Metropolitan Transportation Commission

Meeting Agenda

Policy Advisory Council

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

Wednesday, March 11, 2020 **1:30 PM** **Board Room - 1st Floor**

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Website: http://mtc.ca.gov/whats-happening/meetings and will take place at 1:30 p.m.

1. Welcome

2. Introduction of New Policy Advisory Council Members

Michael Baldini, Bob Glover, Christina Gotuaco, Terry Scott, and Walter Wilson.

3. Roll Call / Confirm Quorum

Quorum: A quorum of this council shall be a majority of its regular voting members (14).

4. 20-0309 Elections for 2020-2021 Policy Advisory Council Chair and Vice Chair
(10 minutes)

Election of a chair and vice chair for the 2020-2021 calendar year.

Action: Approval

Presenter: Marti Paschal, Staff Liaison

Attachments: 04_Elections.pdf

5. 20-0310 Chair's Report
(10 minutes)

Action: Information

Presenter: Council Chair

6. 20-0311 Approval of the February 12, 2020 Meeting Minutes
(2 minutes)

Action: Approval

Presenter: Council Chair

Attachments: 06_Council Minutes_Feb 2020.pdf

7. 20-0312 Subcommittee Reports
(10 minutes)

The subcommittee may refer an item from its agenda to the full Council for action at its next meeting if needed.

Action: Information

Presenter: Equity and Access Subcommittee Chair

8. Public Comments / Other Business

9. 20-0479 MTC Internship Program Update
(10 minutes)

Update on MTCs Internship Programs.

Action: Information

Presenter: Therese W. McMillan and Alix A. Bockelman

Attachments: 09_Internship Program.pdf

10. 20-0313 Legislative Update
(60 minutes)

Update on state legislative activity related to the MTC / ABAG 2020 Advocacy Program.

Action: Information

Presenter: Rebecca Long

Attachments: 10_Legislative Update.pdf

11. 20-0315 Staff Liaison Report
(3 minutes)

Relevant MTC policy decisions and other activities.

Action: Information

Presenter: Marti Paschal, Staff Liaison and Kỳ-Nam Miller, Assistant Director, Public Engagement

Attachments: 11_Staff_Liaison_Report March 2020.pdf

12. 20-0316 Council Member Reports
(10 minutes)

Members of the Council may report on locally relevant issues or events.

Action: Information

Presenter: Council Chair

13. 20-0317 New Business
(5 minutes)

Members of the Council may bring up new business for discussion or addition to a future agenda.

Action: Discussion

Presenter: Council Chair

14. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, April 8, 2020 at 1:30 p.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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

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

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

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

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

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

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

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

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0309	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Informational
File created:	2/4/2020			**In control:**	Policy Advisory Council
On agenda:	3/11/2020			**Final action:**	
Title:	Elections for 2020-2021 Policy Advisory Council Chair and Vice Chair (10 minutes) Election of a chair and vice chair for the 2020-2021 calendar year.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	04_Elections.pdf				

Date	Ver.	Action By	Action	Result

Subject:
Elections for 2020-2021 Policy Advisory Council Chair and Vice Chair
(10 minutes)

Election of a chair and vice chair for the 2020-2021 calendar year.

Presenter:
Marti Paschal, Staff Liaison

Recommended Action:
Approval

Attachments:

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Metropolitan Transportation Commission
Policy Advisory Council

March 11, 2020 **Agenda Item 4**

Elections for 2020-2021 Policy Advisory Council Chair and Vice Chair

Subject: Elections for 2020-2021 Policy Advisory Council Chair and Vice Chair.

Background: At your March 11, 2020 meeting, we will begin with election of a chair and vice chair for the 2020-2021 term. Following is the most recent list of nominees:

Nominees for Chair: Randi Kinman

Nominees for Vice Chair: Cynthia Murray

As a reminder of the candidates' backgrounds, a copy of the biographies of the Policy Advisory Council is attached. Should you have further nominations, please do not hesitate to contact Marti Paschal at mpaschal@bayareametro.gov and Martha Silver at MSilver@bayareametro.gov .

Nominations will also be accepted from the floor at the beginning of the March 11, 2020 meeting. The Chair and Vice Chair positions are two-year terms (effective upon election) ending December 2021.

Issues: None identified.

Recommendation: Approval

Attachments: Attachment A: Biographies of the Policy Advisory Council Candidates'

Biographies of the Policy Advisory Council Candidates'

Nominees for Chair:

Randi Kinman, a former planning commissioner for the City of San Jose, worked as a volunteer in the City of San Jose's Strong Neighborhoods Initiative program. She represents and works with communities of color and low-income individuals, developing residents' leadership skills while providing training and education. Ms. Kinman is currently chair of both the Sherman Oaks Neighborhood Association and the Burbank/Del Monte Neighborhood Advisory Committee, as well as a trustee for the West Valley-Mission Community College District. She has served as chair of the Policy Advisory Council and chaired the Regional Transportation Plan 2035 Equity Analysis subcommittee that supported inclusion of a snapshot analysis of data gathered on regular intervals between regional transportation plans.



Nominees for Vice Chair

Cynthia L. Murray is the CEO of North Bay Leadership Council, representing employers in Marin, Sonoma and Napa counties. Her expertise is in transportation, housing, sustainability, and economic competitiveness. As a former Marin County Supervisor and Novato Councilmember, she has years of experience in land use and transportation planning, and has served on local transportation boards including the Transportation Authority of Marin, Golden Gate Bridge Highway & Transportation District, and SMART. She led the campaign to include and pass the SMART train on the 2008 ballot and continues to fight to address local problems with Highway 37 and secure funding to widen Highway 101 through the Narrows.



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Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0310	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Informational
File created:	2/4/2020			**In control:**	Policy Advisory Council
On agenda:	3/11/2020			**Final action:**	
Title:	Chair's Report (10 minutes)				
Sponsors:					
Indexes:					
Code sections:					
Attachments:					

Date	Ver.	Action By	Action	Result

Subject:
Chair's Report
(10 minutes)

Presenter:
Council Chair

Recommended Action:
Information

Attachments:

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Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0311	**Version:**	1	**Name:**	
Type:	Minutes			**Status:**	Committee Approval
File created:	2/4/2020			**In control:**	Policy Advisory Council
On agenda:	3/11/2020			**Final action:**	
Title:	Approval of the February 12, 2020 Meeting Minutes (2 minutes)				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	06_Council Minutes_Feb 2020.pdf				

Date	Ver.	Action By	Action	Result

Subject:
Approval of the February 12, 2020 Meeting Minutes
(2 minutes)

Presenter:
Council Chair

Recommended Action:
Approval

Attachments:

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Metropolitan Transportation Commission

Meeting Minutes - Draft

Policy Advisory Council

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

Wednesday, February 12, 2020 | **1:30 PM** | **Board Room - 1st Floor**

1. Welcome

2. Roll Call / Confirm Quorum

Present: 15 - Blacksten, Burnett, Castellanos, Coates, Cochran, Eldred, Florez, Kallins, Kinman, Levin, Madden, Momoh, Murray, Schweng and Williams

Excused: 5 - Hedges, Hernandez, Lee, Lopez and Mendoza

Absent: 1 - Ozim

3. 20-0127 Chair's Report
(5 minutes)

Action: Information

Presenter: Randi Kinman, Council Chair

4. 20-0128 Approval of the January 8, 2020 Meeting Minutes
(5 minutes)

Action: Approval

Presenter: Randi Kinman, Council Chair

Attachments: 04_Council Minutes_Jan 2020.pdf

Upon the motion by Vice Chair Murray and second by Schweng, the January 8, 2020 Meeting Minutes were approved. The motion carried by the following vote:

Aye: 12 - Blacksten, Burnett, Coates, Cochran, Kallins, Kinman, Levin, Madden, Momoh, Murray, Schweng and Williams

Absent: 6 - Hedges, Hernandez, Lee, Lopez, Mendoza and Ozim

Abstain: 3 - Castellanos, Eldred and Florez

5. 20-0129 Subcommittee Reports
(5 minutes)

The subcommittee may refer an item from its agenda to the full Council for action at its next meeting if needed.

Action: Information

Presenter: Jim Blacksten, Equity and Access Subcommittee Chair

6. Public Comments / Other Business

7. 20-0130 Policy Advisory Council Subcommittee on Fare Coordination / Integration
(10 minutes)

Approval of a membership structure for the new Subcommittee on Fare Coordination/Integration which will advise the Regional Fare Coordination and Integration Study and Business Case.

