved Measure J, providing an extension of an existing ½-cent sales tax for 25 more years (2009-2034) beyond the original measure's (Measure C) expiration date. The Contra Costa Transportation Authority (CCTA) estimates that the Measure J and its predecessor have raised a total of \$1.4 billion to date, leveraging other regional, state and federal funds by about 3:1 for a total of more than \$5.5 billion. Major projects funded by the sales tax that have been delivered to date include the fourth bore of the Caldecott Tunnel, Highway 4 widening, eBART, and I-680 and I-80 corridor improvements. Because CCTA issued bonds in order to provide the improvements sooner, as of 2018, the vast majority of funds have been committed, leaving little available for new improvements. The new Measure J on the March 2 ballot would add a new ½-cent sales tax for 35 years, generating an additional \$3.6 billion over that timeframe. The current measure would sunset in 2034 unless further extended.
- Discussion:** Measure J includes a number of countywide programs as well as projects focused on specific travel corridors. Countywide programs receive about \$1.98 billion, or 55 percent of the measure and include local road repairs, transit enhancements and bicycle/pedestrian improvements as shown in Attachment A. The measure provides approximately \$1.5 billion for congestion relief and transit enhancements along three major corridors: 1) State Route 242, Highway 4, Transit and eBART; 2) I-680, Highway 24, Transit and BART; and 3) I-80 and I-580 (Richmond-San Rafael Bridge), Transit and BART. These include both roadway capacity and transit enhancements, including BART access improvements, additional eBART rail cars, and enhanced ferry service.
- The expenditure plan takes a corridor approach to funding projects to provide flexibility as the scope of each focus area is further defined. The plan includes some unusual and innovative categories such as a Reduce and Reverse Commutes category aimed at spurring economic development within the county to reduce commutes in the primary commute direction and generally reduce vehicle-miles traveled (VMT). In addition, the Measure includes various policy provisions to further leverage the benefits of the funding, including a requirement that jurisdictions demonstrate reasonable progress on providing housing for all income levels as a condition of receiving local road funds from the measure and a Complete Streets Policy and Vision Zero Policy, consistent with a model policy developed by CCTA.
- Because Measure J is a balanced, multimodal plan with strategic policy levers aimed at reducing VMT, increasing housing production at all income levels, and improving safety, staff recommends a support position.
- Recommendation:** Support/MTC Commission approval
- Bill Positions:** See attached
- Attachments:** Attachment A: Transportation Expenditure Plan Funding Summary  
Attachment B: Measure J Positions

  
Therese W. McMillan

## TRANSPORTATION EXPENDITURE PLAN FUNDING SUMMARY

FUNDING CATEGORIES	SUBTOTALS	
	\$ (millions)*	%
<b>RELIEVING CONGESTION ON HIGHWAYS, INTERCHANGES, AND MAJOR ROADS</b>	<b>\$1,484</b>	<b>41.1</b>
<b>Improve State Route 242 (SR-242), Highway 4, Transit, and eBART Corridor</b>	<b>705</b>	<b>19.5</b>
Relieve Congestion and Improve Access to Jobs Along Highway 4 and SR-242	200	5.5
Improve Local Access to Highway 4 and Byron Airport	150	4.2
East County Transit Extension to Brentwood and Connectivity to Transit, Rail, and Parking	100	2.8
Improve Traffic Flow on Major Roads in East County	107	3.0
Enhance Ferry Service and Commuter Rail in East and Central County	50	1.4
Improve Transit Reliability Along SR-242, Highway 4, and Vasco Road	50	1.4
Additional eBART Train Cars	28	0.8
Seamless Connected Transportation Options	20	0.6
<b>Modernize I-680, Highway 24, Transit, and BART Corridor</b>	<b>536</b>	<b>14.9</b>
Relieve Congestion, Ease Bottlenecks, and Improve Local Access Along the I-680 Corridor	200	5.5
Improve Traffic Flow on Major Roads in the Central County and Lamorinda	145	4.0
Improve Transit Reliability along the I-680 and Highway 24 Corridors	50	1.4
Provide Greater Access to BART Stations Along I-680 and Highway 24	49	1.4
Improve Traffic Flow on Highway 24 and Modernize the Old Bores of Caldecott Tunnel	35	1.0
Improve Traffic Flow on Major Roads in San Ramon Valley	32	0.9
Seamless Connected Transportation Options	25	0.7
<b>Enhance I-80, I-580 (Richmond-San Rafael Bridge), Transit, and BART Corridor</b>	<b>243</b>	<b>6.7</b>
Improve Transit Reliability Along the I-80 Corridor	90	2.5
Relieve Congestion and Improve Local Access Along the I-80 Corridor	57	1.6
Improve Traffic Flow on Major Roads in West County	38	1.1
Enhance Ferry Service and Commuter Rail in West County	34	0.9
Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge Along I-580 and Richmond Parkway	19	0.5
Seamless Connected Transportation Options	5	0.1
<b>IMPROVING TRANSIT AND TRANSPORTATION COUNTYWIDE IN ALL OUR COMMUNITIES</b>	<b>\$1,980</b>	<b>54.9</b>
Modernize Local Roads and Improve Access to Job Centers and Housing	628	17.4
Provide Convenient and Reliable Transit Services in Central, East, and Southwest Contra Costa	392	10.9
Increase Bus Services and Reliability in West Contra Costa	250	6.9
Improve Walking and Biking on Streets and Trails	215	6.0
Accessible Transportation for Seniors, Veterans, and People with Disabilities	180	5.0
Cleaner, Safer BART	120	3.3
Safe Transportation for Youth and Students	104	2.9
Reduce and Reverse Commutes	54	1.5
Reduce Emissions and Improve Air Quality	37	1.0
<b>SUBTOTAL</b>	<b>\$3,464</b>	<b>96%</b>
Transportation Planning, Facilities & Services	\$108	3.0
Administration	\$36	1.0
<b>TOTAL</b>	<b>\$3,608</b>	<b>100%</b>

