



375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Agenda - Final

ABAG Legislation Committee

Chair, Julie Pierce, Mayor, City of Clayton
Vice Chair, Dave Hudson, Councilmember, City of San Ramon

Friday, March 13, 2020

9:35 AM

Board Room - 1st Floor

Association of Bay Area Governments Legislation Committee

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

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

Location

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

Roster

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

1. Call to Order / Roll Call / Confirm Quorum
2. ABAG Compensation Announcement - Clerk of the Board
3. ABAG Legislation Committee Consent Calendar

- 3.a. [20-0503](#) Approval of ABAG Legislation Committee Summary Minutes of the February 14, 2020 Meeting

Action: Approval

Presenter: Clerk of the Board

Attachments: [3a_ABAG Legislation Minutes 20200214 Draft.pdf](#)

4. MTC Legislation Committee Consent Calendar

- 4.a. [20-0330](#) Approval of MTC Legislation Committee Minutes of the February 14, 2020 Meeting

Action: MTC Legislation Committee Approval

Attachments: [4a_MTC LEGIS_Minutes_Feb 14 2020.pdf](#)

5. Information

- 5.a. [20-0332](#) Legislative History
- Detailed list of bills the Commission is tracking in Sacramento, including those ABAG or MTC supports or opposes.
- Action:** Information
- Presenter:** Rebecca Long
- Attachments:** [5a Handout-State LegisHistory March 2020.pdf](#)
- 5.b. [20-0419](#) March 2020 Election Update: Impact on Transportation & Housing
- Update and analysis of the results of the March 3, 2020 primary election, including a summary of any transportation and housing-related measures.
- Action:** Information
- Presenter:** Rebecca Long
- Attachments:** [5b Election Update.pdf](#)

6. State Legislation - MTC Legislation Committee Approval

- 6.a. [20-0411](#) Senate Bill 1408 (Dodd): State Route 37 Toll Bridge Act
- Authorizes tolls and bond financing on State Route 37 (SR 37) to make various improvements.
- Action:** Support and Seek Amendments / MTC Commission Approval
- Presenter:** Rebecca Long
- Attachments:** [6a SB 1408 .pdf](#)

7. State Legislation

- 7.a. [20-0492](#) Assembly Bill 725 (Wicks): Middle-Income Housing
- AB 725 (Wicks) aims to facilitate middle-income housing production by requiring at least 25 percent of each metropolitan 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.
- Action:** Support / ABAG Executive Board Approval
Support / MTC Commission Approval
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [7a AB 725 \(Wicks\).pdf](#)

- 7.b. [20-0493](#) Assembly Bill 2829 (Ting): Moderate-Income Housing Welfare Tax Exemption
- AB 2829 (Ting) creates a property tax exemption for qualified rental housing units with rents affordable to moderate-income households, with the goal of facilitating “missing middle” housing production.
- Action:** Support and Seek Amendment / ABAG Executive Board Approval
Support and Seek Amendment / MTC Commission Approval
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [7b_AB 2829.pdf](#)
- 7.c. [20-0410](#) Senate Bill 278 (Beall): Bay Area Transportation Revenue Measure
- Update on proposed legislation to authorize a one percent sales tax to be approved by the voters in the nine Bay Area to fund transportation improvements and potentially affordable housing.
- Action:** Information
- Presenter:** Rebecca Long
- Attachments:** [7c_SB 278 Transportation Revenue Measure.pdf](#)

8. Federal Legislation - MTC Legislation Committee Approval

- 8.a. [20-0207](#) Contract - Washington, D.C. Legislative Representative Summit Strategies Government Affairs LLC (\$900,000)
- A request for Committee approval of a three-year contract with Summit Strategies Government Affairs LLC in an amount not to exceed \$900,000 (\$300,000/year) for federal legislative advocacy services, with an option to extend for another three years, subject to the approval of future MTC budget.
- Action:** MTC Legislation Committee Approval
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [8a_Federal Lobbying Contract_Commission.pdf](#)

9. Federal Legislation

- 9.a. [20-0335](#) Tom Bulger’s Report
- Report from Washington, D.C. advocate.
- Action:** Information
- Presenter:** Randy Rentschler
- Attachments:** [9a_Tom Bulger's DC Report_Feb 2020.pdf](#)

10. Public Comment / Other Business

11. Adjournment / Next meeting

The next regular meeting of the ABAG Legislation Committee is on April 10, 2020.

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0503 **Version:** 1 **Name:**

Type: Minutes **Status:** Committee Approval

File created: 3/4/2020 **In control:** ABAG Legislation Committee

On agenda: 3/13/2020 **Final action:**

Title: Approval of ABAG Legislation Committee Summary Minutes of the February 14, 2020 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [3a_ABAG Legislation Minutes 20200214 Draft.pdf](#)

Date	Ver.	Action By	Action	Result
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Approval of ABAG Legislation Committee Summary Minutes of the February 14, 2020 Meeting

Clerk of the Board

Approval



375 Beale Street
Suite 700
San Francisco, California
94105

Meeting Minutes - Draft

ABAG Legislation Committee

Chair, Julie Pierce, Mayor, City of Clayton

Vice Chair, Dave Hudson, Councilmember, City of San Ramon

Friday, February 14, 2020

9:35 AM

Board Room - 1st Floor

Association of Bay Area Governments Legislation Committee

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

The ABAG Legislation Committee will meet jointly with the MTC Legislation Committee.

The meeting is scheduled to begin at 9:35 a.m.,

or immediately following the preceding committee meeting.

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

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

Location

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

Teleconference Location

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

Roster

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

1. Call to Order / Roll Call / Confirm Quorum

President Arreguin called the meeting to order at about 9:38 a.m. Quorum was present. A teleconference location in Napa County was accessible to the public.

Present: 6 - Arreguin, Cortese, Eklund, Haggerty, Hudson, and Mitchoff

Absent: 3 - Pierce, Rabbitt, and Ramos

2. ABAG Compensation Announcement - Clerk of the Board

The ABAG Clerk of the Board gave the ABAG compensation announcement.

3. ABAG Legislation Committee Consent Calendar

Upon the motion by Mitchoff and second by Haggerty, the ABAG Consent Calendar was approved. The motion passed unanimously by the following vote:

Aye: 6 - Arreguin, Cortese, Eklund, Haggerty, Hudson, and Mitchoff

Absent: 3 - Pierce, Rabbitt, and Ramos

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

4. ABAG Legislation Committee Approval

- 4.a. [20-0352](#) Election of Legislation Committee Chair and Vice Chair

Election of ABAG Legislation Committee Chair and Vice Chair.

Upon the motion by Haggerty and second by Mitchoff, the nomination of Pierce as ABAG Legislation Committee Chair was approved. The motion passed unanimously by the following vote:

Aye: 6 - Arreguin, Cortese, Eklund, Haggerty, Hudson, and Mitchoff

Absent: 3 - Pierce, Rabbitt, and Ramos

Upon the motion by Haggerty and second by Eklund, the nomination of Hudson as ABAG Legislation Committee Vice Chair was approved. The motion passed unanimously by the following vote:

Aye: 6 - Arreguin, Cortese, Eklund, Haggerty, Hudson, and Mitchoff

Absent: 3 - Pierce, Rabbitt, and Ramos

5. MTC Legislation Committee Consent Calendar

The MTC Legislation Committee took action on this item.

- 5.a. [20-0166](#) Approval of MTC Legislation Committee Minutes of the January 10, 2020 Meeting
- 5.b. [19-1043](#) MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment

6. Information

- 6.a. [20-0231](#) Legislative History

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

Rebecca Long gave the report.

7. Local Legislation - MTC Legislation Committee Approval

7.a. [20-0256](#) Sonoma-Marín Area Rail Transit (SMART) 1/4-cent Sales Tax Extension

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

Georgia Gann Dohrmann gave the report. The MTC Legislation Committee took action on this item.

7.b. [20-0292](#) Measure J: Contra Costa Transportation Authority

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

Rebecca Long gave the report. The MTC Legislation Committee took action on this item.

8. State Legislation

8.a. [20-0208](#) State Budget Update

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

Rebecca Long gave the report.

8.b. [20-0351](#) Senate Bill 278 (Beall): Bay Area Transportation Revenue Measure

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

Rebecca Long gave the report.