Action: Approval

Presenter: William Bacon

Attachments: 07_Subcommittee on Fare Integration Proposal.pdf

Upon the motion by Florez and second by Vice Chair Murray, Policy Advisory Council Subcommittee on Fare Coordination / Integration was approved as amended to include a more diverse roster. The motion carried by the following vote:

Aye: 15 - Blacksten, Burnett, Castellanos, Coates, Cochran, Eldred, Florez, Kallins, Kinman, Levin, Madden, Momoh, Murray, Schweng and Williams

Absent: 6 - Hedges, Hernandez, Lee, Lopez, Mendoza and Ozim

8. 20-0131 Nominations for 2020-2021 Policy Advisory Council Chair and Vice Chair
(10 minutes)

Nominations for the 2020-2021 Chair and Vice Chair of the Policy Advisory Council will be opened next week at your February 12, 2020 meeting. The nomination period will remain open until the election, which is currently scheduled for your March 11, 2020 meeting.

Action: Discussion

Presenter: Marti Paschal, Staff Liaison

Attachments: 08_Nominations_for_Council_Officers.pdf

9. 20-0187 ABAG Resolution No. 02-2020, ABAG Resolution No. 03-2020, and MTC Resolution No. 4410: Plan Bay Area 2050: Draft Blueprint Growth Geographies
(45 minutes)

Proposed Growth Geographies for integration into the Plan Bay Area 2050 Draft Blueprint, including existing and new locally nominated Priority Development Areas (PDAs), Priority Production Areas (PPAs), and Priority Conservation Areas (PCAs), as well as select Transit-Rich and High-Resource Areas outside PDAs.

Action: Information

Presenter: Mark Shorett

Attachments: 09_PBA2050-Draft Blueprint-Growth Geographies.pdf

09_Handout-FriendsofNorthSonomaStronglyOpposeSpringsSpecificPlans_February2020.pdf

Upon the motion by Vice Chair Murray and second by Florez, MTC Resolution No. 4410: Plan Bay Area 2050: Draft Blueprint Growth Geographiesthis Report was approved as amended to recommend staff test Option B as the growth strategy with the inclusion of the need for improved transit and infrastructure in Priority Production Areas, e.g., sidewalks, street lighting, bus and bicycle lanes, and green space, in order to stimulate growth in these areas.. The motion carried by the following vote:

Aye: 15 - Blacksten, Burnett, Castellanos, Coates, Cochran, Eldred, Florez, Kallins, Kinman, Levin, Madden, Momoh, Murray, Schweng and Williams

Absent: 6 - Hedges, Hernandez, Lee, Lopez, Mendoza and Ozim

10. 20-0186 Plan Bay Area 2050: Draft Blueprint - Strategies
(45 minutes)

Proposed strategies for integration into the Plan Bay Area 2050 Draft Blueprint, which will be analyzed further this winter with findings to be released in spring 2020 for further public feedback and policymaker refinement.

Action: Information

Presenter: Dave Vautin

Attachments: 10_PBA2050-Draft Blueprint-Strategies.pdf

11. 20-0132 Staff Liaison Report
(5 minutes)

Relevant MTC policy decisions and other activities.

Action: Information

Presenter: Marti Paschal, Staff Liaison

Attachments: 11_Staff_Liaison_Report Feb 2020.pdf

12. 20-0133 Council Member Reports
(10 minutes)

Members of the Council may report on locally relevant issues or events.

Action: Information

Presenter: Randi Kinman, Council Chair

13. 20-0134 New Business
(5 minutes)

Members of the Council may bring up new business for discussion or addition to a future agenda.

Action: Discussion

Presenter: Randi Kinman, Council Chair

14. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held Wednesday, March 11, 2020 at 1:30 p.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0312	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Informational
File created:	2/4/2020			**In control:**	Policy Advisory Council
On agenda:	3/11/2020			**Final action:**	
Title:	Subcommittee Reports (10 minutes) The subcommittee may refer an item from its agenda to the full Council for action at its next meeting if needed.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:					

Date	Ver.	Action By	Action	Result

Subject:
Subcommittee Reports
(10 minutes)

The subcommittee may refer an item from its agenda to the full Council for action at its next meeting if needed.

Presenter:
Equity and Access Subcommittee Chair

Recommended Action:
Information

Attachments:

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Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0479	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Informational
File created:	3/4/2020			**In control:**	Policy Advisory Council
On agenda:	3/11/2020			**Final action:**	
Title:	MTC Internship Program Update (10 minutes) Update on MTCs Internship Programs.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	09_Internship Program.pdf				

Date	Ver.	Action By	Action	Result

Subject:
MTC Internship Program Update
(10 minutes)

Update on MTCs Internship Programs.

Presenter:
Therese W. McMillan and Alix A. Bockelman

Recommended Action:
Information

Attachments:

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Metropolitan Transportation Commission
Policy Advisory Council

March 11, 2020 **Agenda Item 9**

MTC Internship Program Update

Subject: Update on MTCs Internship Programs.

Background: Dating back to 2000, MTC has run a high school internship program where hundreds of applicants competed for dozens of placements each summer year in our partner agencies across the region. Most interns came from underserved communities of color, and gained first-hand knowledge of transportation issues, working in a professional office environment, and exposure to conducting public policy across diverse communities. The program was administered by Pathways, with significant MTC involvement.

Due to budget shortfalls and a key vacancy in MTC's Human Resources department that previously administered the internship program, staff is recommending a 1-year hiatus in order to revamp and relaunch the program.

Issues: None identified.

Next Steps: Staff is proposing a working group be tasked with convening key stakeholders including internal staff, members of the Policy Advisory Council, and potential partner agencies including the Air District to determine the best course for resetting the program on an equitable and sustainable path.

Recommendation: Information

Attachments: Attachment A: Memorandum

METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Policy Advisory Council DATE: March 6, 2020

FR: Executive Director

RE: Suspending MTC's High School Internship Program

Background
MTC's summer internship program for high school students has been in existence since 2000. In those 20 years the program has exposed nearly 700 students to the vast array of career offerings in the transportation industry. The program was conceived of by MTC's former Minority Citizens Advisory Committee to encourage young people of color as well as students from communities that shoulder many of the negative impacts of transportation projects to consider a career in transportation.

MTC pays the interns' salaries and interns are deployed to MTC's transportation partners around the region, where they are supervised by welcoming mentors. Job placements include city and county offices, local transit authorities, county transportation agencies, and regional agencies like the Air District. Some local agencies are so enthusiastic about the program that they hire extra interns with their own funds.

The program offers high school students — many of whom have never before had professional experience — the opportunity to learn how transportation plays an overall part in the community, county and region. Students tackle such projects as public health campaigns, street shoulder inventories, bus station inspections, light-rail safety programs, and student transit ticket programs. Whether in the office or in the field, the interns gain experience in engineering, software modeling, GIS, community outreach, construction, safety instruction, website management, advocacy, marketing, communications, social media and more.

Most interns came from underserved communities of color, and gained first-hand knowledge of transportation issues, working in a professional office environment, and exposure to conducting public policy across diverse communities.

Current Situation
While not an excuse, the pressures facing the agency with the ever increasing agenda (AB 1487, new RHNA process, Plan Bay Area 2050, governance questions, on-going staffing challenges), combined with the generational changeover taking place within the ranks is taking its toll — the situation we are facing with this program is evidence of broader resource stresses requiring a likewise broader reset. The individual who managed the high school internship program for over a decade retired last summer and the agency is finding the process to rehire for her position, and many others, is straining internal management capacity. Additionally, due to decisions made in prior years to expand the program without commensurate budget increases, we find ourselves with a budget shortfall. Since we face both a budgetary and staffing shortfall, staff is proposing that MTC suspend both the high school and the

college internship program for the 2020 season, using the interim time to develop a revamped and sustainable program aligned with the original intent to bring in students from underserved communities.

Proposed Path Forward and Timeline:
We propose creating a **working group** to study the best way to revamp a robust high school and college internship program. The working group would convene detailed discussions with key stakeholders including internal staff, members of the Policy Advisory Council, and potential partner agencies including the Air District,[1] on how we can best expand and improve the program. The goals of this working group include:

1. **Identifying successful internship programs** at similar agencies to determine what it takes to create and run a successful internship program;
2. **Developing goals and objectives** for the MTC/ABAG internship program, including age range, target demographics and intended outcomes;
3. **Determining resources necessary** to run the program, including staffing and budget. This will include developing a budget for summer 2021 (same in FY 2020-21 and same in FY 2021-22) to be included in the FY 2021-22 budget and work program; and
4. **Creating a program outline** for implementation, including a pilot program to be rolled-out in summer 2021, aligned with the emergent Equity Platform.

The working group will meet until the above goals are complete.

Staff's recommendation to suspend the program for one year will allow us the time we need to take the steps needed to realign our priorities. Given that the high school internship program is effective in meeting the core objectives of the Commissioners, has a tangible impact on young people of the Bay Area, and is in alignment with the Equity Platform initiative, the question is *how*, not *if*, the program will be stood back up.