\*Funding amounts are rounded



**Measure J Known Positions**

**SUPPORT**

Community Organizations  
Save Mount Diablo  
Save The Bay  
Bike East Bay  
Contra Costa Young Democrats  
TransForm  
SPUR  
Monument Impact  
350 East Bay  
Contra Costa Citizens' Climate Lobby  
Sunflower Alliance  
Sustainable Rossmoor  
Contra Costa MoveOn  
Indivisible ReSisters  
Orinda Progressive Action Alliance  
Greenbelt Alliance  
El Cerrito Democratic Club  
League of Women Voters of West Contra Costa County

East Bay Economic Development Alliance  
Glaziers, Architectural Metal and Glassworkers Local Union 169  
International Brotherhood of Electrical Workers Local 302  
Iron Workers Union Local 378  
Operating Engineers Local 3  
United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry Local 355  
AFSCME Local 3916

City of San Pablo  
City of San Ramon  
City of Walnut Creek

**OPPOSE**

Alliance of Contra Costa Taxpayers

**Public Agencies**

City of Antioch  
City of Brentwood  
City of Clayton  
City of Concord  
Town of Danville  
City of El Cerrito  
City of Hercules  
City of Lafayette  
City of Martinez  
Town of Moraga  
City of Oakley  
City of Orinda  
City of Pinole  
City of Pittsburg  
City of Pleasant Hill  
City of Richmond

**Business & Labor**

East Bay Leadership Council  
Carpet, Linoleum, Soft Tile Workers Local Union #12  
Contra Costa Building and Construction Trades Council

# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 20-0208      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 1/17/2020      **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee  
**On agenda:** 2/14/2020      **Final action:**  
**Title:** State Budget Update

Update on the Governor's Fiscal Year (FY) 2020-21 Budget proposal.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8a\\_Budget Update Summary Sheet\\_Rev.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

State Budget Update

Update on the Governor's Fiscal Year (FY) 2020-21 Budget proposal.

**Presenter:**

Georgia Gann Dohrmann

**Recommended Action:**

Information

**Attachments:**

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

February 14, 2020

Agenda Item 8a

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State Budget Update

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**Subject:** Update on the Governor's Fiscal Year (FY) 2020-21 Budget proposal.

**Overview:** Governor Newsom on January 10 released his proposed FY 2020-21 State Budget. The \$222 billion spending plan reflects a strong but slowing economy—the budget's projected \$5.6 billion surplus represents a significant drop from the \$21.5 billion surplus predicted for the current fiscal year in last year's budget. The budget proposes to build reserves, boosting the Rainy-Day Fund to \$18 billion in FY 2020-21, and to invest the majority of the surplus in one-time spending, including a new homelessness initiative.

This budget release is the beginning of a months-long negotiation between the Governor's Office and the Legislature. Lawmakers have until June 15 to pass a budget in time for the July 1 start of the FY 2020-21 fiscal year.

The housing and homelessness, transportation, and climate portions of the budget are summarized in Attachment A. Additionally, Attachment B shows Fiscal Year 2019-2020 and Fiscal Year 2020-2021 State Transit Assistance Related Programs.

**Issues:** None identified.

**Recommendation:** Information

**Attachments:** Attachment A: 2020-21 State Budget Summary  
Attachment B: Fiscal Year 2019-2020 and Fiscal Year 2020-2021 State Transit Assistance Related Programs



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Therese W. McMillan

## 2020-21 State Budget Summary January 21, 2020

Governor Newsom on January 10 released his budget proposal for Fiscal Year (FY) 2020-21. The \$222 billion spending plan reflects a strong but slowing economy—the budget’s projected \$5.6 billion surplus represents a significant drop from the \$21.5 billion surplus predicted for the current fiscal year. The budget includes increased reserves, boosting the Rainy-Day Fund to \$18 billion in FY 2020-2021, and to invest the majority of the projected surplus in one-time investments, including a new \$750 million homelessness initiative. Summaries of the housing and homelessness, transportation, and climate portions of the budget follow.

This January budget proposal is the beginning of a months-long negotiation between the Governor’s office and the Legislature. Lawmakers have until June 15 to pass a budget in time for the July 1 start of the 2020-21 fiscal year.

### Housing

The budget proposes \$6.8 billion in state and federal funds for housing-related investments, including \$500 million to match the FY 2019-20 supplement to the state’s Low-Income Housing Tax Credit (LIHTC) program, bringing the total proposed state LIHTC investment to \$602 million in FY 2020-21. The base state LIHTC program has been funded at approximately \$100 million in recent years (the annual state credit amount is capped at \$70 million (1987 dollars) plus inflation, plus any unused or returned credits from previous years). Housing-related investments would include:

- \$3.5 billion in California Housing Finance Agency home lending programs;
- \$897 million in state and federal LIHTCs, including the \$500 million state LIHTC supplement;
- \$868 million in voter-approved Veterans and Affordable Housing Bond Act (SB 3 (Beall, 2017)) funds;
- \$468 million for the Affordable Housing and Sustainable Communities Program, which is funded from continuously appropriated Cap-and-Trade revenues;
- \$400 million for the No Place Like Home Program, which funds permanent supportive housing for chronically homeless individuals using Mental Health Services Act (Proposition 63)-funded bonds;
- \$277 million in ongoing real estate transaction-fee revenues authorized by SB 2 (Atkins, 2017), 70 percent of which flows directly to local governments to invest in affordable housing, rental housing and homeownership for middle income workers, homelessness prevention, and a range of other housing-related investments; and
- \$422 million for other housing-related programs.