The following gave public comment: Laura Tolkoff, FASTER Bay Area and SPUR; Ian Griffith, Seamless Bay Area; Monica Mallon, Voices for Public Transportation; Adina Levin, Seamless Bay Area and Friends of Caltrain; Hailey Currier, TransForm and Voices for Public Transportation; James Kuszmaul; Bob Allen, Urban Habitat and Voices for Public Transportation; Justine Marcus, Enterprise Community Partners; and Roland Lebrun.

Upon the motion by Mitchoff and second by Haggerty, the ABAG Legislation Committee recommended ABAG Executive Board approval the advocacy principles, as amended, to guide early engagement on Senate Bill 278 (Beall): Bay Area Transportation Revenue Measure to convey in any meetings with legislators and others a number of additional concerns that were expressed, including the following: consideration of adding more progressive revenue sources in addition to the sales tax; ensuring that transit operations is adequately funded by the measure; and including climate restoration goals connected to infrastructure projects focused on reducing greenhouse gas emissions. The motion passed by the following vote:

Aye: 5 - Arreguin, Cortese, Haggerty, Hudson, and Mitchoff

Absent: 3 - Pierce, Rabbitt, and Ramos

Abstain: 1 - Eklund

8.c. [20-0327](#) Senate Bill 795 (Beall): Affordable Housing and Community Development Investment Program

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

Upon the motion by Mitchoff and second by Eklund, the ABAG Legislation Committee recommended that the ABAG Executive Board take a support position on Senate Bill 795 (Beall). The motion passed unanimously by the following vote:

Aye: 6 - Arreguin, Cortese, Eklund, Haggerty, Hudson, and Mitchoff

Absent: 3 - Pierce, Rabbitt, and Ramos

9. Federal Legislation

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

Report from Washington, D.C. advocate.

Randy Rentschler gave the report.

10. Public Comment / Other Business

There was no public comment.

11. Adjournment / Next meeting

President Arreguin adjourned the meeting at about 11:34 a.m. The next regular meeting of the ABAG Legislation Committee is on March 13, 2020.

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0330 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 2/6/2020 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 3/13/2020 **Final action:**

Title: Approval of MTC Legislation Committee Minutes of the February 14, 2020 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [4a MTC LEGIS Minutes Feb 14 2020.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Approval of MTC Legislation Committee Minutes of the February 14, 2020 Meeting

Recommended Action:

MTC Legislation Committee Approval

Attachments:



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

Meeting Minutes - Draft

Joint MTC Legislation Committee and ABAG Legislation Committee

Friday, February 14, 2020

9:35 AM

Board Room - 1st Floor

1. Roll Call / Confirm Quorum

Present: 5 - Commissioner Connolly, Commissioner Cortese, Commissioner Halsted, Chair Mackenzie and Commissioner Spering

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

Non-Voting Member Present: Commissioner Giacomini

Non-Voting Member Absent: Commissioner Stracner

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

Ad Hoc Non-Voting Member Present: Commissioner Josefowitz

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

2. ABAG Compensation Announcement - Clerk of the Board

3. ABAG Legislation Committee Consent Calendar

3a. [20-0165](#) Approval of ABAG Legislation Committee Summary Minutes of the January 10, 2020 Meeting

Action: ABAG Legislation Committee Approval

Attachments: [3a ABAG Legislation Minutes 20200110 Draft.pdf](#)

4. ABAG Legislation Committee Approval

4a. [20-0326](#) Election of Legislation Committee Chair and Vice Chair

Election of ABAG Legislation Committee Chair and Vice Chair.

Action: ABAG Administrative Committee Approval

Presenter: Therese W. McMillan

Attachments: [4a ABAG 2020 Election of LEGIS Chair and Vice Chair.pdf](#)

5. MTC Legislation Committee Consent Calendar

Approval of the Consent Calendar

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

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

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

- 5a. [20-0166](#) Approval of MTC Legislation Committee Minutes of the January 10, 2020 Meeting

Action: MTC Legislation Committee Approval

Attachments: [5a_MTC LEGIS_Minutes_Jan 10 2020.pdf](#)

- 5b. [19-1043](#) MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment

Action: Commission Approval

Presenter: Marti Paschal

Attachments: [6h_Leg-5b_MTC Res No. 3931 Rev_Council Appointment.pdf](#)

6. Information

- 6a. [20-0231](#) Legislative History

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

Action: Information

Presenter: Rebecca Long

Attachments: [6a_LegisHistory_Feb.pdf](#)

7. Local Legislation - MTC Legislation Committee Approval

Commissioner Mackenzie recused himself from Agenda Item 7a. Sonoma-Marin Area Rail Transit (SMART) 1/4-cent Sales Tax Extension and departed from the meeting.

Commissioner Chair Haggerty was deputized to act as ex-officio voting member of the Committee in the absence of a quorum.

7a. [20-0256](#) Sonoma-Marin Area Rail Transit (SMART) 1/4-cent Sales Tax Extension

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

Action: Support / Commission Approval

Presenter: Georgia Gann Dohrmann

Attachments: [8a Leg-7a SMART Measure Summary Sheet.pdf](#)

Upon the motion by Haggerty and second by Commissioner Spering, Sonoma-Marin Area Rail Transit (SMART) 1/4-cent Sales Tax Extension was unanimously approved. The motion carried by the following vote:

Aye: 5 - Commissioner Connolly, Commissioner Cortese, Commissioner Halsted, Commissioner Spering and Haggerty

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

Georgia Gann Dohrmann requested Commission Chair Haggerty to concur with the emergency procedure to communicate a position on this measure prior to the Commission meeting date. Commission Chair Haggerty indicated his concurrence.

This is in conformance with MTC Resolution No. 1058, Revised, MTC Commission Procedures Manual.

Commissioner Mackenzie returned to the meeting.

7b. [20-0292](#) Measure J: Contra Costa Transportation Authority

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

Action: Support / Commission Approval

Presenter: Rebecca Long

Attachments: [8b Leg-7b Measure J Contra Costa.pdf](#)

Upon the motion by Commissioner Cortese and second by Commissioner Halsted, Measure J: Contra Costa Transportation Authority was unanimously approved. The motion carried by the following vote:

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

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

Rebecca Long requested Chair Mackenzie to concur with the emergency procedure to communicate a position on this measure prior to the Commission meeting date. Chair Mackenzie indicated his concurrence.

This is in conformance with MTC Resolution No. 1058, Revised, MTC Commission Procedures Manual.

8. State Legislation

8a. [20-0208](#) State Budget Update

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

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [8a Budget Update Summary Sheet Rev.pdf](#)

8b. [20-0215](#) Senate Bill 278 (Beall): Bay Area Transportation Revenue Measure

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

Action: ABAG Legislation Committee Approval / MTC Legislation Committee Approval

Presenter: Rebecca Long

Attachments: [8b SB 278 Transportation Revenue Measure.pdf](#)
[8b Handout-2020-02-14 MTC-ABAG Legislation - 8B v2 - Google Docs.pdf](#)

The following individuals spoke on this item:

Laura Tolkoﬀ of FASTER Bay Area and SPUR;
Ian Griﬃth of Seamless Bay Area;
Monica Mallon of Voices for Public Transportation;
Adina Levin of Seamless Bay Area and Friends of Caltrain;
Hailey Currier of TransForm and Voices for Public Transportation;
James Kuszmaul;
Bob Allen of Urban Habitat and Voices for Public Transportation;
Justine Marcus of Enterprise Community Partners; and
Roland Lebrun.

Upon the motion by Chair Mackenzie and second by Commissioner Halsted, Senate Bill 278 (Beall): Bay Area Transportation Revenue Measure was unanimously approved as amended to convey in any meetings with legislators and others a number of additional concerns that were expressed, including the following: Consideration of adding more progressive revenue sources in addition to the sales tax; Ensuring that transit operations is adequately funded by the measure; and Including climate restoration goals connected to infrastructure projects focused on reducing greenhouse gas emissions. The motion carried by the following vote:

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

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

8c. [20-0220](#) Senate Bill 795 (Beall): Affordable Housing and Community Development Investment Program

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

Action: Support / Commission Approval

Presenter: Rebecca Long

Attachments: [8c_Leg-8c_SB 795 \(Beall\).pdf](#)

Upon the motion by Chair Mackenzie and second by Commissioner Connolly, a support position on Senate Bill 795 (Beall) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

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

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

9. Federal Legislation

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

Report from Washington, D.C. advocate.