With an affirmative approach that identifies with specificity the pathway back for the high school (and college internship programs), accompanied by budget commitments and staff implementation, there is a clear path out of the current circumstances.

In the Appendix below are some additional data on the cost structure, program activity, and narratives from intern program highlights. Please let me know if you have any questions.

Therese W. McMillan

[1] Staff has been in preliminary discussions with the Air District on partnering on a future shared internship program. The Air District is committed to implementing an internship program, and reportedly is dedicating around $50,000 to sponsor between 6-8 high school interns this summer.

APPENDIX

Past Cost Structure
The program caps the number of hours an intern can work at 250 hours, between the months of June and August. The approximate cost per student for a 250-hour internship is approximately $5,437.50 (in 2019) or $21.75/hour. This breaks down as follows:

- Intern salary: $15.00/hr.
- Payroll expenses: $4.50/hr. (includes general liability & workers' compensation insurance)
- Administrative costs: $2.25/hr.

Program Activity by Year *(partial data only, to be updated)*

Year	# of Interns	# of Participating Agencies
2019	31	28 agencies
2018	35	28 agencies
2017	31	24 agencies
2016	35	uncertain
2015	44	uncertain
2014	42	39 agencies
2013	47	uncertain
2012	47	43 agencies
2011	39	36 agencies
2010	54	41 agencies
2009	36	32 agencies
2008	28	28 agencies
2007	27	22 agencies
2006	27	24 agencies
2005	35	28 agencies
2004	~30	uncertain
2003	47	33 agencies
2002	44	29 agencies
2001	35	26 agencies
2000	~30	uncertain

Intern Highlights
Hannah Cohen-Sandler, who in 2018 was going into her junior year at Maria Carrillo High School in Santa Rosa, worked in the engineering department at the city of Cloverdale. She helped to research and revise building codes and standards, in addition to learning AutoCAD and helping with inspections. "It was really interesting to see a normal day in the field," she said of her internship, which was her first workplace experience.

In the summer of 2015, Joel Duarte, then a rising senior at New Tech High in Napa, worked at the Napa County Transportation and Planning Agency, assisting with marketing of the transit system, data collection for local bus routes and some clerical duties. "I want to get into business and marketing, and my internship will expose me to that," he said.

"The internship let me explore a new area of a new field," said Charlotte Favre, in 2013 a rising junior at John O'Connell High School in San Francisco. She worked for the Presidio Trust Transportation Department and conducted a commuter survey for the shuttle system in the Presidio.

Josef Starc, who in 2013 was a rising Oakland Technical High School senior, spent his summer at the East Bay Bicycle Coalition campaigning for better bike paths, but said he had not previously given much thought to "the advocacy aspect of transportation."

In the summer of 2011, Simon Huang was a recent graduate of Santa Clara High School, was part of a team that inspected roads to determine those most in need of maintenance. "It's a lot of fun — we're always outdoors, driving around different parts of the Bay," he said.

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San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0313	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Informational
File created:	2/4/2020			**In control:**	Policy Advisory Council
On agenda:	3/11/2020			**Final action:**	
Title:	Legislative Update (60 minutes) Update on state legislative activity related to the MTC / ABAG 2020 Advocacy Program.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	10_Legislative Update.pdf				

Date	Ver.	Action By	Action	Result

Subject:
Legislative Update
(60 minutes)

Update on state legislative activity related to the MTC / ABAG 2020 Advocacy Program.

Presenter:
Rebecca Long

Recommended Action:
Information

Attachments:

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Metropolitan Transportation Commission
Policy Advisory Council

March 11, 2020 **Agenda Item 10**

Legislative Update

Subject: Update on state legislative activity related to the MTC/ABAG 2020 Advocacy Program

Background: This is the second year of a two-year legislative session in Sacramento and the bill introduction deadline for new bills was February 21, 2020. Bills introduced this year still have several months before they must pass their first committee in the end of April 2020. Bills must pass both houses by August 31st to be considered by the Governor. Typically, MTC takes positions on bills from the months of February through July. As the legislative session evolves, staff will keep the Policy Advisory Council updated regarding our priority bills with the goal of giving you an opportunity to provide input in advance of Commission Action.

Many bills of interest to MTC have been introduced this year. In particular, Senate Bill 278 (Beall) is anticipated to be amended (if it hasn't been already) to authorize a 1 percent sales tax for transportation—and potentially affordable housing as well—to be placed on the ballot in the nine-county San Francisco Bay Area in November 2020 or potentially a future election. Attachment A contains MTC/ABAG Advocacy Principles on SB 278 (Beall) related to a number of policy provisions that were adopted last month to provide staff an opportunity to engage on the legislation before it is introduced.

Negotiations related to what specific projects and programs the measure will fund are ongoing. The FASTER Bay Area Coalition has developed a transit-focused framework but it is unclear what will emerge as the bill goes through the process. With regard to housing funding, the FASTER Bay Area Coalition has been meeting with various affordable housing advocacy organizations to see if they can reach agreement on a proposed revenue share for housing that the two sides would then propose to Senator Beall. At the time this memo was finalized those negotiations were ongoing. Note that if the bill is to authorize a ballot measure for the November 2020 ballot, it must be signed by the Governor by the end of June in order to provide sufficient time for MTC to place a measure on the ballot.

In addition, Assembly Bill 2057 (Chiu), sponsored by Seamless Bay Area, aims to improve the seamlessness of the region's public transit systems with respect to a number of areas, including fares, wayfinding and more. Note that some of the advocacy principles MTC adopted with respect to SB 278 also apply to this bill. Staff has seen some early drafts of the legislation, but a substantive version has yet to be introduced. At this time, staff anticipates recommending a "support if amended" position on the bill in April and welcomes the Council's feedback on what our priorities should be.

In addition, Senator Dodd has introduced Senate Bill 1408 to authorize tolling on State Route 37 to help pay for interim congestion relief projects as well as make a down-payment on long-term resiliency improvements with respect to flooding and sea-level rise. Attachment B contains Joint MTC Legislation Committee and ABAG Legislation Committee Agenda Item 6d - Senate Bill 1408 (Dodd): State Route 37 Toll Bridge Act.

Statewide, there are once again many bills related to housing, both affordable housing-specific and more general with respect to accelerating market rate production. Staff is recommending a support position on two housing bills aimed at encouraging more production and preservation of "missing middle "housing at the March 13th Legislation Committee meeting:

- AB 725 (Wicks), which would require at least 25 percent of each jurisdiction's share of moderate-income and above-moderate income regional housing need be allocated to sites zoned to allow at least two units of housing but no more than 35 units per acre of housing.
- AB 2829 (Ting), which creates a property tax exemption for qualified rental housing units with rents affordable to moderate-income households

Legislators have also taken a keen interest in transit fares this year with three individual proposals to mandate free transit fares to specified categories of riders as a condition of receiving state funds as follows:

- AB 1350 (Gonzalez) – free transit for youth
- AB 2012 (Chu) – free transit for seniors as a condition of receiving state funds
- AB 2176 (Holden)—free transit for students

Staff is concerned about a mandate to provide free transit for certain categories of riders without commensurate state funding to backfill for lost fare revenue and ultimately ensure that operators can sustain their existing service as well as accommodate the potential influx of new riders that might be attracted to transit as a result of the free fares. We are consulting with our transit agency partners and the California Transit Association on the legislation and considering recommending an "oppose unless amended" position on the bills to our Legislation Committee in April to address these concerns.

Lastly, we are also analyzing AB 2148 (Quirk) related to regional climate adaptation planning and developing potential amendments that our Legislation Committee could consider recommending at our April meeting as well.

We look forward to discussing these bills with you at your meeting.

Recommendation: Information

Attachments: Attachment A: MTC/ABAG Advocacy Principles on SB 278 (Beall)
Attachment B: Agenda Item 6a from the March 13, 2020 Joint MTC Legislation Committee and ABAG Legislation Committee meeting
Attachment C: SB 278 Framework Language one-pager (Senator Beall's Office)
Attachment D: Legislative History

MTC/ABAG Advocacy Principles on SB 278 (Beall)

Revenue Mechanism – Neither agency has taken a formal position in support or opposition to the sales tax as the revenue mechanism for the bill. ABAG supports consideration of options *other than* the sales tax. MTC acknowledges there is concern among various stakeholders about the sales tax and *additional* revenue options should be considered.