Of note, the budget also includes a commitment from the Administration to “working with the Legislature this year on additional actions to expedite housing production, including changes to local zoning and permitting processes, as well as adding predictability and reducing the costs of development fees.” The budget also emphasizes the Newsom Administration’s intention to continue to actively enforce housing element law, highlights the planned revamp of the Regional Housing Needs Assessment (RHNA) process before 2023, and notes that the state will continue to seek private sector contributions to help fund affordable housing production.

## Homelessness

The budget includes more than \$1 billion for housing subsidies and health care for the homeless. Of this, \$750 million is proposed to seed the California Access to Housing and Services Fund (Fund)—which was established by Governor Newsom’s January 8, 2020 Executive Order N-23-20—to provide rental subsidies for those facing homelessness, to incentivize the development of new affordable housing units, and to keep “board and care” facilities open. Department of Social Services would administer the Fund; resources would flow through performance-based contracts between the state and regional administrators and would be subject to a 10 percent administrative cap. To the extent feasible, projects located on surplus state property would be prioritized for new homelessness housing capacity, which would build on the Governor’s Executive Order N-23-20 requiring state agencies to identify state properties that could be used for emergency shelters and homeless housing by January 31, 2020. The Legislature is requested to take early action to establish this Fund so resources could be deployed this summer.

Additionally, \$695 million (including federal funds) is proposed to expand MediCal to provide homeless individuals with more preventative care and mental health services. This would grow to \$1.4 billion in FY 2021-22 and FY 2022-23. The budget also indicates the Governor’s intention to propose changes to the Mental Health Services Act (Proposition 63) to better focus its resources on early intervention and people with mental illness who are also experiencing homelessness or are involved in the criminal justice system.

## Transportation

On the transportation side, the budget highlights the Governor’s continued commitment to High Speed Rail and reinforces the message from the Governor’s 2019 Executive Order N-19-19 on climate and transportation that the Administration intends to expend SB 1 (Beall, 2017) revenues in a way that is consistent with authorized uses—local street and road repair, state highway maintenance, transit investments, etc.—while also reinforcing the state’s climate goals. For example, the climate resiliency bond detailed below would invest in a new program to fund cool road surface investments in areas in the state experiencing extreme heat from climate change.

MTC’s population-based share of the State Transit Assistance (STA) program is projected to be \$67.5 million, \$400,000 and less than the November 2019 State Controller’s Office estimate for FY 2019-20, and Bay Area transit operators’ revenue-based STA are expected to total \$185 million, more than \$1 million less than FY 2019-20 estimates. MTC’s share of population-based State of Good Repair (SGR) funds are expected to increase by approximately \$300,000 to \$10.8 million in FY 2020-21 and the region’s Low Carbon Transportation Operations Program (LCTOP) population-based funds are expected to grow to \$12.2 million from \$11.1 million in FY 2019-20. Bay Area transit operators are expected to receive \$29.6 million in SGR revenue-based funds and \$33.4 million in LCTOP revenue-based funds, respective increases of nearly \$1 million and \$3 million over FY 2019-20 fund estimates. See Attachment B for additional details.

## Climate and Emergency Preparedness

The budget proposes \$12.5 billion in climate investments over the next five years to fund transportation decarbonization, strategies to increase carbon sequestration and improve ecosystem resilience, and support regions and communities in improving climate resiliency. Nearly 80 percent of this funding would be generated from Cap-and-Trade revenues (\$4.8 billion over five years) and a proposed \$4.8 billion climate resiliency bond, both of which are summarized below. A new Climate Catalyst Fund (\$1 billion over five years) would provide low-interest loans to promote the deployment of green technologies. Other climate investments include \$1.4 billion over five years in existing bond funds for natural resource programs, \$344 million for targeted water resiliency investments and \$51 million in one-time funding for electric vehicle charging infrastructure.

Building on last year's \$1 billion for emergency response, the budget includes \$120 million (\$150 million ongoing) in funding for more full-time firefighters, \$110 million to harden homes in fire zones to make them more resilient to wildfires; and \$79 million for California Disaster Assistance Act disaster recovery activities, including local government reimbursement. The budget would also provide \$50 million in one-time community power resiliency funding to help local governments prepare for and mitigate the impacts of power outages, \$17 million in one-time resources to fund California's Earthquake Early Warning System and \$9 million to staff the newly-authorized Wildfire Forecast and Threat Intelligence Integration Center, which will serve as an organizing hub for state agencies—California Office of Emergency Services, CAL FIRE, the California Military Department (Calguard) and the California Public Utilities Commission—working on wildfire forecasting, weather information, threat intelligence gathering and analysis.

#### Cap-and-Trade Expenditure Plan

While always difficult to predict, given its nature of private bidding in an auction setting, the state's Cap-and-Trade program is projected to support a \$965 million expenditure plan for FY 2020-21—nearly \$400 million less than the \$1.4 billion discretionary expenditure plan for FY 2019-20—in addition to \$1.5 billion for the continuously appropriated Cap-and-Trade-funded transportation and housing programs. Expenditure plan highlights are bulleted below.

- \$400 million for low carbon transportation, including \$150 million for clean buses and trucks, reduced from FY 2019-20 levels of \$550 million and \$182 million, respectively;
- \$235 million to reduce exposure in communities most impacted by air pollution (AB 617 communities), reduced from \$275 million in FY 2019-20;
- \$208 million for wildfire prevention, reduced from \$220 million in FY 2019-20; and
- \$4 million combined for the California Coastal Commission and the San Francisco Bay Conservation and Development Commission (not funded last year from Cap and Trade)

The remaining funds would be directed to “climate smart” agriculture investments, waste diversion, research and workforce development.

#### Climate Resiliency Bond

The \$4.8 billion climate resiliency bond—which the Governor is proposing for the November 2020 ballot—would direct nearly 80 percent of the funds to investments that mitigate near-term risks (wildfire, floods and drought). The remaining funds would be reserved for reducing longer-term risks related to sea-level rise and extreme heat as well as building community resilience. Of note, the bond would provide resources for resiliency planning and for demonstration projects to protect critical infrastructure, but those resources are minimal (only \$75 million statewide) compared to the \$20 billion in estimated need for green and grey infrastructure improvements to protect the Bay Area's communities and transportation network from sea-level rise. Proposed bond revenue allocations are bulleted below.