Action: Information

Presenter: Randy Rentschler

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

10. Public Comment / Other Business

11. Adjournment / Next Meeting

The next meeting of the MTC Legislation Committee will be Friday, March 13, 2020 at 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0332	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	2/6/2020	In control:		Joint MTC Legislation Committee and ABAG Legislation Committee	
On agenda:	3/13/2020	Final action:			
Title:	Legislative History				

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

Sponsors:**Indexes:****Code sections:****Attachments:** [5a_Handout-State LegisHistory_March 2020.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Legislative History

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

Presenter:

Rebecca Long

Recommended Action:

Information

Attachments:



METROPOLITAN
TRANSPORTATION
COMMISSION

LEGISLATIVE HISTORY
MTC and ABAG Priority Bills
March 12, 2020



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<u>AB 10</u> <u>Chiu</u>	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.		
<u>AB 291</u> <u>Chu</u>	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.		
<u>AB 323</u> <u>Daly</u>	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.		

<u>AB 352</u> <u>Garcia, Eduardo</u>	Amended 8/14/2019	Senate Environmental Quality	Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020. Would enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$3,920,000,000 pursuant to the State General Obligation Bond Law to finance a wildlife prevention, safe drinking water, drought preparation, and flood protection program. The bill would provide for the submission of these provisions to the voters at the November 3, 2020, statewide general election. The bill would provide that its provisions are severable.		
<u>AB 393</u> <u>Nazarian</u>	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
<u>AB 429</u> <u>Nazarian</u>	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.		

<u>AB 953</u> <u>Ting</u>	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.		
<u>AB 992</u> <u>Mullin</u>	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.		
<u>AB 1035</u> <u>Mayes</u>	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.		
<u>AB 1112</u> <u>Friedman</u>	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 automated license plate data with law enforcement agencies for specified purposes and requires both an ALPR operator and an ALPR end-user, as those terms are defined, to implement a usage and privacy policy regarding that ALPR information, as specified. Current law requires that the usage and privacy policy implemented by an ALPR operator and an ALPR end-user include the length of time ALPR information will be retained, and the process the ALPR operator and ALPR end-user will utilize to determine if and when to destroy retained ALPR information. This bill would delete the requirement that the usage and privacy policy implemented by an ALPR operator and an ALPR end-user include the retention and destruction information described above, and would instead require those usage and privacy policies to include a procedure to ensure the destruction of all nonanonymized ALPR information no more than 60 days from the date of collection, except as provided.		

<u>AB 1839</u> <u>Bonta</u>	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.		
<u>AB 1851</u> <u>Wicks</u>	Introduced 1/6/2020	Assembly Local Government	Faith-based organization affiliated housing development projects: parking requirements. Would upon the request of a developer of a housing development project, require a local agency to ministerially approve a request to that local agency to reduce or eliminate any parking requirements that would otherwise be imposed by that local agency on the development if the housing development project qualifies as a faith-based organization affiliated housing development project, as defined. This bill would prohibit a local agency from requiring the replacement of religious-use parking spaces proposed to be eliminated by a faith-based organization affiliated housing development project pursuant to a request made and ministerially approved pursuant to the bill, or from requiring the curing of any preexisting deficit of religious-use parking as a condition of approval of a faith-based organization affiliated housing development project.		
<u>AB 1905</u> <u>Chiu</u>	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.		
<u>AB 1924</u> <u>Grayson</u>	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	Amended 3/11/2020	Assembly Transportation	Transportation: 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 of Transportation, in consultation with the California Transportation Commission, to update the asset management plan on or before December 31, 2022, and every 4 years thereafter, and for the updates to take into account the forecasted impacts of climate change on transportation infrastructure. The bill would require the updates to the California Transportation Plan and the Strategic Growth Council's report to include a forecast of the impacts of climate change on transportation infrastructure and measures to address those impacts.		
AB 1997 Nazarian	Introduced 1/27/2020	Assembly Appropriations	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.		

<u>AB 2063</u> <u>Mullin</u>	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.		
<u>AB 2078</u> <u>Calderon</u>	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.		
<u>AB 2089</u> <u>Rivas, Luz</u>	Amended 3/9/2020	Assembly Natural Resources	Resilient Economies and Community Health Pilot Program. Would establish the Resilient Economies and Community Health Pilot Program from January 1, 2021, through December 31, 2025, and would have the program be administered by the Strategic Growth 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 January 1, 2025.		
<u>AB 2121</u> <u>Friedman</u>	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.		

<u>AB 2176</u> <u>Holden</u>	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.		
<u>AB 2195</u> <u>Maienschein</u>	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.		
<u>AB 2249</u> <u>Mathis</u>	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.		
<u>AB 2262</u> <u>Berman</u>	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.		

<u>AB 2310</u> <u>Daly</u>	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.		
<u>AB 2323</u> <u>Friedman</u>	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.		
<u>AB 2674</u> <u>Ting</u>	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.		
<u>AB 2824</u> <u>Bonta</u>	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.		
<u>AB 2828</u> <u>Friedman</u>	Introduced 2/20/2020	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.		

<u>AB 2919</u> <u>Chiu</u>	Introduced 2/21/2020	Assembly Print	Pedestrian safety. Current law makes various provisions relating to pedestrian safety, including requiring the driver of a vehicle to yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection, except as specified. This bill would make technical, nonsubstantive changes to those provisions.		
<u>AB 3144</u> <u>Grayson</u>	Introduced 2/21/2020	Assembly Housing and Community Development	Housing Cost Reduction Incentive Program. Would establish the Housing Cost Reduction Incentive Program, to be administered by the Department of Housing and Community Development, for the purpose of reimbursing cities, counties, and cities and counties for development impact fee waivers or reductions provided to qualified rental housing developments. Upon appropriation, the bill would require the department to provide grants to applicants in an amount equal to 50% of the amount of development impact fee waived or reduced for a qualified rental housing development by issuing a Notice of Funding Availability for each calendar year in which funds are made available for the program, as provided. The bill would require an applicant that receives a grant under the program to use those funds solely for those purposes for which the development impact fee that was waived or reduced would have been used.		
<u>AB 3145</u> <u>Grayson</u>	Introduced 2/21/2020	Assembly Local Government	Local government: housing development projects: fees and exactions cap. Would prohibit a city or county from imposing a specified fee or exaction if the total dollar amount of the fees and exactions that a city or county would impose on a proposed housing development is greater than 12 percent of the city's or county's median home price unless approved by the Department of Housing and Community Development. The bill would authorize a city or county to seek approval from the department to impose a fee or an exaction that would result in the total dollar amount of fees and exactions exceeding that limitation by making a specified finding and submitting a completed application for a waiver.		

<u>AB 3146</u> <u>Bonta</u>	Introduced 2/21/2020	Assembly Housing and Community Development	Housing data: collection and reporting. The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the 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 that includes, among other specified information, the number of net new units of housing that have been issued a completed entitlement, a building permit, or a certificate of occupancy, thus far in the housing element cycle, as provided. This bill would require a planning agency to include in that annual report specified additional information regarding housing development projects located within the jurisdiction, and information related to local requirements or incentives for proposed housing development projects, as provided, thereby imposing a state-mandated local program.		
<u>AB 3147</u> <u>Gabriel</u>	Introduced 2/21/2020	Assembly Local Government	Fees for development projects. Would require a judicial action or proceeding to be conducted in accordance with other procedures that, among other things, require a protest to be filed within 90 days after the imposition of the fees and an action to attack, review, set aside, void, or annul the imposition of the fees to be filed within 180 days after delivery of a specified notice by the local agency. The bill would require revenues in excess of actual cost to be used to reimburse the payor of the fee or service charge.		
<u>AB 3148</u> <u>Chiu</u>	Introduced 2/21/2020	Assembly Housing and Community Development	Planning and zoning: density bonuses: affordable housing: fee reductions. Would require a city, county, special district, water corporation, utility, or other local agency, except a school district, to reduce an impact fee or other charges imposed on the construction of a deed restricted affordable housing unit that is built pursuant to a density bonus, to amounts that are, depending on the affordability restriction on the unit, a specified percentage of the impact fee or other charge that would be imposed on a market rate unit within the development. The bill would exempt from these provisions units that are required to be affordable pursuant to a local inclusionary housing ordinance. The bill would define "impact fee" for purposes of these provisions. By imposing requirements on local agencies with respect to density bonuses, this bill would impose a state-mandated local program.		
<u>AB 3149</u> <u>Gloria</u>	Introduced 2/21/2020	Assembly Print	Mitigation Fee Act. The Mitigation Fee Act authorizes a local agency to establish, increase, or impose various fees as a condition of approval of a development project, if specified requirements are met. The act excludes certain fees, including a fee imposed pursuant to a reimbursement agreement between a local agency and a property owner or developer for specified costs of a public facility. This bill would make nonsubstantive changes to that provision.		