Add Affordable Housing to the Measure – Assuming support from Senator Beall, the FASTER Bay Area coalition and affordable housing advocates (specifically, the Nonprofit Housing Association of Northern California (NPH) and Enterprise Community Partners who sponsored AB 1487 (Chiu)), support inclusion of affordable housing in the measure at a level that *at least* holds affordable housing funding "harmless" relative to a $10 billion general obligation bond. In addition, ensure key, hard-fought provisions of AB 1487 (Chiu, 2019) are retained, including:

- Shared decision-making by ABAG and MTC (acting as the Bay Area Housing Finance Authority) consistent with the statutory requirement that the ABAG Executive Board makes decisions related to the expenditure of funds before the Metropolitan Transportation Commission (MTC) and must ratify any changes made by MTC.
- Retain the minimum shares across the "3Ps" of production, preservation and protection ($\geq$52%/15%/5%, respectively).
- Distribute funds between the counties and the region ($\geq$80%/$\leq$20 percent, respectively).
- 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.

In addition, support the allocation of funds to directly address homelessness.

Equity - Ensure the legislation minimizes negative equity impacts on Bay Area residents by including:

1) a robust travel demand management program with sufficient funds for MTC to implement it
2) 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;
3) a sales-tax rebate for qualifying low-income residents.

Seamless Transit - Seek the inclusion of policy provisions that can achieve near-term, achievable outcomes including:

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 - Assuming sufficient funds are included for MTC to assume this new role effectively, vest authority for planning and implementation of a seamless network in MTC, working in partnership with the region's many transit operators, agencies and stakeholders. Oppose creation of a new entity to perform this work.

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.

Transit Operations – Transit operations funding to operate any new service paid for by the measure is critically important.

Climate Restoration – climate change should be taken into consideration in the delivery and design of infrastructure projects to reduce their greenhouse gas emissions over the lifecycle of the project.

Metropolitan Transportation Commission
MTC Legislation Committee

March 13, 2020 **Agenda Item 6a**

Senate Bill 1408 (Dodd): State Route 37 Toll Bridge Act

Subject: Authorizes tolls and bond financing on State Route 37 (SR 37) to make various improvements.

Background: SB 1408 (Dodd) authorizes tolling on SR 37 by an as-yet unnamed entity to help to fund interim congestion relief and longer-term resilience to flooding and sea-level rise. The bill authorizes the issuance of bonds and specifies coordination with the SR 37 Policy Committee on expenditures of toll revenue.

State Route 37 is a 21-mile roadway that extends from U.S. 101 in Novato to Interstate 80 in Vallejo and is a key east-west thoroughfare for commuters, freight and recreational travel. Handling traffic volumes of approximately 40,000 daily trips, the two-lane facility (one lane in each direction for an extended segment) experiences heavy congestion seven days a week. As a low-lying roadway, it has also experienced significant flooding and according to a study conducted by Solano Transportation Authority, portions of the highway could be inundated by sea-level rise by 2050.

SR 37 Policy Committee To address growing concerns about the corridor, the authorities of Marin, Napa, Solano and Sonoma Counties in 2015 signed a Memorandum of Understanding (MOU) to develop an expedited funding, financing and project implementation strategy for the reconstruction of SR 37 to withstand rising seas and storm surge while improving mobility and safety in the near term as well. MTC has been a partner in this effort dating back to 2017 when we helped fund a Corridor Improvement Plan, which has since evolved into a formal Caltrans Project Initiation Document.

In February 2019, the MOU governing the effort was expanded to include the Bay Area Toll Authority (BATA) and Caltrans, with both agencies having a formal role on the State Route 37 Policy Committee comprised of elected officials from each of the four north bay counties, as well as the staff-level Executive Steering Committee.

Interim and Ultimate Projects Under Development Extensive technical work has been done over the last four years to understand the options, develop priorities and reach consensus on the preferred path forward in the corridor. In the near-term, the focus is on congestion relief and providing better multi-modal options in the corridor. Commonly referred to as the "interim project," design work is underway for Segment B, the 9-mile segment that runs from the intersection of SR 37 with State Route 121 to Mare Island. The proposed improvements would add a new lane in each direction and has a cost-estimate in the $150-$200 million range.

Over the long-term, the corridor will need complete reconstruction to make it resilient to sea-level rise. Adding in environmental enhancements deemed necessary to clear the project through the environmental review process in such an ecologically sensitive area, this "ultimate project," has a preliminary cost estimate of $4 billion.

Tolling to Help Pay for SR 37 Improvements Despite this significant price tag, there appears to be strong support in the north bay for ensuring this corridor remains viable over the long-term. As such, the SR 37 Policy Committee has been exploring the addition of tolls to help pay for the ultimate project for a number of years. In 2016, United Bridge Partners submitted an unsolicited proposal to fully privatize the facility and pay for the entire project with tolls. While this proposal was ultimately not accepted, the concept of adding tolls to the facility as a means to help pay for the ultimate project has been gaining momentum for a number of years. Interestingly, the roadway originated as a tolled facility, with tolls set at 35-cents when it first opened as the Sears Point Toll Road in 1928 operated by Golden Gate Ferry. The roadway was subsequently purchased by the State of California in 1938 and the tolls were removed.

Who Should Administer Tolls on SR 37? Notably, SB 1408 does not specify an agency to administer the tolls, leaving this key item to be filled in once consensus is reached. While our 2020 Advocacy Program recommended adding SR 37 as the 8th toll bridge under BATA's enterprise, upon more detailed examination of this option in the last few months in preparation for the legislation, staff has determined that adding SR 37 to the BATA network poses significant risk to BATA's credit rating, while also providing the SR 37 corridor a much more constrained tolling arrangement than could be structured in a stand-alone tolling system still administered at the regional level.

The attached presentation provides more details on this analysis, but a key factor is that BATA bridges operate as a single system. Carving out special rules applicable to a new facility would violate this underlying principle and would contradict bond indentures of the existing BATA bonds. To comply with these bond indentures, if SR 37 were added as an 8th toll bridge, revenue from the first three dollars (Regional Measures 1-3) of tolls on SR 37 would be pledged to those programs and could not be reserved for SR 37. Similarly, if BATA were required to raise tolls in the future to address rehabilitation needs on any of the other seven bridges, revenue generated from that toll increase on SR 37 would go towards that purpose, rather than remain in the SR 37 corridor.

By the same token, if SR 37 were added to the BATA enterprise, even if the legislation narrowly circumscribed BATA's responsibility for operation and maintenance and for completing the ultimate project, investors and bond rating agencies could consider flooding and the cost of the ultimate project as risks to the BATA enterprise as a whole, potentially causing a bond rating downgrade that would drive up borrowing costs and reduce the availability of toll revenue for transportation improvements.

Staff Recommendation Given the recent discussion of seamless mobility, including the Commission's interest in bringing more tolling functions under a regional umbrella, staff believes a good alternative to BATA as the entity to administer tolls on SR 37 could be the Bay Area Infrastructure Financing Authority (BAIFA), an existing joint powers authority of MTC and BATA which currently administers the regional express lanes in Alameda, Contra Costa and Solano Counties. An important consideration is that all of the technical and financial staffing expertise that exists now under BATA is similarly attached to BAIFA, and BAIFA already has a track record of operating toll facilities.

However, the current governance of BAIFA does not include the entire MTC/BATA governing board, and thus some of the north Bay Counties attached to SR 37 are not currently represented. As well, there are other regional financing needs at play at this time that similarly prompt a reassessment of BAIFA's current responsibilities and structure. Staff recommends we begin this assessment now, with the goal of completion this spring in time to inform the final version of SB 1408. In the meantime, we recommend a "support and seek amendment" position on the bill with suggested amendments we believe would be necessary to create the financial and operational structure needed to support tolling of SR 37 where the administration of toll collection and revenue bond financing would be handled at the regional level using existing staffing expertise.