- \$3 billion for drinking water, flood and drought risk mitigation, including \$340 million for Army Corps of Engineers flood control projects and \$270 million for multi-benefit flood risk reduction and ecosystem restoration;
- \$750 million for wildfire resilience, including \$500 million for hardening community infrastructure (e.g. projects that harden drinking water infrastructure, emergency shelters and public medical facilities);

- \$500 million for sea-level rise risk reduction, including \$320 million for coastal wetland restoration, \$130 million for nature-based ocean ecosystem resilience projects, and \$50 million to fund demonstration projects to protect critical infrastructure (roads, railways, power plants, etc.) from sea-level rise;
- \$325 million to combat extreme heat, including \$200 million for urban greening;
- \$250 million for community resilience, including \$225 million to fund community evacuation and emergency response facilities and \$25 million for resiliency planning; and
- \$125 million for a new program to incentivize the use of “cool materials” in paving and other projects in vulnerable communities.

	Fiscal Year 2019-20   Based on November 2019 State Controller's Office (SCO) Estimate			Fiscal Year 2020-21   Based on January 2020 State Budget		
	STA Revenue-Based	SGR Program Revenue-Based	LCTOP Revenue-Based	STA Revenue-Based	SGR Program Revenue-Based	LCTOP Revenue-Based
ACCMA						
Corresponding to ACE	\$290,259	\$44,850	\$47,549	\$288,482	\$46,151	\$52,091
Caltrain	\$8,496,363	\$1,312,844	\$1,391,829	\$8,444,325	\$1,350,915	\$1,524,790
CCCTA	\$789,680	\$122,020	\$129,361	\$784,843	\$125,558	\$141,719
City of Dixon	\$7,403	\$1,144	\$1,213	\$7,357	\$1,177	\$1,328
ECCTA	\$415,004	\$64,126	\$67,984	\$412,462	\$65,985	\$74,478
City of Fairfield	\$163,554	\$25,272	\$26,793	\$162,553	\$26,005	\$29,352
GGBHTD	\$8,540,790	\$1,319,709	\$1,399,107	\$8,488,481	\$1,357,979	\$1,532,763
LAVTA	\$349,728	\$54,039	\$57,291	\$347,586	\$55,606	\$62,764
Marin Transit	\$1,668,066	\$257,747	\$273,254	\$1,657,849	\$265,221	\$299,357
NVTA	\$116,000	\$17,924	\$19,002	\$115,288	\$18,444	\$20,818
City of Petaluma	\$49,382	\$7,630	\$8,090	\$49,080	\$7,852	\$8,862
City of Rio Vista	\$7,458	\$1,152	\$1,222	\$7,412	\$1,186	\$1,338
SamTrans	\$8,121,101	\$1,254,860	\$1,330,355	\$8,071,361	\$1,291,249	\$1,457,444
SMART	\$1,695,538	\$261,992	\$277,754	\$1,685,153	\$269,589	\$304,288
City of Santa Rosa	\$160,210	\$24,755	\$26,245	\$159,229	\$25,473	\$28,752
Solano County Transit	\$351,963	\$54,385	\$57,657	\$349,807	\$55,962	\$63,165
Sonoma County Transit	\$225,725	\$34,879	\$36,977	\$224,342	\$35,890	\$40,509
City of Union City	\$116,445	\$17,993	\$19,075	\$115,731	\$18,515	\$20,898
Vacaville City Coach	\$29,292	\$4,526	\$4,798	\$29,112	\$4,657	\$5,257
VTA	\$23,249,042	\$3,592,405	\$3,808,533	\$23,106,649	\$3,696,581	\$4,172,363
VTA						
Corresponding to ACE	\$216,633	\$33,474	\$35,487	\$215,305	\$34,444	\$38,878
WCCTA	\$504,435	\$77,944	\$82,634	\$501,346	\$80,205	\$90,528
WETA	\$2,314,946	\$357,702	\$379,222	\$2,300,768	\$368,075	\$415,449
SUBTOTAL	\$57,879,017	\$8,943,373	\$9,481,429	\$57,524,521	\$9,202,720	\$10,387,192
AC Transit	\$24,264,960	\$3,749,383	\$3,974,956	\$24,116,345	\$3,858,111	\$4,354,684
BART	\$40,698,461	\$6,288,661	\$6,667,004	\$40,449,195	\$6,471,025	\$7,303,904
SFMTA	\$63,386,127	\$9,794,323	\$10,383,575	\$62,997,906	\$10,078,347	\$11,375,521
SUBTOTAL	\$128,349,548	\$19,832,368	\$21,025,535	\$127,563,446	\$20,407,483	\$23,034,109
TOTAL	\$186,228,565	\$28,775,741	\$30,506,964	\$185,087,967	\$29,610,203	\$33,421,301
	Fiscal Year 2019-20   Based on November 2019 State Controller's Office (SCO) Estimate			Fiscal Year 2020-21   Based on January 2020 State Budget		
	STA Population-Based	SGR Program Population-Based	LCTOP Population-Based	STA Population-Based	SGR Program Population-Based	LCTOP Population-Based
TOTAL - MTC REGION	\$67,889,961	\$10,490,248	\$11,121,369	\$67,474,153	\$10,794,453	\$12,183,796



ABAG

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0351      **Version:** 1      **Name:**

**Type:** Report      **Status:** Committee Approval

**File created:** 2/7/2020      **In control:** ABAG Legislation Committee

**On agenda:** 2/14/2020      **Final action:**

**Title:** Senate Bill 278 (Beall): Bay Area Transportation Revenue Measure

Update on proposed legislation to authorize a one percent sales tax to be approved by the voters in the nine Bay Area counties to fund transportation improvements and potentially affordable housing, and proposed advocacy concepts for that legislation.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8b\\_SB\\_278\\_Transportation\\_Revenue\\_Measure.pdf](#)  
[8b\\_Handout-2020-02-14\\_MTC-ABAG\\_Legislation\\_-\\_8B\\_v2\\_-\\_Google\\_Docs.pdf](#)

Date	Ver.	Action By	Action	Result
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### Senate Bill 278 (Beall): Bay Area Transportation Revenue Measure

Update on proposed legislation to authorize a one percent sales tax to be approved by the voters in the nine Bay Area counties to fund transportation improvements and potentially affordable housing, and proposed advocacy concepts for that legislation.