AB 3157 Berman	Introduced 2/21/2020	Assembly Housing and Community Development	Department of Housing and Community Development: regional housing need allocation: low-income community college students. Would require that the Department of Housing and Community Development's recommendations for an improved regional housing need allocation process and methodology additionally promote and streamline the developing of housing for low-income community college students.		
AB 3209 Aguiar-Curry	Introduced 2/21/2020	Assembly Print	California Transportation Commission. Current law establishes the California Transportation Commission and vests the commission with certain powers, purposes, and responsibilities. This bill would make nonsubstantive changes to these provisions.		
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 45 Allen	Amended 1/23/2020	Assembly Desk	Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020. Would enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$5,510,000,000 pursuant to the State General Obligation Bond Law to finance projects for a wildfire prevention, safe drinking water, drought preparation, and flood protection program.		
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.		

<u>SB 899</u> <u>Wiener</u>	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.		
<u>SB 902</u> <u>Wiener</u>	Amended 3/9/2020	Senate Housing	Planning and zoning: neighborhood multifamily project: use by right: density. Current law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development that satisfies specified planning objective standards to be subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit. This bill would provide that a neighborhood multifamily project is a use by right in zones where residential uses are permitted if the project is not located in a very high fire severity zone, does not demolish sound rental housing or housing that has been placed on a national or state historic register, follows specified local objective criteria, and meets specified density requirements.		
<u>SB 906</u> <u>Skinner</u>	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.		

<u>SB 986</u> <u>Allen</u>	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.		
<u>SB 992</u> <u>Beall</u>	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.		
<u>SB 995</u> <u>Atkins</u>	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.		

<u>SB 1291</u> <u>Beall</u>	Introduced 2/21/2020	Senate Rules	State highway system. Current law vests the Department of Transportation with full possession and control of all state highways. Current law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Current law also provides for the commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment, and in certain other cases. This bill would make nonsubstantive changes to the provision relating to the routes in the state highway system.		
<u>SB 1363</u> <u>Allen</u>	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.		
<u>SB 1408</u> <u>Dodd</u>	Introduced 2/21/2020	Senate Rules	State Route 37 Toll Bridge Act. The California Toll Bridge Authority Act makes the California Transportation Commission, together with the Department of Transportation, responsible for building and acquiring toll facilities and related transportation facilities. This bill would require an unspecified authority, on behalf of the state, to operate and maintain tolling infrastructure, including by installing toll facilities, and charge and collect tolls for the use of the Sonoma Creek Bridge, and to be responsible for the design and construction of improvements on the bridge and a segment of State Route 37 between its intersections with Route 121 in the County of Sonoma and Walnut Avenue in the County of Solano in accordance with programming and scheduling requirements adopted by the authority.		

California State Legislative Calendar 2020*

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

Source: Senate & Assembly websites.

*Dates are subject to change

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

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

California Local & Regional Government Association Bill Position Resources

League of California Cities (“the League”)

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

California State Association of Counties (CSAC)

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

California Association of Councils of Government (CALCOG)

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

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0419	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	2/27/2020	In control:		Joint MTC Legislation Committee and ABAG Legislation Committee	
On agenda:	3/13/2020	Final action:			
Title:	March 2020 Election Update: Impact on Transportation & Housing				
	Update and analysis of the results of the March 3, 2020 primary election, including a summary of any transportation and housing-related measures.				

Sponsors:**Indexes:****Code sections:****Attachments:** [5b Election Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

March 2020 Election Update: Impact on Transportation & Housing

Update and analysis of the results of the March 3, 2020 primary election, including a summary of any transportation and housing-related measures.

Presenter:

Rebecca Long

Recommended Action:

Information

Attachments:

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


March 13, 2020

Agenda Item 5b

March 2020 Election Update: Impact on Transportation & Housing

Subject: An update of the results of the March 3, 2020 primary election, including a summary of any transportation and housing-related measures. Any updates will be provided in a handout at the March 13, 2020 Committee meeting.

Attachment: Memo: March 3, 2020 Preliminary Election Results


Therese W. McMillan



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Memorandum

TO: Executive Director

DATE: March 6, 2020

FR: Legislation and Public Affairs

RE: March 3, 2020 Preliminary Election Results

The March 3 Primary Election saw several races across the state for Congressional seats, as well as for State Senate and Assembly seats. The top two finishers in those races will face off in November. Locally, there were several races for Boards of Supervisors. Candidates in those races receiving 50% of the vote +1 will not face a runoff in November. This memo starts by covering local measures addressing transportation and housing.

Note: At the time this memo was finalized there were still several thousands of ballots outstanding that need to be counted and the provided information is preliminary.

Transportation

Sonoma and Marin Counties Reject the Extension of a Sales Tax Measure for Sonoma-Marín Area Rail Transportation (SMART)

Sonoma and Marin voters rejected Measure I, a sales tax extension measure for the Sonoma-Marín Area Rail Transit District agency. A two-thirds (66.67 percent) supermajority vote (from the two counties as whole) was required for the approval of Measure I. It has received a combined 51 percent approval. Marin provided 53.5 percent support, Sonoma 49.9 percent.

Contra Costa County Rejects Quarter-Cent Transportation Sales Tax

Contra Costa voters rejected a ½ cent transportation sales tax measure. A two-thirds (66.67 percent) supermajority vote was required for the approval of Measure J. It received 48.3 percent approval. The tax would have provided an estimated \$103 million per year for local transportation for 35 years.

Mill Valley Residents OK Road Parcel Tax

Measure J, a parcel tax measure on the ballot for Ridgewood Avenue Permanent Road Division voters in unincorporated Mill Valley was approved. A two-thirds (66.67 percent) supermajority vote is required for the approval of Measure J. It received 70 percent approval. The Ridgewood Avenue Permanent Road Division will now impose an immediate special tax on parcels within the Division of \$1,281 per parcel per year for 10 years beginning fiscal year July 2020 and thereafter assess on all parcels \$100 per year for ongoing maintenance.

Housing

Voters Pass Proposition E in San Francisco

Prop E, won approval in San Francisco. The approval requires the city to tie annual square footage allotment for certain large office projects to whether the city is meeting its affordable housing goals, a change in criteria for approving certain office projects. It received 55 percent approval. Hou

Voters Approve Measure E in San Jose

Measure E — a tax on the sale of San Jose properties worth \$2 million or more — received 54 percent of the vote. The city estimates that the new tax will generate up to \$73 million annually and at least \$22 million during a recession year. The money will be used for affordable housing and expanding homeless services. Transfers under \$2 million will be exempt from the Transfer Tax. Transfers of \$2 million to \$5 million would be taxed at 0.75%, \$5 million to \$10 million at 1%, and more than \$10 million at 1.5%.

Voters Approve Measure H in Healdsburg

Measure H, a housing ordinance measure amending Healdsburg's Growth Management Ordinance, received 66 percent approval. The vote amends the ordinance to permit the currently allowed average of 50 units per year of multi-family, income-restricted rental housing to be offered either for rental or for sale.

Voters Narrowly Approve Measure Y in Danville

Measure Y is a referendum of a council-approved rezoning in July 2018 of a 410-acre parcel from agricultural preserve, general agricultural, and planned development district which will allocate 69 single family lots of approximately 29 acres while preserving the remaining 381 acres as permanent open space and dedicates easements for hiking and biking trails for public use. It was approved by 50.8 percent of voters.