Bill Positions: SR 37 Policy Committee – Support in Concept

Recommendation: Support and Seek Amendments / MTC Commission Approval

Attachment: None

Therese W. McMillan

SB 278: Framework Language/Off the Top Expenditures



Transit Operations **Approx. $250m Annually, [Approx. 15% of Measure]**

- *$250m, or up to 15% of measure*
- *Ramp-up period: 5 years*
- *Bus, rail, ferries*
- *Dedicated for new and expanding service*



Transit Fare Discount Program **Approx. $100m Annually, [Approx. 4% of Measure]**

- *Based on 50% discount*
- *Eligible residents: Up to 200% above federal poverty line: students, disabled, seniors*



Earned Income Tax Credit **Approx. $130m Annually, [Approx. 5.2% of Measure]**

- *Credit Amount Per-Person: $100 + $20/dependent (Max 3 dependents)*
- *Income eligibility sub-$50,000 (Approx. 30% of Bay Area Residents)*



Return to Source **Approx. $175m Annually, [Approx. 7% of Measure]**

- *Distributed quarterly*
- *Based on Sales Tax*
- *To Local Transportation Commission & CMA's*
- *Flexible Funds: Local Transit, ATP, Grade Separations, Complete Streets, etc.*



Housing **TBD** **[TBD%]**

- *Contribution Involvement of Medium/Small Size Cities*
- *Consistent with Process in AB 1487 (Chiu)*



Research and Development **Approx. $2m Annually, [Approx. 0.08% of Measure]**

- *$1m to Bay-Area UC, $1m to Bay-Area CSU*



Labor **TBD** **[TBD%]**

- *Skilled & Trained Language/Workforce Development*



Totals **Approx. $660m Annually, [Approx. 31.3% of Measure]**

Employer Share – TBD



Travel Demand Management → Placeholder Language Included in Framework

Continued on Back

SB 278: Framework Language/Off the Top Expenditures

Next Steps: Programmatic Funding For: TBD [TBD%]

- *Transit Capital:*
  - *Bus, rail, ferries*
  - *Fleet, stations, etc.*
- *ATP / Trails / etc.*
- *Regional: Managed Lanes / Goods Movement*
- *Corridor-specific projects*
- *Innovation, Transit Integration, and Sea-level Rise*

METROPOLITAN TRANSPORTATION COMMISSION

LEGISLATIVE HISTORY
MTC/ABAG Priority Bills
Monday, March 09, 2020

ABAG

Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
AB 10 Chiu	Amended 8/12/2019	Senate Appropriations Suspense File	**Income taxes: credits low-income housing: farmworker housing.** 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.		
AB 291 Chu	Amended 1/23/2020	Senate Rules	**Local Emergency Preparedness and Hazard Mitigation Fund.** 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.		
AB 323 Daly	Amended 4/2/2019	Senate Rules	**Disaster Preparedness Account.** 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.		

AB 393 Nazarian	Amended 5/29/2019	Senate 2 year	**Building codes: earthquake safety: functional recovery standard.** Would require the California Building Standards Commission, by June 30, 2020, to assemble a functional recovery working group comprised of certain state entities and members of the construction and insurance industries, as specified. The bill would require the working group, by June 30, 2021, to consider whether a "functional recovery" standard is warranted for all or some building occupancy classifications, using specified criteria, and to investigate the practical means of implementing that standard, as specified. The bill would require the working group to advise the appropriate state agencies to propose the building standards, as specified.		Support
AB 429 Nazarian	Amended 8/30/2019	Senate 2 year	**Seismically vulnerable buildings: inventory.** Current law establishes a program within all cities and all counties and portions thereof located within seismic zone 4, as defined, to identify all potentially hazardous buildings and to establish a mitigation program for these buildings. 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
AB 660 Levine	Amended 8/12/2019	Senate 2 year	**Building energy efficiency standards: solar reflectance of roofs.** 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.		

AB 725 Wicks	Amended 1/16/2020	Senate Rules	**General plans: housing element: moderate-income and above moderate-income housing: suburban and metropolitan jurisdictions.** The Planning and Zoning Law requires that the housing element include, among other things, an inventory of land suitable for residential development, to be used to identify sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need determined pursuant to specified law. This bill would 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.		
AB 873 Irwin	Amended 5/2/2019	Senate 2 year	**California Consumer Privacy Act of 2018.** 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.		
AB 953 Ting	Amended 1/6/2020	Senate Rules	**Land use: accessory dwelling units.** 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.		

AB 992 Mullin	Amended 4/22/2019	Senate Rules	**Open meetings: local agencies: social media.** The Ralph M. Brown Act generally requires that the meetings of legislative bodies of local agencies be conducted openly. That act defines "meeting" for purposes of the act and prohibits a majority of the members of a legislative body, outside a meeting authorized by the act, from using a series of communications of any kind to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body. This bill would provide that the prohibition described above does not apply to the participation, as defined, in an internet-based social media platform, as defined, by a majority of the members of a legislative body, provided that a majority of the members do not discuss among themselves, as defined, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.		
AB 1035 Mayes	Amended 5/23/2019	Senate 2 year	**Personal information: data breaches.** Would require a person or business, as defined, that owns or licenses computerized data that includes personal information to disclose a breach of the security of the system in the most expedient time possible and without unreasonable delay, but in no case more than 45 days, following discovery or notification of the breach, subject to the legitimate needs of law enforcement, as provided. The bill would make other conforming changes.		
AB 1112 Friedman	Amended 6/19/2019	Senate 2 year	**Shared mobility devices: local regulation.** Current law generally regulates the operation of bicycles, electric bicycles, motorized scooters, and electrically motorized boards. Current law allows local authorities to regulate the registration, parking, and operation of bicycles and motorized scooters in a manner that does not conflict with state law. This bill would define a "shared mobility device" as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public for shared use and transportation, as provided.		
AB 1142 Friedman	Amended 8/12/2019	Senate 2 year	**Regional transportation plans: transportation network companies.** Current law requires a regional transportation plan to include a policy element, an action element, a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Under current law, the policy element describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, as well as pragmatic objective and policy statements. Current law authorizes the policy element of transportation planning agencies with populations that exceed 200,000 persons to quantify a set of specified indicators. This bill would authorize the inclusion of an additional indicator regarding measures of policies to increase use of existing transit.	Support	

AB 1190 Irwin	Amended 5/1/2019	Senate Rules	**Unmanned aircraft: state and local regulation: limitations.** 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.		
AB 1279 Bloom	Introduced 2/21/2019	Senate 2 year	**Planning and zoning: housing development: high-resource areas.** Would require the department to designated areas in this state as high-resource areas, as provided, by January 1, 2021, and every 5 years thereafter. The bill would authorize a city or county to appeal the designation of an area within its jurisdiction as a high-resource area during that 5-year period. In any area designated as a high-resource area, the bill would require that a housing development project be a use by right, upon the request of a developer, in any high-resource area designated pursuant be a use by right in certain parts of the high-resource area if those projects meet specified requirements, including specified affordability requirements. For certain development projects where the initial sales price or initial rent exceeds the affordable housing cost or affordable rent to households with incomes equal to or less than 100% of the area median income, the bill would require the applicant agree to pay a fee equal to 10% of the difference between the actual initial sales price or initial rent and the sales price or rent that would be affordable, as provided. The bill would require the city or county to deposit the fee into a separate fund reserved for the construction or preservation of housing with an affordable housing cost or affordable rent to households with a household income less than 50% of the area median income. This bill contains other related provisions and other existing laws.		
AB 1286 Muratsuchi	Amended 6/6/2019	Senate 2 year	**Shared mobility devices: agreements.** 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.		

AB 1350 Gonzalez	Amended 1/15/2020	Senate Rules	**Free youth transit passes: eligibility for state funding.** 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.		
AB 1484 Grayson	Amended 9/6/2019	Senate Rules	**Mitigation Fee Act: housing developments.** The Mitigation Fee Act requires a local agency that establishes, increases, or imposes a fee as a condition of approval of a development project to, among other things, determine a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. This bill would 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.		
AB 1580 Levine	Amended 7/1/2019	Senate 2 year	**Major infrastructure construction projects: oversight committees.** 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.		

AB 1782 Chau	Amended 5/24/2019	Senate 2 year	**Automated license plate recognition information: usage and privacy policy.** Current law authorizes the Department of the California Highway Patrol to share automatied 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.		
AB 1839 Bonta	Introduced 1/6/2020	Assembly Print	**Climate change: California Green New Deal.** 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.		
AB 1905 Chiu	Introduced 1/8/2020	Assembly Housing and Community Development	**Housing and Homeless Response Fund: personal income taxation: mortgage interest deduction.** 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.		

AB 1924 Grayson	Introduced 1/14/2020	Assembly Local Government	**Housing development: fees.** Would require that a fee levied or imposed on a housing development project by a local agency be proportionate to the square footage of the proposed unit or units. By imposing additional duties on local agencies that impose fees under the Mitigation Fee Act, the bill would impose a state-mandated local program.		
AB 1964 Frazier	Introduced 1/21/2020	Assembly Transportation	**Autonomous vehicles.** 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.		
AB 1991 Friedman	Introduced 1/27/2020	Assembly Transportation	**Transit and Intercity Rail Capital Program: passenger tramways.** 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.		
AB 1992 Friedman	Introduced 1/27/2020	Assembly Transportation	**Transportation: asset management plan: California Transportation Plan: transportation infrastructure: climate change.** 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.		

AB 1997 Nazarian	Introduced 1/27/2020	Assembly Housing and Community Development	**Building codes: earthquake safety: functional recovery standard.** 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.		
AB 1999 Frazier	Introduced 1/27/2020	Assembly Transportation	**Vehicles: speed limits.** 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.		
AB 2012 Chu	Introduced 1/28/2020	Assembly Transportation	**Free senior transit passes: eligibility for state funding.** 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.		
AB 2057 Chiu	Introduced 2/3/2020	Assembly Print	**San Francisco Bay area: public transportation.** 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.		