Rebecca Long

ABAG Legislation Committee Approval  
MTC Legislation Committee Approval

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

February 14, 2020

Agenda Item 8b

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**Senate Bill 278 (Beall): Bay Area Transportation Revenue Measure**

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- Subject:** Update on proposed legislation to authorize a one percent sales tax to be approved by the voters in the nine Bay Area counties to fund transportation improvements and potentially affordable housing, and proposed advocacy concepts for that legislation.
- Background:** Senator Beall has indicated his intention to amend SB 278 to incorporate authorizing legislation for a sales tax in the nine Bay Area counties, subject to voter approval, generating approximately \$100 billion over 40 years for transportation, and potentially, affordable housing. The Commission heard a presentation by the FASTER Bay Area coalition as well as the Voices for Public Transportation coalition at its January 30<sup>th</sup> workshop. This memo is a follow up to that discussion and includes proposed advocacy concepts for the legislation.
- Discussion:** This memo proposes a set of principles as our recommendations to guide our engagement and discussions at this point in the development of SB 278. Note that these recommendations could also inform our advocacy efforts on AB 2057 (Chiu), the “seamless transit” bill, recently introduced with legislative intent language.

***Add Affordable Housing Funding to the Measure***

The FASTER Bay Area Coalition conducted polling recently which found support for housing as a component of a combined transportation and housing ballot measure paid for by a 1 percent sales tax. They indicated an interest in exploring inclusion of dedicated funding for affordable housing in the measure. At the time this memo was finalized, no specific details as to how funds would be distributed or what amount of funding would be dedicated to housing had been formally proposed by the FASTER Bay Area coalition or Senator Beall. Nonetheless, given Commission feedback indicating general support for funding *both* transportation and housing in any authorizing bill for a potential regional sales tax to go on the ballot this November or at a future date, staff recommends we go on record supporting the idea. Note that staff intends to simultaneously prepare for the potential placement of a housing bond on the November 2020 ballot pursuant to AB 1487 (Chiu, 2020). A decision between which option to ultimately pursue could be made in Sacramento if SB 278 does not receive sufficient support, or will be in the hands of ABAG and MTC to make later this spring/summer.

With regard to housing funding in SB 278, we recommend MTC and ABAG advocate for retaining the numerous hard-won provisions of AB 1487 (Chiu, 2019), including:

- Retaining the minimum shares across the “3Ps” of production, preservation and protection ( $\geq 52\%/15\%/5\%$ , respectively)
- Distribution between the counties and the region ( $\geq 80\%/ \leq 20$  percent, respectively)
- Shared decision-making by ABAG and MTC (acting as the Bay Area Housing Finance Authority)
- Allow for the provision in AB 1487 that allows for a commercial linkage fee to be operable following a successful vote on a sales tax.

Further, we recommend supporting the addition of a new funding allocation to directly address homelessness.

***Seamless Mobility and Project Delivery Reforms***

The Commission also discussed the unique opportunity a transportation funding measure of this size offers to enact policy changes that will greatly enhance the experience of riding public transit, improve express lane connectivity and enforcement, and mitigate the risks associated with major infrastructure projects. To that end, consideration should be given to policies that would “push the envelope” of regional leadership in the following areas:

- **Seamless Transit** – To address near term, achievable outcomes, include provisions to 1) require implementation of integrated fares across the region’s 27 transit operators, consistent with recommendations that emerge from the Fare Coordination and Integration Study that is currently underway and being overseen jointly by MTC and transit operators; 2) pursue regional transit wayfinding and mapping, consistent with the work currently underway; 3) ensure the adoption of accurate real time transit information; and 4) ensure the region’s transit operators continue to provide a unified option for transit riders to pay fares via a single universal transit fare payment card/platform, Clipper®.
- **Transit Network Planner** – Vest authority for planning and implementation of a seamless network planner in MTC, working in partnership with the many transit operators, agencies and stakeholders, and provide sufficient resources to accomplish the work effectively. Oppose creation of yet another new entity.
- **Equity** – Ensure the legislation includes a robust travel demand management program with sufficient funds for MTC to implement it; a mandate for all Bay Area transit operators to provide a uniform discount for transit fares for low-income transit riders along with funding levels necessary to avoid service reductions; and a sales-tax rebate for qualifying low-income residents.
- **Mega-Project Delivery** – Include provisions to establish a mechanism for enhanced oversight for any project funded by the measure with a total cost greater than \$1 billion as well as requirements for the region’s operators to develop, sustain and share expertise in project design and delivery across transit systems.
- **Express lanes** – Establish MTC/Bay Area Infrastructure Financing Authority (BAIFA) as the arbiter of the region’s express lane policies related to occupancy, hours of operation, payment, and all customer-facing communications, including signage and websites, etc. Such policies would be required to be developed in consultation with other express lane operators, Caltrans and California Highway Patrol.
- **Institutional Reforms** – Include provisions to incentivize transit operator institutional reforms including consolidations conditional on voter approval of the sales tax.

An essential consideration for MTC to be successful in leading the policy implementation suggested would be new resources dedicated to that purpose.