U.S. House of Representatives

Top two advance to the November Election; (i) is incumbent

District 2 - Marin County:

Jared Huffman (i): 65%

Dale K. Mensing: 23%

District 3 - Solano County:

John Garamendi (i): 56%

Tamika Hamilton: 29%

District 5 - Contra Costa & Napa Counties:

Mike Thompson (i): 66%

Scott Giblin: 23%

District 9 - Contra Costa County:

Jerry McNerney (i): 54%

Tony Amador: 32%

District 11 - Contra Costa County:

Mark DeSaulnier: 69%

Nisha Sharma: 25%

District 12 - San Francisco County:

Nancy Pelosi (i): 73%

Shahid Buttar: 13%

District 13 - Alameda County:

Barbara Lee (i): 90%

Nikka Piterman: 10%

District 14 - San Francisco & San Mateo Counties:

Jackie Speier (i): 74%

Ran S. Petel: 19%

District 15 - Alameda & Contra Costa Counties:

Eric Swalwell (i): 57%

Alison Hayden: 20%

District 17 - Alameda & Santa Clara Counties:

Ro Khanna (i): 65%

Ritesh Tandon: 24%

District 18 - San Mateo & Santa Clara Counties:

Anna G. Eshoo (i): 60%

Rishi Kumar: 16%

District 19 - Santa Clara County:

Zoe Lofgren (i): 60%

Justin James Aguilera: 14%

District 20 - Santa Clara, Santa Cruz, San Benito, & Monterey Counties:

Jimmy Panetta (i): 65%

Jeff Gorman: 24%

State Senate

Top two advance to November Election; (i) is incumbent

District 3 - Contra Costa, Napa, Solano, Sonoma, Sacramento, & Yolo Counties:

Bill Dodd (i): 100%

District 7 - Alameda & Contra Costa Counties:

Steve Glazer (i): 48%

Julie Mobley: 31%

District 9 - Alameda & Contra Costa Counties:

Nancy Skinner (i): 100%

District 11 - San Francisco & San Mateo Counties:

Scott Wiener (i): 55%

Jackie Fielder: 32%

District 13 - San Mateo & Santa Clara Counties:

Alexander Glew: 21%

Josh Becker: 21%

District 15 - Santa Clara County:

Dave Cortese: 33%

Ann M. Ravel: 20%

District 17 - Santa Clara, Monterey, Santa Cruz, San Luis Obispo Counties:

John Laird: 42%

Vicki Nohrden: 36%

State Assembly

Top two advance to November Election; (i) is incumbent

District 4 - Napa, Lake, Yolo, Colusa, Sonoma & Solano Counties:

Cecilia Aguiar-Curry (i): 55%

Matthew Nelson: 35%

District 10 - Marin & Sonoma Counties:

Marc Levine (i): 60%

Ron Sondergaard: 21%

District 11 - Contra Costa, Sacramento, & Solano Counties:

Jim Frazier (i): 100%

District 14 - Contra Costa & Solano Counties:

Tim Grayson (i): 65%

Janell Elizabeth Proctor: 28%

District 15 - Alameda & Contra Costa Counties:

Buffy Wicks (i): 81%

Jeanne M. Solnordal: 11%

District 16 - Alameda & Contra Costa Counties:

Rebecca Bauer-Kahn (i): 63%

Joseph A. Rubay: 37%

District 17 - San Francisco County:

David Chiu (i): 100%

District 18 - Alameda County:

Rob Bonta (i): 86%

Stephen Slauson: 14%

District 19 - San Francisco & San Mateo Counties:

Phil Ting (i): 79%

John McDonnell: 21%

District 20 - Alameda County:

Bill Quirk (i): 47%

Son Nguyen: 24%

District 22 - San Mateo County:

Kevin Mullin (i): 71%

Mark Gilham: 15%

District 24 - San Mateo & Santa Clara Counties:

Marc Berman (i): 70%

Peter Ohtaki: 25%

District 25 (Open Seat) - Alameda & Santa Clara Counties:

Bob Brunton: 24%

Alex Lee: 4,838 votes - 15%

District 27 - Santa Clara County:

Ash Kalra (i): 72%

G. Burt Lancaster: 29%

District 28 - Santa Clara County:

Evan Low (i): 67%

Carlos Rafael Cruz: 27%

District 29 - Santa Clara, Monterey & Santa Cruz Counties:

Mark Stone (i): 73%

Shomir Banerjee: 27%

District 30 - Santa Clara, Santa Cruz, San Benito & Monterey Counties:

Robert Rivas (i): 66%

Gregory Swett: 34%

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 20-0411 **Version:** 1 **Name:**

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

File created: 2/27/2020 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 3/13/2020 **Final action:**

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

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

Sponsors:

Indexes:

Code sections:

Attachments: [6a_SB 1408_.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Senate Bill 1408 (Dodd): State Route 37 Toll Bridge Act

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

Presenter:
Rebecca Long

Recommended Action:
Support and Seek Amendments / MTC Commission Approval

Attachments:

**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.

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
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Legislation Details (With Text)

File #: 20-0492 **Version:** 1 **Name:**
Type: Report **Status:** Committee Approval
File created: 3/4/2020 **In control:** ABAG Legislation Committee
On agenda: 3/13/2020 **Final action:**
Title: Assembly Bill 725 (Wicks): Middle-Income Housing

AB 725 (Wicks) aims to facilitate middle-income housing production by requiring at least 25 percent of each metropolitan 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.

Sponsors:

Indexes:

Code sections:

Attachments: [7a_AB 725 \(Wicks\).pdf](#)

Date	Ver.	Action By	Action	Result
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Assembly Bill 725 (Wicks): Middle-Income Housing

AB 725 (Wicks) aims to facilitate middle-income housing production by requiring at least 25 percent of each metropolitan 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.

Georgia Gann Dohrmann

Support / ABAG Executive Board Approval
Support / MTC Commission Approval

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

March 13, 2020

Agenda Item 7a

Assembly Bill 725 (Wicks): Middle-Income Housing

Subject: AB 725 (Wicks) aims to facilitate middle-income housing production by requiring at least 25 percent of each metropolitan 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.

Background: In 2022, Bay Area cities and counties will be adopting their "6th cycle" housing element, covering the eight years from 2022-2030. Housing elements will be informed by the Bay Area's Regional Housing Needs Allocation (RHNA), a process by which ABAG, working with elected officials, local staff and stakeholders, distributes a share of the region's housing need — as determined by the California Department of Housing and Community Development (HCD) — to each city, town and county in the region. Changes to RHNA law since the "5th cycle" — including SB 828 (Wiener, 2018) and AB 1771 (Bloom, 2018) — are expected to contribute to substantially higher housing allocations than in previous cycles, as witnessed in the Southern California Association of Governments region where the region's 6th cycle allocation jumped more than three-fold from its 5th cycle from 412,137 total units to over 1.3 million units.

Current Relationship Between RHNA and Zoning After local governments have received their final RHNA, housing elements must be revised to include, among other updates, an inventory of sites zoned (or planned to be rezoned) to accommodate their share of the regional housing need, by income. AB 2348 (Mullin, 2004) established density minimums—30 units per acre for metropolitan jurisdictions and 20 units per acre for the Bay Area's suburban jurisdictions—deemed adequate for accommodating low- and very-low income housing. There is no default density minimum for moderate-income and above moderate-income housing sites. According to the HCD, local governments often accommodate 100 percent of their moderate- and above moderate-income housing on low-density sites targeted toward single-family homes.

What Jurisdictions are Defined as Metropolitan? AB 725 would require that at least 25 percent of each "metropolitan" 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. In general, state housing element law defines cities and counties with populations larger than 100,000 as metropolitan, as well as cities and counties with between 25,000 and 100,000 in population and located in a metropolitan statistical area of 2 million people or greater. Marin County is the exception pursuant to a specific provision in state law and the county and all of its jurisdictions are defined as suburban. See Attachment A for list of the Bay Area metropolitan and nonmetropolitan—e.g. "suburban"—cities and counties.

March 13, 2020

Page 2 of 2

Discussion

California's housing crisis disproportionately affects low-income households, however many families considered middle-income are also struggling to find housing at a price they can afford, particularly in the Bay Area. Those “missing-middle” households have incomes that are too high to qualify for traditional affordable housing, but too low to pay average market-rate rents. This “caught in the middle” situation is the basis for the term “missing middle” for describing such households.

One strategy to reduce the cost of housing is to facilitate the construction of “missing-middle” housing types, such as duplexes, townhomes and fourplexes that accommodate more units per acre than single-family homes (typically 16 units per acre or more), and are inherently more affordable than either single-family homes or mid- to high-rise apartments, which are expensive to build. Missing middle housing types have small- to medium-sized footprints which make them well suited for infill development in neighborhoods with low vehicle-miles-traveled. However much of the land around the state is zoned only for single-family housing. According to a 2018 survey by UC Berkeley’s Turner Center for Housing Innovation, California cities and counties, on average, devote approximately 70 percent of their land for single-family zoning and in two-thirds of jurisdictions, multifamily housing is allowed on less than 25 percent of land.