AB 2058 Gabriel	Amended 3/2/2020	Assembly Revenue and Taxation	**Income taxes: credits: low-income housing.** The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill, for taxable years beginning on or after January 1, 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.		
AB 2063 Mullin	Introduced 2/4/2020	Assembly Revenue and Taxation	**Property taxation: welfare exemption: low-income housing.** 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.		
AB 2078 Calderon	Introduced 2/5/2020	Assembly Print	**Housing development.** 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.		

AB 2089 Rivas, Luz	Introduced 2/5/2020	Assembly Natural Resources	**Environmental and Justice Empowerment Outreach Pilot Program.** 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.		
AB 2121 Friedman	Introduced 2/6/2020	Assembly Transportation	**Traffic safety.** Would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual.		
AB 2137 Wicks	Introduced 2/10/2020	Assembly Local Government	**Planning and Zoning Law: court orders: housing development projects.** The Housing Accountability Act, which is part of the Planning and Zoning Law, prohibits a local agency from disapproving a housing development project for very low, low-, or moderate-income households, or an emergency shelter, or condition approval in a manner that renders the housing development project infeasible for development for the use of very low, low-, or moderate-income households, or an emergency shelter, including through the use of design review standards, unless it makes prescribed written findings. The act defines a housing development project for these purposes to mean residential units, mixed-use developments consisting of residential and nonresidential uses with at least two-thirds of the square footage designated for residential use, and transitional housing or supportive housing. This bill would remove the option of a court, when issuing a final order or judgment in favor of a plaintiff challenging the validity of a general plan or mandatory element, to suspend the authority of the city, county, or city and county to issue specified building permits, to grant zoning changes or variances, and to grant subdivision map approvals, for housing development projects, as defined in the Housing Accountability Act.		
AB 2145 Ting	Introduced 2/10/2020	Assembly Print	**Transportation electrification: vehicle charging stations.** 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.		

AB 2148 Quirk	Amended 3/5/2020	Assembly Natural Resources	**Climate change: adaptation: regional climate adaptation planning groups: regional climate adaptation plans.** 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 require the Strategic Growth Council, by July 1, 2021, to establish guidelines for the formation of regional climate adaptation planning groups. The bill would require the council, by July 1, 2022, to develop criteria for the development of regional climate adaptation plans.		
AB 2176 Holden	Introduced 2/11/2020	Assembly Transportation	**Free student transit passes: eligibility for state funding.** 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.		
AB 2195 Maienschein	Introduced 2/12/2020	Assembly Print	**Housing development incentives.** Current law, the Zenovich-Moscone-Chacon Housing and Home Finance Act, generally governs housing and home finance and makes legislative declarations regarding the urgency of affordable housing and defines terms for purposes of the act. This bill would state the intent of the Legislature to subsequently amend this bill to include provisions that would incentivize local jurisdictions and developers to include capital assets, such as neighborhood parks, school facilities, and bicycle paths in the undertaking or approval of housing developments.		
AB 2249 Mathis	Introduced 2/13/2020	Assembly Print	**High-speed rail: legislative oversight.** Would create the Joint Legislative Committee on High-Speed Rail Oversight consisting of 3 Members of the Senate and 3 Members of the Assembly and would require the committee to ascertain facts, review documents, and take action thereon, and make recommendations to the Legislature concerning the state's programs, policies, and investments related to high-speed rail, as specified. The bill would require the authority and any entity contracting with the authority to give and furnish to the committee upon request information, records, and documents as the committee deems necessary and proper to achieve its purposes.		

AB 2262 Berman	Introduced 2/14/2020	Assembly Transportation	**Regional transportation plans: sustainable communities strategies: zero-emission vehicle readiness plan.** Current law requires the sustainable communities strategy to, among other things, identify a transportation network to service the transportation needs of the region. After adopting a sustainable communities strategy, current law requires a metropolitan planning organization to submit the strategy to the state board for review to determine whether the strategy, if implemented, would achieve the greenhouse gas emission reduction targets. Current law requires each transportation planning agency to adopt and submit to the California Transportation Commission and the Department of Transportation an updated regional transportation plan every 4 or 5 years, as specified. This bill would require each sustainable communities strategy to also include a zero-emission vehicle readiness plan, as specified. By imposing new requirements on local agencies, the bill would impose a state-mandated local program.		
AB 2310 Daly	Introduced 2/14/2020	Assembly Transportation	**Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest.** Would continuously appropriate interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program.		
AB 2323 Friedman	Introduced 2/14/2020	Assembly Natural Resources	**California Environmental Quality Act: specific plan: community plan: exemption.** CEQA requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its environmental review provisions certain residential, employment center, and mixed-use development projects meeting specified criteria, including that the project is undertaken and is consistent with a specific plan for which an environmental impact report has been certified. This bill would require, in order to qualify for the CEQA exemption, that the project is undertaken and is consistent with either a specific plan prepared pursuant to specific provisions of law or a community plan as defined in a specific provision of law. Because a lead agency would be required to determine the applicability of this exemption, this bill would impose a state-mandated local program.		

AB 2674 Ting	Introduced 2/20/2020	Assembly Transportation	**Toll bridges: pedestrians and bicycles.** Current law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and private entities that have entered into a franchise agreement with the state. Current law, until January 1, 2021, prohibits a toll from being imposed on the passage of a pedestrian or bicycle over these various toll bridges. This bill would extend that prohibition until January 1, 2031.		
AB 2824 Bonta	Introduced 2/20/2020	Assembly Print	**San Francisco-Oakland Bay Bridge: public transit: greenhouse gases.** Would state the intent of the Legislature to enact future legislation pertaining to the issue of high carbon emissions and inefficient public transit across the San Francisco-Oakland Bay Bridge in order to create a more environmentally sustainable, equitable, and efficient approach to transportation.		
ACA 1 Aguiar-Curry	Amended 3/18/2019	Assembly Reconsideration	**Local government financing: affordable housing and public infrastructure: voter approval.** The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.	Support	Support
SB 59 Allen	Amended 7/3/2019	Assembly 2 year	**California Transportation Commission: advisory committee: autonomous vehicle technology.** 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.		

SB 146 Beall	Introduced 1/18/2019	Assembly 2 year	**Peninsula Rail Transit District.** Current law, operative under certain conditions, redesignates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers.This bill would repeal the provisions relating to the Peninsula Rail Transit District.		
SB 182 Jackson	Amended 9/6/2019	Assembly 2 year	**Local government: planning and zoning: wildfires.** 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.		
SB 254 Hertzberg	Amended 1/6/2020	Assembly Desk	**California Earthquake Authority.** 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.		Support and Seek Amendments

SB 278 Beall	Amended 3/28/2019	Assembly Desk	**Metropolitan Transportation Commission.** The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a local area planning agency to provide comprehensive regional transportation planning for the region comprised of the 9 San Francisco Bay area counties. The act requires the commission to continue to actively, on behalf of the entire region, seek to assist in the development of adequate funding sources to develop, construct, and support transportation projects that it determines are essential. This bill would also require the commission to determine that those transportation projects are a priority for the region.		
SB 336 Dodd	Amended 4/29/2019	Assembly 2 year	**Transportation: fully-automated transit vehicles.** Would require a transit operator, as defined, until January 1, 2025, to ensure each of its fully-automated transit vehicles, as defined, is staffed by at least one of its employees, who has had specified training, while the vehicle is in service. The bill would require a transit operator that deploys a fully-automated transit vehicle to report the results of that deployment to the Legislature on or before March 31, 2025.		
SB 592 Wiener	Amended 9/9/2019	Assembly Rules	**Housing development: Housing Accountability Act: permit streamlining.** 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.		
SB 621 Glazer	Amended 6/17/2019	Assembly 2 year	**California Environmental Quality Act: expedited judicial review: affordable housing projects: reports.** Would require the Judicial Council, by July 1, 2020, to adopt a rule of court applicable to an action or proceeding brought to attack, review, set aside, void, or annul the certification of an environmental impact report for an affordable housing project, as defined, or the granting of an approval of an affordable housing project that requires the action or proceeding, including any potential appeals therefrom, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceeding with the court. The bill would provide that these provisions do not apply to an affordable housing project if it is in certain locations.		

SB 664 Allen	Amended 9/10/2019	Assembly 2 year	**Electronic toll and transit fare collection systems.** 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.	Support	
SB 672 Hill	Amended 4/25/2019	Assembly 2 year	**Planning and zoning: regional housing need allocation: City of Brisbane.** 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.		
SB 773 Skinner	Amended 1/6/2020	Assembly Desk	**Land use: accessory dwelling units.** 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.		