**Bill Positions:** None on file

**Recommendation:** Approve advocacy principles to guide early engagement on SB278 and, where applicable, on AB2057.

  
Therese W. McMillan

February 13, 2020

Attention: Feb 14 Joint MTC Legislation Committee & ABAG Legislation Committee  
Re: Agenda Item #8B, Senate Bill 278 (Beall): Bay Area Transportation Revenue Measure

Honorable MTC Commissioners and ABAG Legislative Committee Members,

Thank you for considering policies that can support a more seamless, integrated transit system. Seamless Bay Area, a sponsor of AB-2057 (Chiu), the Bay Area Seamless Transit Act, strongly supports MTC direction to staff given at the Jan 30-31 MTC Retreat to be “bold and unflinching” in pursuit of policy reforms that support a more seamless transit system, including legislation. Transit riders are eager to see changes that will quickly integrate our transit system, as evidenced by over 1,500 petition signatures on the Seamless Transit Principles ([www.seamlesstransitprinciples.org](http://www.seamlesstransitprinciples.org)).

Based on two years of research investigating international best practices and dozens of interviews with Bay Area leaders, Seamless Bay Area has identified that a feature of metropolitan regions with high-ridership, integrated transit systems is the existence of a regional “Transit Network Manager” authority (similar to the “Transit Network Planner” referenced in the staff report). A “Network Manager” strategically plans and actively manages a regional network, which may include multiple transit operators, ensuring it is easy-to use and seamless for passengers. This includes overseeing standardized transit fares, branding, maps, and information, schedule coordination, customer experience, and long range capital planning.

More information on what would be required of the Bay Area to create a truly effective Network Manager is described in an October 15, 2019 [blog post](https://medium.com/seamless-bay-area/to-build-a-seamless-transit-system-governance-reforms-must-accompany-new-funding-9ef35f6ea88a) published by Seamless Bay Area (<https://medium.com/seamless-bay-area/to-build-a-seamless-transit-system-governance-reforms-must-accompany-new-funding-9ef35f6ea88a>). As explained in the post, Seamless Bay Area recommends that a temporary *Regional Commission (or Task Force) on Transportation Governance and Funding* be set up, to both determine the governance structure of the Bay Area’s Network Manager, and recommend what other changes to the organization and governance of transit agencies should accompany the establishment of a Network Manager.

By contrast, MTC’s staff report on SB-278, also applicable to AB-2057, recommends MTC advocate for itself to be vested the authority of “Network Planner”. Seamless Bay Area believes MTC, in its current form, is not currently set up to succeed at being a network planner/manager for several reasons:

**1. Conflicting accountability of board structures and organizational mandates**

Finances have a significant impact on transit agency operations and decision-making. An effective Network Planner/Manager must have the clear authority and legitimacy to set fares regionally and deploy financial resources to optimize the customer experience for all transit riders. Currently the 27 transit agencies and 9 congestion management authorities each have their own separate accountability and board structures, with legally mandated fiduciary responsibility over their finances, and no direct accountability to the MTC or the region. Further, roadway rights-of-way, which impact the quality of bus and light rail service, are controlled by hundreds of different jurisdictions and Caltrans. While many MTC commissioners sit on local transit agency boards and elected city bodies, this does not equate to direct accountability between local agencies and regional goals. These are fundamental conflicts that must be resolved for a regional entity to be effective as a network planner.

Vesting authority in MTC as a network planner/manager without addressing the structure of transit and other governing bodies would set up the region for ongoing conflict and severely or entirely inhibit MTC's ability to integrate transit.

**2. MTC current board structure does not position it for success as Network Manager/Planner**

The MTC consists almost entirely of locally elected officials in its governing structure. Elected official commissioners represent just a part of the region, and not the region as a whole. Of its four members representing different State departments, three are non-voting. Successful Network Planning / Network Management entities from other regions typically have governing boards that look very different from MTC. They often have governing boards that include relevant professional and transportation expertise, or officials that represent the entire region. Some boards also include locally elected officials, but they are not the majority. As a result, these boards have a better balance representing regional in addition to local interests, as well as relevant expertise.

**3. Past adjustments to MTC's mandate to take on Network Planner responsibilities have been ineffective**

Related to the former two factors, perhaps the most compelling argument that MTC is not, in its current form, positioned to succeed as network planner is the failure of past adjustments to MTC's mandate. One such adjustment, Resolution 3866, passed in 2010, stated that MTC is "required to adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction and to require every system to enter into a joint fare revenue sharing agreement with connecting systems." The resolution even explicitly gave MTC the authority to condition STA funds on compliance. Despite such a clear mandate, MTC has not been able to achieve such coordination. This speaks to the problem of mandating an agency take actions without resolving the overlapping and conflicting agency finances, board structures, and legal mandates.

A goal of any legislation to create a seamless network should be to remove barriers that prevent successful planning and operation of a seamlessly integrated network. Transformational change to our transit system will require out-of-the box thinking and openness to change. Dramatic improvements will not be possible if we constrain ourselves to existing structures, agencies, and ways of doing business.

We strongly support the MTC staff report's recommendation on "Institutional Reforms" and recommend that it be strengthened. **We encourage the Commission to support the concept of a Task Force to determine the most effective structure for a Network Planner/Manager entity to ensure that the system is planned and operated in a coordinated manner; to identify barriers to achieving a coordinated network; and to assess what institutional reforms to existing agencies and laws should be introduced in concert to position the Network Planner/Manager for success.**

MTC's advocacy position should not preclude finding the best governance solutions, and should not insist that it become the Network Planner/Manager as a starting point.