AB 725’s approach of requiring that medium-density multifamily housing be an allowable use for *a portion* of a city or county’s moderate- and above moderate-income sites, will support more housing options for the Bay Area’s middle-income households while retaining flexibility for cities and counties to reflect local priorities in land use decisions. Given this, staff recommends a “support” position on AB 725.

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

Bill Positions:	Support	Oppose
	California Apartment Association	None
	California League of Conservation Voters	
	California YIMBY	

Attachments: Attachment A: “Metropolitan” and “Suburban” Designations in the Bay Area


Therese W. McMillan

“Metropolitan” and “Suburban” Designations in the Bay Area

Bay Area cities, towns and counties are defined by Government Code Section 65583.2 as either “metropolitan” or “suburban” jurisdictions, depending on whether or not the locality meets certain population thresholds. In general, cities and towns with populations larger than 100,000 are defined as metropolitan, as well as cities and towns with between 25,000 and 100,000 in population and located in a metropolitan statistical area (MSA) of 2 million people or greater. Counties in MSAs with populations of 2 million or above are considered metropolitan. All other Bay Area cities, counties, and towns are defined as suburban. Additionally, state law prescribes that Marin County and all cities located in the county, regardless of the population size, are defined as suburban through December 2028.

The chart below identifies Bay Area designations based on 2018 California Department of Finance (DOF) population estimates. These designations may change following the 2020 United States Census; which will be relevant for the Bay Area’s sixth cycle housing element updates.

Bay Area Cities, Towns and Counties: “Metropolitan” and “Suburban” Designations

Jurisdiction	City/County Population (2018 Estimate)	County Name	MSA Population (2018 Estimate)	Designation
Alameda County	1,669,301	Alameda	4,729,484	Metropolitan
Contra Costa County	1,155,879	Contra Costa	4,729,484	Metropolitan
Marin County	262,879	Marin	4,729,484	Suburban*
Napa County	140,779	Napa	139,417	Suburban
San Francisco City and County	883,869	San Francisco	4,729,484	Metropolitan
San Mateo County	774,485	San Mateo	4,729,484	Metropolitan
Santa Clara County	1,954,286	Santa Clara	1,999,107	Suburban
Solano County	441,307	Solano	446,610	Suburban
Sonoma County	500,675	Sonoma	449,942	Suburban
Alameda	79,316	Alameda	4,729,484	Metropolitan
Albany	19,393	Alameda	4,729,484	Suburban
Berkeley	123,328	Alameda	4,729,484	Metropolitan
Dublin	64,577	Alameda	4,729,484	Metropolitan
Emeryville	11,885	Alameda	4,729,484	Suburban
Fremont	232,532	Alameda	4,729,484	Metropolitan
Hayward	159,433	Alameda	4,729,484	Metropolitan
Livermore	91,039	Alameda	4,729,484	Metropolitan
Newark	48,712	Alameda	4,729,484	Metropolitan
Oakland	432,897	Alameda	4,729,484	Metropolitan
Piedmont	11,420	Alameda	4,729,484	Suburban

Jurisdiction	City/County Population (2018 Estimate)	County Name	MSA Population (2018 Estimate)	Designation
Pleasanton	80,492	Alameda	4,729,484	Metropolitan
San Leandro	89,825	Alameda	4,729,484	Metropolitan
Union City	74,916	Alameda	4,729,484	Metropolitan
Antioch	113,901	Contra Costa	4,729,484	Metropolitan
Brentwood	63,662	Contra Costa	4,729,484	Metropolitan
Clayton	11,653	Contra Costa	4,729,484	Suburban
Concord	129,889	Contra Costa	4,729,484	Metropolitan
Danville	45,270	Contra Costa	4,729,484	Metropolitan
El Cerrito	25,459	Contra Costa	4,729,484	Metropolitan
Hercules	26,224	Contra Costa	4,729,484	Metropolitan
Lafayette	26,327	Contra Costa	4,729,484	Metropolitan
Martinez	38,490	Contra Costa	4,729,484	Metropolitan
Moraga	16,939	Contra Costa	4,729,484	Suburban
Oakley	41,759	Contra Costa	4,729,484	Metropolitan
Orinda	19,475	Contra Costa	4,729,484	Suburban
Pinole	19,498	Contra Costa	4,729,484	Suburban
Pittsburg	72,541	Contra Costa	4,729,484	Metropolitan
Pleasant Hill	35,055	Contra Costa	4,729,484	Metropolitan
Richmond	110,436	Contra Costa	4,729,484	Metropolitan
San Pablo	31,817	Contra Costa	4,729,484	Metropolitan
San Ramon	83,957	Contra Costa	4,729,484	Metropolitan
Walnut Creek	70,121	Contra Costa	4,729,484	Metropolitan
Belvedere	2,148	Marin	4,729,484	Suburban
Corte Madera	10,047	Marin	4,729,484	Suburban
Fairfax	7,721	Marin	4,729,484	Suburban
Larkspur	12,578	Marin	4,729,484	Suburban
Mill Valley	14,675	Marin	4,729,484	Suburban
Novato	54,115	Marin	4,729,484	Suburban*
Ross	2,526	Marin	4,729,484	Suburban
San Anselmo	12,902	Marin	4,729,484	Suburban
San Rafael	60,046	Marin	4,729,484	Suburban*
Sausalito	7,416	Marin	4,729,484	Suburban
Tiburon	9,362	Marin	4,729,484	Suburban

Jurisdiction	City/County Population (2018 Estimate)	County Name	MSA Population (2018 Estimate)	Designation
American Canyon	20,629	Napa	139,417	Suburban
Calistoga	5,453	Napa	139,417	Suburban
Napa	79,490	Napa	139,417	Suburban
St Helena	6,133	Napa	139,417	Suburban
Yountville	2,916	Napa	139,417	Suburban
Atherton	7,070	San Mateo	4,729,484	Suburban
Belmont	27,174	San Mateo	4,729,484	Metropolitan
Brisbane	4,691	San Mateo	4,729,484	Suburban
Burlingame	30,317	San Mateo	4,729,484	Metropolitan
Colma	1,512	San Mateo	4,729,484	Suburban
Daly City	109,122	San Mateo	4,729,484	Metropolitan
East Palo Alto	30,499	San Mateo	4,729,484	Metropolitan
Foster City	33,693	San Mateo	4,729,484	Metropolitan
Half Moon Bay	12,631	San Mateo	4,729,484	Suburban
Hillsborough	11,769	San Mateo	4,729,484	Suburban
Menlo Park	35,790	San Mateo	4,729,484	Metropolitan
Millbrae	23,154	San Mateo	4,729,484	Suburban
Pacifica	38,674	San Mateo	4,729,484	Metropolitan
Portola Valley	4,659	San Mateo	4,729,484	Suburban
Redwood City	85,319	San Mateo	4,729,484	Metropolitan
San Bruno	45,257	San Mateo	4,729,484	Metropolitan
San Carlos	29,864	San Mateo	4,729,484	Metropolitan
San Mateo	104,570	San Mateo	4,729,484	Metropolitan
South San Francisco	67,078	San Mateo	4,729,484	Metropolitan
Woodside	5,615	San Mateo	4,729,484	Suburban
Campbell	43,250	Santa Clara	1,999,107	Suburban
Cupertino	59,879	Santa Clara	1,999,107	Suburban
Gilroy	55,928	Santa Clara	1,999,107	Suburban
Los Altos	31,190	Santa Clara	1,999,107	Suburban
Los Altos Hills	8,785	Santa Clara	1,999,107	Suburban
Los Gatos	30,988	Santa Clara	1,999,107	Suburban
Milpitas	76,231	Santa Clara	1,999,107	Suburban
Monte Sereno	3,787	Santa Clara	1,999,107	Suburban