SB 899 Wiener	Amended 3/5/2020	Senate Rules	**Planning and zoning: housing development: nonprofit hospitals or religious institutions.** The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. That law allows a development proponent to submit an application for a development that is subject to a specified streamlined, ministerial approval process not subject to a conditional use permit if the development satisfies certain objective planning standards. This bill would require that a housing development project be a use by right upon the request of a nonprofit hospital, nonprofit diagnostic or treatment center, nonprofit rehabilitation facility, nonprofit nursing home, or religious institution that partners with a qualified developer on any land owned in fee simple by the applicant if the development satisfies specified criteria. The bill would define various terms for these purposes.		
SB 902 Wiener	Introduced 1/30/2020	Senate Housing	**General plan.** 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.		
SB 906 Skinner	Introduced 2/3/2020	Senate Housing	**Housing: joint living and work quarters and occupied substandard buildings or units.** 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.		

SB 940 Beall	Introduced 2/10/2020	Senate Gov. & F.	**Housing Crisis Act of 2019: City of San Jose.** 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.		
SB 944 McGuire	Introduced 2/10/2020	Senate Gov. & F.	**Personal income taxes: Fire Safe Home Tax Credits Act.** 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.		
SB 945 Beall	Introduced 2/10/2020	Senate Transportation	**Rules of the road: Dutch Reach method.** 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.		
SB 964 Skinner	Introduced 2/11/2020	Senate Rules	**Greenhouse Gas Reduction Fund: investment plan.** 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.		

SB 986 Allen	Introduced 2/12/2020	Senate Natural Resources and Water	**Coastal resources: new development: greenhouse gas emissions.** 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.		
SB 992 Beall	Introduced 2/12/2020	Senate Transportation	**Road Repair and Accountability Act of 2017: reporting website.** 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.		
SB 995 Atkins	Introduced 2/12/2020	Senate Environmental Quality	**Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2011.** 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.		
SB 1363 Allen	Introduced 2/21/2020	Senate Rules	**Regional transportation plans: sustainable communities strategies: greenhouse gas emissions and vehicle miles traveled reduction targets.** Would also require the State Air Resources Board to provide, no later than December 31, 2022, each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050, and with vehicle miles traveled reduction targets for 2035, 2045, and 2050, and to release, no later than September 30, 2022, a draft of those targets, as specified.		

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Metropolitan Transportation Commission

Legislation Details (With Text)

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Date	Ver.	Action By	Action	Result

Subject:
Staff Liaison Report
(3 minutes)

Relevant MTC policy decisions and other activities.

Presenter:
Marti Paschal, Staff Liaison and Kỳ-Nam Miller, Assistant Director, Public Engagement

Recommended Action:
Information

Attachments:

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Metropolitan Transportation Commission
Policy Advisory Council

March 11, 2020 **Agenda Item 11**

Staff Liaison Report – March 2020

Subject: Relevant MTC policy decisions and other activities.

Recommendation: Information

Attachments: Attachment A: Staff Liaison Report – March 2020
Attachment B: Uplifting the Role of the Equity & Access Subcommittee

METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 11
Attachment A
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TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO:	Policy Advisory Council	DATE:	March 11, 2020
FR:	Marti Paschal, Staff Liaison	W.I.	1114
RE:	Staff Liaison Report – March 2020		

New Partnership Program Helps Big Employers SHIFT Workers' Commute Choices
Last month the Metropolitan Transportation Commission launched a new program for partnering with major employers to improve peak-period traffic flows on select Bay Area freeways. MTC will fund up to $1.9 million in grants to help equip employers with software from platform vendors Luum, RideAmigos or RideShark to manage commute-benefit incentives, carpool and vanpool programs, parking-management strategies and other congestion-relief tools.

MTC SHIFT aims to attract employers with 3,000 or more workers to test strategies for spurring the formation of carpools or other shared-use commute modes to reduce solo vehicle trips on Bay Area toll bridges and other key freeway corridors. This aligns with the goals of the Bay Area Commuter Benefits Program, which encourages shared-use alternatives to improve air quality, reduce greenhouse gas emissions and decrease traffic congestion.

Targeted employers include those whose workers commute to work via the San Francisco-Oakland Bay; San Mateo-Hayward; Dumbarton and Richmond-San Rafael bridges, or along Interstate 80 in Alameda and Contra Costa counties; Interstate 880 in Alameda and Santa Clara counties; U.S. 101 and Interstate 280 in San Francisco; U.S. 101 in San Mateo County; and State Route 237 in Santa Clara County.

Employers who participate in MTC SHIFT can qualify for funding to cover up to 75 percent of the setup and three-year subscription costs for commute-management platforms offered by Luum, RideAmigos or RideShark and covering as many as 3,000 employees each. These platforms offer various features to administer parking-management strategies, integrate with third-party systems to manage commute benefits and incentives, and provide performance data to measure changes in workers' drive-alone rates.

More information about the MTC SHIFT program and basic requirements for employers can be found on MTC's Procurement Portal. The deadline to apply for MTC SHIFT funding is March 24. Large employers interested in learning more are invited to contact Michelle Go of the MTC staff at mgo@bayareametro.gov.

Integrated Transit-Fare System Earns Nod as Top Transformative Project
Last month MTC and the Association of Bay Area Governments named the integrated transit-fare system jointly proposed by Eddy Ionescu and Jason Lee as well as by Seamless Bay Area and the San Francisco Bay Area Planning and Urban Research Association (SPUR) as the winner of the Transformative Projects competition launched by MTC and ABAG. The agencies awarded $500 grand prizes to the Ionescu/Lee team and to Seamless Bay Area.

The dizzying range of fares, discounts and promotions now offered by the Bay Area's more than two dozen transit operators can challenge and confuse even the most experienced travelers when transferring from one system to another. Under the winning Transformative Projects submission, riders would be able to travel seamlessly between systems, making it easier to use transit to get around the Bay Area, and potentially boosting ridership and easing roadway congestion.

In June 2018, MTC and ABAG issued a Request for Transformative Projects, asking for project ideas that have the potential to revolutionize how we move around the Bay Area. The request was part of the agencies' Horizon initiative, which explored the challenges and opportunities likely to face the Bay Area between now and 2050. The Transformative Projects competition generated more than 90 separate submissions from individuals and organizations around the Bay Area. A jury of transportation experts in the fall of 2018 identified 12 finalists, which were then evaluated by MTC and ABAG staff as part of the Horizon Project Performance Assessment. A full list of the more than 90 proposals submitted is here. More information on the winning submissions can be found here.

Announcement of the Transformative Projects winners comes as MTC embarks on a fare-integration study it will co-manage with BART. The Commission in October 2019 approved $600,000 in Regional Measure 2 funds to support a fare coordination study with the goal of improving the passenger experience and growing transit ridership across the Bay Area. Oversight of the study will be provided by a new Fare Integration Task Force chaired by Caltrain/SamTrans CEO Jim Hartnett, with AC Transit General Manager Michael Hursh serving as Vice Chair. Other Task Force participants include members of the Clipper Executive Board; and the executive directors of the Solano Transportation Authority, the Napa Valley Transportation Authority and the Livermore-Amador Valley Transit Authority.

Save the Date: YES 2020 Conference
Please let your networks know that the Spare the Air Youth YES (Youth for the Environment and Sustainability) Conference will be held on Saturday, March 28, 2020 at El Camino High School, 1320 Mission Road in San Francisco. Spare the Air Youth is a regional program that aims to educate, inspire and empower youth and families in the San Francisco Bay Area to walk, bicycle, carpool, and take transit. A partnership between MTC and the Bay Area Air Quality Management District, Spare the Air Youth seeks to find effective ways to reduce greenhouse gas emissions related to transportation while also providing a regional resource for students, parents, teachers and program providers. The program also supports Bay Area Safe Routes to School outreach and encouragement efforts. For more information about the YES Conference, click here.

Executive Director's Report
The following items are excerpts from the February 2020 Executive Director's Report to the Commission. To read the report in its entirety go to:
http://www.mtc.ca.gov/whats-happening/news/executive-directors-report.

Key Highlights for February:

Workshop sessions: MTC and ABAG (January 30-31, 2020)
On Thursday January 30, Chair Scott Haggerty hosted Commissioners in the City of Pleasanton to discuss a number of issues including seamless transportation, transportation revenue initiatives, coordinated transportation and housing investment opportunities and regional governance. On Friday, January 31, MTC Chair Haggerty and ABAG President Jesse Arreguin hosted a successful joint workshop of the Metropolitan Transportation Commission and the ABAG Executive Board at the Shannon Community Center in Dublin, California. The topics discussed included Plan Bay Area 2050 and AB1487, the Bay Area Housing Finance Act.