Thank you very much for your consideration,



Ian Griffiths, Policy Director, Seamless Bay Area



Adina Levin, Advocacy Director, Seamless Bay Area



**ABAG**

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0327      **Version:** 1      **Name:**

**Type:** Report      **Status:** Committee Approval

**File created:** 2/5/2020      **In control:** ABAG Legislation Committee

**On agenda:** 2/14/2020      **Final action:**

**Title:** Senate Bill 795 (Beall): Affordable Housing and Community Development Investment Program

SB 795 is a reintroduction of SB 5 (Beall), which MTC and ABAG supported last year, but which was ultimately vetoed by the Governor due to concerns about its impact on the General Fund. The bill would establish a new mechanism to use local property tax revenue for affordable housing, infrastructure and climate change mitigation, among other purposes.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [8c\\_SB 795 \(Beall\).pdf](#)

Date	Ver.	Action By	Action	Result
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Senate Bill 795 (Beall): Affordable Housing and Community Development Investment Program

SB 795 is a reintroduction of SB 5 (Beall), which MTC and ABAG supported last year, but which was ultimately vetoed by the Governor due to concerns about its impact on the General Fund. The bill would establish a new mechanism to use local property tax revenue for affordable housing, infrastructure and climate change mitigation, among other purposes.

Rebecca Long

Support / ABAG Executive Board Approval  
Support / MTC Commission Approval

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

February 14, 2020

Agenda Item 8c

**Senate Bill 795 (Beall): Affordable Housing and Community Development Investment Program**

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**Subject:** SB 795 is a reintroduction of SB 5 (Beall), which MTC and ABAG supported last year, but which was ultimately vetoed by the Governor due to concerns about its impact on the General Fund. The bill would establish a new mechanism to use local property tax revenue for affordable housing, infrastructure and climate change mitigation, among other purposes.

**Background:** Since 1992, state law has required local agencies to reallocate a portion of property tax revenue to the Educational Revenue Augmentation Fund (ERAF) for redistribution to local school districts as a way to backfill state funding cuts to education. SB 795 would establish a new program, named the Affordable Housing and Community Development Investment Program, funded using ERAF resources, subject to approval of a locally-nominated project by an interagency Affordable Housing and Community Development Investment Committee (Committee), which the bill would create. Each county could only apply for funds equivalent to its share of the ERAF contribution for that year. The bill would authorize \$200 million per year statewide in fiscal years (FY) 2022-27 and \$250 million per year statewide in FY 2027-31 for a grand total of \$2 billion in funds. The intention of the bill is to hold school funding harmless and essentially backfill the lost property tax revenue with state General Fund resources.

SB 795 would allow this ERAF property tax increment to be used for the following purposes:

- Predevelopment, development, acquisition, rehabilitation, and preservation of affordable housing.
- Transit-oriented development for the purpose of developing higher density uses within close proximity to transit stations that will increase public transit ridership and contribute to the reduction of vehicle miles traveled and greenhouse gases. Fiscal incentives shall be offered to offset local community impacts associated with greater densities.
- Infill development that supports high-density, affordable, and mixed-income housing in locations designated as infill.
- Reuse and redevelopment of previously developed, underutilized land that is presently served by transit, street, water, sewer, and other essential services, particularly in underserved areas.
- Local community planning and engagement efforts to revitalize and restore neighborhoods.
- Protecting communities dealing with the effects of climate change, including, but not limited to, sea level rise, wildfires, seismic safety, and flood protection.

As noted above, the bill would establish a new state-level interagency committee, to review and approve plans. The Committee would be comprised of the chair of the Strategic Growth Council, the chair of the California Housing Finance Agency, the chair of the California Workforce Investment Board, the Director of the Department of Housing and Community Development, Senate and Assembly appointees, and a public member appointed by the Joint Legislative Budget Committee.

At a minimum, 50 percent of the program’s funding must be used to construct affordable housing. Of the 50 percent funds for affordable housing, a minimum of 80 percent must be used for low-income housing [below 80 percent Area Median Income (AMI)] and be consistent with the Low-Income Housing Tax Credit program. The remaining 20 percent can be used for moderate-income housing (80-120 percent AMI). Provisions also ensure that housing remains affordable to renters.

The bill would require the Committee, upon approval of a plan, to direct the county auditor for the appropriate jurisdiction to transfer an amount of ad valorem property tax revenue otherwise required to be contributed to the county’s ERAF from the applicant (e.g., a city or a county) by the amount approved to fund the project in a given year. For an applicant who does not already contribute to a county’s ERAF—i.e., an enhanced infrastructure financing district, affordable housing authority, community revitalization investment authority, affordable housing and community development investment agency, or transit village development district—the bill would require the county auditor to allocate an amount from the county’s ERAF to the city or county that created the entity, and the city or county would transfer the funds to the entity, in the amount equal to its approved amount. The bill would authorize applicants to use approved amounts to incur debt or issue bonds or other financing to support an approved project.

**Discussion:** Based on staff’s review, SB 795 appears to be an innovative approach to harnessing property tax funding to build affordable housing and other important local priorities, including sea level rise mitigation. Because SB 795 provides a significant ongoing financeable funding stream for affordable housing (along with other important purposes), staff recommends MTC and ABAG take a “support” position on the bill.

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

**Bill Positions:** See Attachment A

**Attachments:** Attachment A: Bill Positions

  
\_\_\_\_\_  
Therese W. McMillan

**Senate Bill 795 (Beall) Known Positions**

**Support**

State Building and Construction Trades Council, ALF-CIO (Sponsor)

Affordable Housing Network

Bay Area Housing Advocacy Coalition

BART Transit Village Advocates

California-Nevada Conference of Operating Engineers

City of Alameda

City of Bellflower

City of Duarte

City of El Centro

City of Fountain Valley

City of Palo Alto

City of Pasadena

City of South Pasadena

Council of Community Housing Organizations

County of Los Angeles

California State Association of Counties

EAH Housing

LifeMoves

Mercy Housing

Midpeninsula Regional Open Space District

Orange County Business Council

San Jose Conservation Corps and Charter School

SPUR

Silicon Valley @ Home

Silicon Valley Leadership Group

Silicon Valley Young Democrats

**Oppose**

None on file

# Metropolitan Transportation Commission

## Legislation Details (With Text)

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**File #:** 20-0167      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 1/8/2020      **In control:** Joint MTC Legislation Committee and ABAG  
Legislation Committee

**On agenda:** 2/14/2020      **Final action:**

**Title:** Tom Bulger's Report

Report from Washington, D.C. advocate.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [9a\\_Tom Bulger's DC Report\\_Jan 2020.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 and Association of Bay Area Governments  
Joint MTC Legislation Committee and ABAG Legislation Committee**

February 14, 2020

Agenda Item 9a

**Tom Bulger's Report**

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**Subject:** January 2020 Report from Washington, D.C. advocate.