Jurisdiction	City/County Population (2018 Estimate)	County Name	MSA Population (2018 Estimate)	Designation
Morgan Hill	45,742	Santa Clara	1,999,107	Suburban
Mountain View	81,992	Santa Clara	1,999,107	Suburban
Palo Alto	69,397	Santa Clara	1,999,107	Suburban
San Jose	1,043,058	Santa Clara	1,999,107	Metropolitan
Santa Clara	128,717	Santa Clara	1,999,107	Metropolitan
Saratoga	31,407	Santa Clara	1,999,107	Suburban
Sunnyvale	155,567	Santa Clara	1,999,107	Metropolitan
Benicia	27,570	Solano	446,610	Suburban
Dixon	19,794	Solano	446,610	Suburban
Fairfield	117,149	Solano	446,610	Metropolitan
Rio Vista	9,416	Solano	446,610	Suburban
Suisun City	29,447	Solano	446,610	Suburban
Vacaville	98,807	Solano	446,610	Suburban
Vallejo	119,544	Solano	446,610	Metropolitan
Cloverdale	9,257	Sonoma	504,217	Suburban
Cotati	7,919	Sonoma	504,217	Suburban
Healdsburg	12,501	Sonoma	504,217	Suburban
Petaluma	62,247	Sonoma	504,217	Suburban
Rohnert Park	43,339	Sonoma	504,217	Suburban
Santa Rosa	175,625	Sonoma	504,217	Metropolitan
Sebastopol	7,885	Sonoma	504,217	Suburban
Sonoma	11,556	Sonoma	504,217	Suburban
Windsor	28,565	Sonoma	504,217	Suburban

*Jurisdiction designated as “suburban” through December 2028.



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 20-0493 **Version:** 1 **Name:**
Type: Report **Status:** Committee Approval
File created: 3/4/2020 **In control:** ABAG Legislation Committee
On agenda: 3/13/2020 **Final action:**
Title: Assembly Bill 2829 (Ting): Moderate-Income Housing Welfare Tax Exemption

AB 2829 (Ting) creates a property tax exemption for qualified rental housing units with rents affordable to moderate-income households, with the goal of facilitating “missing middle” housing production.

Sponsors:

Indexes:

Code sections:

Attachments: [7b AB 2829.pdf](#)

Date	Ver.	Action By	Action	Result
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Assembly Bill 2829 (Ting): Moderate-Income Housing Welfare Tax Exemption

AB 2829 (Ting) creates a property tax exemption for qualified rental housing units with rents affordable to moderate-income households, with the goal of facilitating “missing middle” housing production.

Georgia Gann Dohrmann

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

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

March 13, 2020

Agenda Item 7b

Assembly Bill 2829 (Ting): Moderate-Income Housing Welfare Tax Exemption

Subject: AB 2829 (Ting) creates a property tax exemption for qualified rental housing units with rents affordable to moderate-income households, with the goal of facilitating “missing middle” housing production.

Background: Existing law provides that low-income rental units and rental units for moderate-income seniors and individuals with disabilities that are owned and operated by nonprofit developers and other qualifying organizations (churches, hospitals, charitable funds, etc.) may be exempt from property tax under the welfare exemption, provided certain conditions and requirements are met.

AB 2829 would extend the property tax exemption—ranging from a partial exemption to a full exemption—to qualifying property owners who reserve eligible rental units in either existing or newly constructed multifamily developments for moderate-income households, i.e. for tenants in households earning between 80 percent and 120 percent of the area median income (AMI). In Alameda and Contra Costa counties, for example, a four-person household earning between \$112,000 and \$134,000 would qualify as “moderate-income.” (See Attachment A for a moderate-income thresholds for all nine Bay Area counties.) The property tax exemption would apply on a per-unit basis; property owners could claim the exemption based on the percentage of the residential development reserved for moderate-income households. The exemption would sunset after 20 years.

In order to be eligible for the property tax exemption, the development would be subject to the following requirements:

- a deed restriction or other regulatory agreement with a public agency that provides that the rental units are reserved for moderate-income households.
- Moderate-income unit rents must be capped at 20 percent below the “fair market rent” for comparable newly-constructed units in the county. Fair market rent would be determined by a market study and certified by either a state or local agency involved in securing the moderate-income units, as described below. Annual rent increases must be limited to the percentage increase in AMI for the county in which the development is located.
- The development is either:
 1. Constructed on public land or funded, at least in part, from state or local resources, including low-income housing tax credits.
 2. Subject to a recorded agreement with a local agency that secures at least 20 percent of the development’s units for moderate- and low-income households.
- The property is a multifamily (three units or more) rental housing development.

March 13, 2020

Page 2 of 2

Discussion

California's housing crisis disproportionately affects low-income households, however many families considered middle income are also struggling to find housing at a price they can afford, particularly in the Bay Area. Those “missing middle” households—often considered households earnings between 80-120 percent AMI—have incomes that are too high to qualify for traditional affordable housing, but too low to pay average market-rate rents. This “caught in the middle” situation is the basis for the term “missing middle” for describing such households.

AB 2829 would create a tool to incentive the preservation and production of housing stock that can meet the needs of nurses, teachers, firefighters, and other missing-middle households. According to a 2019 Board of Equalization analysis of a substantially similar bill, the annual value of extending the welfare exemption to moderate-income rental units would be approximately \$16,000 per development (not per unit). These cost savings to existing property owners and developers of new rental housing would help make income-restricted units more financially feasible.

Importantly, such savings for developers in the form of lower property tax would come at a cost to Bay Area cities and counties. However, given the substantially higher cost of directly subsidizing affordable housing and the serious challenge the Bay Area’s middle-income community members face finding an affordable place to live, staff believes the bill’s approach is a smart, cost-effective strategy.

Staff has another concern that without specific safeguards, the bill could unintentionally spur property owners to convert low-income rental units to units affordable to moderate-income households. To address this concern, staff recommends an amendment excluding from the new exemption low-income units or units that had been reserved for low-income households in the ten years prior to the moderate-income property tax welfare exemption claim.

Staff recommends a “support and seek amendment” position on AB 2829.

Recommendation: Support and Seek Amendment / ABAG Executive Board Approval
Support and Seek Amendment / MTC Commission Approval

Bill Positions:	Support	Oppose
	BRIDGE Housing	None on file

Attachments: Attachment A: Bay Area “Moderate-Income” Thresholds



Therese W. McMillan

**“Moderate-Income” Limits for Bay Area Counties
(80% Area Median Income (AMI) – 120% AMI)**

County	80% AMI (Four Person Household)	120% AMI (Four Person Household)
Alameda	\$98,550	\$134,050
Contra Costa	\$98,550	\$134,050
Marin	\$129,150	\$164,150
Napa	\$79,500	\$120,500
San Francisco	\$129,150	\$164,150
San Mateo	\$129,150	\$164,150
Santa Clara	\$103,900	\$157,700
Solano	\$68,555	\$102,850
Sonoma	\$86,400	\$111,950

Source: U.S. Department of Housing and Urban Development 2019 Income Limits

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	20-0410	Version:	1	Name:	
Type:	Senate Bill	Status:		Informational	
File created:	2/27/2020	In control:		Joint MTC Legislation Committee and ABAG Legislation Committee	
On agenda:	3/13/2020	Final action:			
Title:	Senate Bill 278 (Beall): Bay Area Transportation Revenue Measure				

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

Sponsors:**Indexes:****Code sections:****Attachments:** [7c SB 278 Transportation Revenue Measure.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

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

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

Presenter:

Rebecca Long

Recommended Action:

Information

Attachments:

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

March 13, 2020

Agenda Item 7c

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

Subject: Update on proposed legislation to authorize a one percent sales tax to be approved by the voters in the nine Bay Area to fund transportation improvements and potentially affordable housing.

Background: As you know, Senator Beall has indicated his intention to amend SB 278, related to county transportation plans, to incorporate authorizing legislation for a sales tax in the nine Bay Area counties, subject to voter approval, generating approximately \$100 billion over 40 years for transportation, and potentially, affordable housing. At the time this memo was prepared the bill language was not yet in print and conversations were ongoing with the affordable housing advocacy organizations that are championing a potential affordable housing bond pursuant to AB 1487 (Chiu, 2019) to determine what share of funds might be dedicated to housing.

MTC/ABAG Advocacy Principles Last month, the MTC Legislation Committee and the ABAG Executive Board adopted advocacy principles related to SB 278. The principles will serve as a guide to staff in our lobbying efforts particularly during this period when the bill is not yet in print. Staff received slightly different direction from MTC and ABAG, but not in direct conflict. Our interpretation of the additional direction provided is attached. The ABAG Executive Board requested that equity be elevated as a top concern so that item was moved up in the document. With respect to revenue source, while neither agency directly supported or opposed the sales tax as the revenue mechanism, both generally would like other revenue mechanisms to be explored as highlighted in the first item.