Sacramento Meetings (February 6, 2020)
I traveled to Sacramento to meet with key state partners Toks Omishakin, Caltrans Director; and David Kim, State Secretary of transportation, both of whom were appointed by Governor Newsom to their posts in 2019. The visits presented an opportunity to highlight the complex transportation portfolio of the region, and lay the groundwork for continued cooperation going forward on a number of fronts.

Mega Region Working Group (February 22, 2020)
Chair Scott Haggerty, Commissioner Jim Spering, Brad Paul, Matt Maloney, and I met with our peer colleagues from the Sacramento Area Council of Governments (SACOG) and the San Joaquin Council of Governments (SJCOG) in Tracy CA. The working group received updates of key planning, infrastructure and legislative issues of shared interest, with the intent of building a more structured forum for advocating investment and policy changes benefitting the tri-regional area. An action plan will be developed for further discussion at a "mega-regional" summit being scheduled at UC Davis in late summer.

State Route (SR) 37 Press Conference (February 22, 2020)
Facing growing congestion of 40,000 vehicles per day on Highway 37 and the need to protect the critical North Bay artery from rising sea levels, State Sen. Bill Dodd (D-Napa) held a press conference to announce he was introducing a bill to address these issues. Attending were Commissioners David Rabbitt, Jake Mackenzie (sporting an original toll receipt of 35 cents from 1932) and Damon Connelly.

High Speed Rail Update
The High Speed Rail authority released its latest business plan on February 12, 2020. Key elements included a projected overall base cost of $80 billion, and the announcement that draft environmental reports addressing the segments from Merced to San Jose, and San Jose to San Francisco would be released to the public in April 2020 and June 2020 respectively. We are tracking HSR developments closely as they interface with key projects in the region, ranging from Plan Bay Area 2050 to project development studies for Diridon station, Caltrain's business plans, and the Caltrain Downtown extension in San Francisco.

Presentations
Carol Kuester and Jason Weinstein, Director and Assistant Director, respectively, of the Electronic Payments Section of MTC, are speakers and panelists at the 2020 Payments Summit being held in Salt Lake City this week. They are sharing their knowledge and opinions about the future of transit payments and mobility-as-a-service. The Payments Summit is a premier event in the payments industry.

Upcoming Events:
MaaS-A-Con: March 11-12
MaaS America, which is a new organization intended to be a forum for government, industry and academia to cooperate, collaborate and effectively develop the framework, policies and rules to enable shared mobility solutions, and of which MTC is a member, is holding MaaS-A-Con here in the Bay Area Metro Center on March 11th and 12th. Therese will offer welcoming remarks, Deputy Director Andrew Fremier is participating in the conference program, and Carol Kuester is moderating a session. Maas-a-Con is bringing together innovators, practitioners and advocates to discuss and share the technologies and best practices that can make mobility-as-a-service a reality in our communities.

METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 11
Attachment B
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Policy Advisory Council DATE: March 11, 2020

FR: Kỳ-Nam Miller, Assistant Director, Public Engagement

RE: Uplifting the Role of the Equity & Access Subcommittee

Background

MTC is committed to inclusive public engagement practices that provide equity input for its programs, activities, and long-range planning processes, including Plan Bay Area. Since 2009, the Equity and Access Subcommittee of the Policy Advisory Council (E&A Subcommittee) has played a prominent role in advising MTC staff and the Commission on issues with equity concerns. The E&A Subcommittee is dedicated to advancing access to opportunity for protected classes as well as historically marginalized groups including seniors.

More specifically to MTC's role in preparing the long-range plan, MTC has conducted an equity analysis process with stakeholder input to assess and develop Plan Bay Area, including in the Plan Bay Area Equity Report. To further inclusiveness and stakeholder input for the Plan, the Regional Equity Working Group (REWG) was established in 2011 to support social equity planning and analysis in the development of Plan Bay Area. The REWG includes members from the E&A Subcommittee and the Regional Advisory Working Group (RAWG), which is an ad-hoc advisory panel of any interested party or person created to comment on the Plan Bay Area.

During Plan Bay Area 2040, the REWG meetings were scheduled to coincide with the E&A Subcommittee meetings, preceding the Policy Advisory Council meeting.[i] Coordinating the three meetings allowed Council members to conveniently attend the REWG meeting while at the MTC headquarters for the regularly scheduled Council and E&A Subcommittee meetings.

For Plan Bay Area 2050 the E&A Subcommittee has not been effectively coordinated with the current REWG, with inconvenient calendaring and inadequate noticing. The kickoff meeting for the Plan Bay Area 2050 REWG was held on September 18, 2019, one week after the monthly E&A Subcommittee and Council meetings. The second REWG meeting was a webinar held at 10:00 a.m. on November 13, 2019, the day of the regularly scheduled Council meeting. The December 11, 2019 REWG workshop also was on a regularly scheduled Council meeting day but began at 9:00 a.m. in order to cover four hours of materials before the 1:30 p.m. Council meeting. The fourth and latest REWG meeting was held on January 22, 2020, two weeks after the regularly scheduled Council meeting; however, the notice did not go out until six days before the meeting.

[i] At least 15 overlapping REWG + E&A Subcommittee meetings took place on 7/8/2015; 8/12/2015; 9/9/2015; 10/14/2015; 11/4/2015; 4/13/2016; 6/8/2016; 7/6/2016; 9/7/2016; 11/9/2016; 2/8/2017; 3/8/2017; 4/12/2017; 5/10/2017; 9/13/2017.

E&A Subcommittee members rightfully expect to have the first opportunity to conduct thorough and meaningful analyses of the draft principles and strategies for Plan Bay Area, and to weigh in on equity matters before they are presented to the Commission. To achieve this, we are working on the proposed actions, outlined below.

Proposed Actions

Because the E&A Subcommittee is the body appointed by the Commission to weigh in on equity-related items, it must have every opportunity to participate in the activities and presentations provided to REWG. Given that there are approximately six more months for the Plan Bay Area 2050 Blueprint process, E&A Subcommittee input will continue to be valuable. In addition to multiple engagement opportunities with the E&A Subcommittee this spring, there is also opportunity for the Council to meaningfully engage in the Implementation Plan in this summer and fall.

Moving forward, staff is proposing that the following short-term actions be implemented to advance the inclusion and participation of the E&A Subcommittee and the Council in the Plan Bay Area 2050 equity process:

- For the remaining REWG meetings (two or three anticipated in the remainder of 2020), the schedule will be aligned with the E&A Subcommittee meetings, noting that at times, meetings may start earlier in order to accommodate extra materials.
- Staff will re-share all of the past REWG materials with members of the Council and will provide a workshop to the E&A Subcommittee or the Council with similar content to what REWG members received, as part of onboarding + reset with new members this Spring.
- To the extent possible, slide-heavy presentations will be deemphasized in favor of more horizontal discussions, in both large and small group formats. (e.g., exercises and table activities.)
- Planning staff will provide a summary of "policy impactful comments" from REWG to the Council for assessment.
- Staff will ensure that any items for Committee/Commission action will be on the Policy Advisory Council agenda with sufficient time for E&A Subcommittee members to provide their input and recommendations to the Council for communication to the Committee/Commission. The E&A Subcommittee recommendations will inform REWG as well as other MTC programs, activities, and long-range planning processes.
- Staff will clean up the Policy Advisory Council pages on the MTC website so that all meetings and agendas are listed and easily located.

This memo is intended to reflect what we heard from Policy Advisory Council members, propose concrete next steps, and solicit feedback from our Council Members. I welcome your questions, constructive criticism, and other forms of feedback on the above.

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0316	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Informational
File created:	2/4/2020			**In control:**	Policy Advisory Council
On agenda:	3/11/2020			**Final action:**	
Title:	Council Member Reports (10 minutes) Members of the Council may report on locally relevant issues or events.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:					

Date	Ver.	Action By	Action	Result

Subject:
Council Member Reports
(10 minutes)

Members of the Council may report on locally relevant issues or events.

Presenter:
Council Chair

Recommended Action:
Information

Attachments:

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Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0317	**Version:**	1	**Name:**	
Type:	Report			**Status:**	Informational
File created:	2/4/2020			**In control:**	Policy Advisory Council
On agenda:	3/11/2020			**Final action:**	
Title:	New Business (5 minutes) Members of the Council may bring up new business for discussion or addition to a future agenda.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:					

Date	Ver.	Action By	Action	Result

Subject:
New Business
(5 minutes)

Members of the Council may bring up new business for discussion or addition to a future agenda.

Presenter:
Council Chair

Recommended Action:
Discussion

Attachments:

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