**Recommendation:** Information

**Attachments:** Attachment A: Tom Bulger's Report – January 2020



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Therese W. McMillan

## January 2020 Monthly Washington, D.C. Report



**To:** Therese W. McMillian, Executive Director

**From:** Tom Bulger, President GRI

**Date:** January 31, 2020

**RE:** Monthly Report for January 2020

- **House Democrats Announce 5-Year, \$760 Billion Infrastructure Plan**
- **House Ways and Means Infrastructure Funding Hearing**
- **House Republicans Support Vehicle Miles Traveled (VMT) Report**
- **House Democrats Unveil Climate Legislation**
- **Electric Vehicle Legislation**
- **Rep. Blumenauer (D-OR) Housing Forum**
- **Washington, D.C. Trip**
- **Meetings**

### **House Democrats Announce 5-Year, \$760 Billion Infrastructure Plan**

The highlights of the House Democrats infrastructure plan (Moving Forward) includes \$760 Billion over 5-years across numerous infrastructure accounts. The proposed funding is not on top of current spending. Key funding levels are as follows:

- Highways - \$319 Billion
- Transit - \$105 Billion
- Safety - \$10 Billion
- Passenger Rail - \$55 Billion

The plan promotes more sustainability, reducing carbon emissions and greater resiliency with a zero-carbon transportation goal in the future.

The Plan is silent on how to pay for future surface transportation infrastructure funding.

Additional details will become available in the coming weeks. The House Committee on Transportation and Infrastructure (T&I) is expected to release a legislative proposal to renew the Fixing America's Surface Transportation (FAST) Act in about two months.

The Republican response from Rep. Sam Graves (R-MO) was that he didn't agree with all of the Democrat's infrastructure principles but would play a role in the development of infrastructure legislation this year. In addition, he and his colleague Rep. Rodney Davis (R-IL), Ranking Member of the Subcommittee on Highways and Transit, said that they would focus on:

- Long-term sustainability of the Highway Trust Fund;
- Technology to improve infrastructure;
- Streamline project delivery;
- Address rural infrastructure needs;
- Ensure state flexibility; and
- Focus on existing core programs.

### **House Ways and Means Infrastructure Funding Hearing**

Concurrent with the House Democrats Infrastructure Plan, the House Ways and Means Committee held an Infrastructure hearing on January 29<sup>th</sup>. Before I detail this important hearing there was very little discussion of replacing the current federal gas and diesel excise taxes with a national pilot program for a vehicle miles traveled (VMT) user fee. Instead, the hearing focused on the usual financing band-aids that we have come to know over the last 27 years in which the current federal user fees have remained unchanged. Much of the hearing's discussion centered on fixing the Highway Trust Fund's funding dilemma by raising the user fees with indexing immediately. Interestingly, Build America Bonds (BABs), which had been widely popular during the recession until phased out, were supported.

Republican members called for the elimination or reduction of the transit funding from the Highway Trust Fund. Currently, the Highway Trust Fund invests 80 percent of its resources in highways and 20 percent in transit.

### **House Republicans Support Vehicle Miles Traveled (VMT) Report**

The state of Washington released a new report that recommends shifting from the current transportation user fees to a VMT fee to fund the state's highway system. The House T&I Republicans, led by Ranking Member Sam Graves (R-MO), issued a press release supporting the conclusions of the state of Washington's VMT report. They further stated that transitioning to a VMT system is a more equitable way to charge drivers for the roads they use.

### **House Democrats Unveil Climate Legislation**

On January 28, 2020, the House Committee on Energy and Commerce Democrats released a draft proposal to push the building, industrial, transportation and electricity sectors to reach net-zero greenhouse gas emissions by 2050. The proposal would set a national clean electricity standard, require states to develop individualized plans to reach net-zero emissions, create a national climate bank and require projects receiving federal funding to use cleaner materials. The draft legislation does not include carbon pricing.

### **Electric Vehicle Legislation**

On January 9, 2020, the House Energy and Commerce subcommittee advanced H.R.5545 by Chairman Bobby Rush (D-IL) that would authorize more than \$6 Billion annually in grants and rebates for electric vehicle infrastructure deployment and manufacturing over the next decade. Also, the bill would authorize tens of billions of dollars to expand the nation's electric vehicle charging network.

### **Rep. Blumenauer (D-OR) Housing Forum**

On January 25, 2020, Rep. Earl Blumenauer (D-OR) hosted a housing forum in Portland, Oregon with Rep. Rashida (D-MI). Subsequently, they and other members of the Congressional Progressive Caucus unveiled a housing framework that declares housing as a "fundamental human right" and Congressman Blumenauer released a report titled "Locked Out: Reversing Federal Housing Failures and Unlocking Opportunity."

### **Washington, D.C. Trip**

Currently, we are scheduling Washington, D.C. meetings for MTC and ABAG at the end of March 2020.

### **Meetings**

- On January 23, 2020, I met with Kathy Deidrick, Chief of Staff House T&I Committee about the Surface Transportation Block Grant Program Coalition recommendations to increase this Federal Highway Administration block grant allocation to Metropolitan Planning Organizations.
- Attended the US Conference of Mayors Mid-Winter meeting at the Hilton Hotel