Over the last three weeks, staff have been in conversations with Senator Beall, the Bay Area legislative delegation, the FASTER Coalition and Voices for Public Transportation related to these key principles. At your meeting, staff will provide an update on the legislation, including the status of negotiations between the FASTER Bay Area Coalition and housing advocates regarding inclusion of housing in the measure.

Bill Positions: None on file

Recommendation: Information

Attachment: Attachment A: MTC/ABAG Advocacy Principles on SB 278


Therese W. McMillan

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

Legislation Details (With Text)

File #:	20-0207	Version:	1	Name:	
Type:	Contract	Status:		Committee Approval	
File created:	1/17/2020	In control:		Joint MTC Legislation Committee and ABAG Legislation Committee	
On agenda:	3/13/2020	Final action:			
Title:	Contract - Washington, D.C. Legislative Representative Summit Strategies Government Affairs LLC (\$900,000)				

A request for Committee approval of a three-year contract with Summit Strategies Government Affairs LLC in an amount not to exceed \$900,000 (\$300,000/year) for federal legislative advocacy services, with an option to extend for another three years, subject to the approval of future MTC budget.

Sponsors:**Indexes:****Code sections:****Attachments:** [8a_Federal Lobbying Contract_Commission.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Contract - Washington, D.C. Legislative Representative Summit Strategies Government Affairs LLC
(\$900,000)

A request for Committee approval of a three-year contract with Summit Strategies Government Affairs LLC in an amount not to exceed \$900,000 (\$300,000/year) for federal legislative advocacy services, with an option to extend for another three years, subject to the approval of future MTC budget.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

MTC Legislation Committee Approval

Attachments:

Metropolitan Transportation Commission Legislation Committee

March 13, 2020

Agenda Item 8a

Contract – Washington, D.C. Legislative Representative Summit Strategies Government Affairs LLC (\$900,000)

Subject: A request for Committee approval of a three-year contract with Summit Strategies Government Affairs LLC in an amount not to exceed \$900,000 (\$300,000/year) for federal legislative advocacy services, with an option to extend for another three years, subject to the approval of future MTC budget.

Background: MTC has been represented in Washington, D.C. by Tom Bulger, President, Government Relations, Inc. for nearly 40 years. Mr. Bulger in 2019 informed staff of his plan to retire and the Commission acted to extend his current contract until October 31, 2020 as part of a transition plan.

In December 2019, MTC issued a Request for Qualifications (RFQ) for federal legislative advocacy services for an initial three-year contract with an option to extend for an additional three years. In order to ensure a smooth transition prior to Mr. Bulger's departure, the new contract would commence in March 2020. The RFQ indicated the contract would be approximately \$300,000 each fiscal year, which is slightly less than the current \$325,000 in this year's budget and on par with the amount transportation agencies in the Bay Area and across California are paying for federal lobbying services.

Procurement Process

The RFQ was posted through MTC's online procurement system. Recipients included more than 40 known federal lobbyists and hundreds of public agency and private sector partners who work on legislative issues in order to ensure wide distribution to potential proposers. There was initial interest from a number of contract candidates—357 firms opened the consultant contact email and 24 downloaded the RFQ. MTC received proposals from the following four teams: Alcalde & Fay, Nossaman LLP, Summit Strategies Government Affairs LLC (Summit Strategies), and Tai Ginsberg & Associates. The proposals were reviewed by an evaluation panel of MTC staff based on the following factors:

1. Firm and team qualifications (50%)
2. Demonstrated knowledge of federal transportation policy and funding issues (20%)
3. Potential conflicts of interest representing MTC and other clients (20%)
4. Annual rates and cost to MTC (10%)

Though each team met the minimum qualifications and had strong experience, two—Summit Strategies and Nossaman LLP—scored much higher than the others in our initial staff evaluation. The other two firms had direct conflicts of interest, which were concerning to the evaluation panel and resulted in much lower scores. Even without those conflicts, those firms' average scores were lower than the other two. Given this, staff invited Summit Strategies and Nossaman LLP for interviews.

Interviews with both firms were completed on February 14, 2020. The evaluation panel included MTC staff as well as participation by MTC Chair Scott Haggerty, Commissioner Jim Spering and Tom Bulger. Vice Chair Pedroza and Legislation Committee Chair Mackenzie planned to participate but were unable due to schedule conflicts.

Evaluation Criteria—Team Comparison

Summit Strategies proposed a team approach bringing together six individuals into a syndicate arrangement that impressed with a strong team with both broad and deep qualifications. The team collectively has many years of experience, as members have served in senior roles in the U.S. House of Representatives and U.S. Senate on transportation authorizing and appropriations committees, worked at the U.S. Department of Transportation, and advocated on behalf of transportation clients. The team's existing relationships with key committee staff will be particularly important in the coming years, given the upcoming transportation reauthorization and the ever-expanding role of the Appropriations Committee in policy decisions with the dissolution of earmarks. Importantly, the team has a deep knowledge of MTC and the Bay Area, with Jason Pavluchuk having worked for a decade with MTC's longtime advocate, Tom Bulger, organizing MTC's annual March visits to Washington and advocating for MTC priorities. Nossaman LLP also had strong relationships in Washington, D.C., but that firms' familiarity with MTC and the Bay Area was limited.

On the second evaluation factor, demonstrated knowledge of federal transportation policy, both firms again had strong qualifications. However, while Summit Strategies had depth and breadth of expertise across all transportation modes, Nossaman LLP's experience was primarily highway with very limited exposure and experience related to the Bay Area.

Neither firm held direct conflicts of interest with Bay Area transportation agencies. However, Nossaman LLP represents both Los Angeles Metro and the Port of Los Angeles, which could create an advocacy conflict, particularly with our Senate delegation, in the event that the Bay Area's priorities differ from our Southern California partners.


On the cost factor, which was weighted at 10 percent, the Summit Strategies proposal came in at \$300,000/year (the funding level listed in the RFQ) while Nossaman LLP proposed \$150,000/year for a smaller, less experienced team.

The Summit Strategies team—which includes Summit Strategies, O'Keeffe Shahmoradi Strategies (OS Strategies), Pavluchuk & Associates, and Capitol Transportation Consulting—does not include small business or disadvantaged business enterprises. The team has no subcontractors.

Discussion: Based on the evaluation panel review of submitted proposals and subsequent interview, we are confident that the Summit Strategies team—comprised of Mark Dedrick and Jim Kolb of Summit Strategies, James O’Keeffe and Heideh Shahmoradi of OS Strategies, Jason Pavluchuk of Pavluchuk and Associates, and Devon Barnhart of Capitol Transportation Consulting—is well-suited to serve as MTC’s legislative advocate in Washington, D.C.

The team understands the importance of maintaining and growing MTC’s well-earned reputation as one of the most creative and effective metropolitan planning organizations in the nation and is well positioned to support us in securing the resources and policy priorities set forth in our advocacy program. Collectively the team will provide MTC with top-notch access to the Bay Area Congressional Delegation legislators and staff, U.S. House of Representatives and U.S. Senate committee staff with jurisdiction over transportation issues, and Administration officials at the United States Department of Transportation and other relevant agencies. Importantly, the Summit Strategies team’s in-depth knowledge of MTC and the Bay Area ensures that they will be able to hit the ground running.

Recommendation: Staff recommends that the Committee authorize the Executive Director or designee to negotiate and enter into a three-year contract with Summit Strategies in an amount not to exceed \$300,000/year for federal legislative advocacy services, subject to the agency’s operating budget approval process, with an option to extend for another three years, subject to the parties’ agreement on renewal terms.



Therese W. McMillan

REQUEST FOR COMMISSION APPROVAL

Summary of Proposed Contract

Work Item No.:	1132
Consultant:	Summit Strategies Government Affairs LLC Washington, D.C.
Work Project Title:	Federal Legislative Advocacy Services
Purpose of Project:	To provide lobbying services in Washington, D.C.
Brief Scope of Work:	Represent MTC's interests at the federal level before the United States Congress, United States Department of Transportation and other Administration officials, and with national transportation partners.
Project Cost Not to Exceed:	\$900,000 \$100,000 for the remainder of FY 2019-20 \$300,000 for FY 2020-21 \$300,000 for FY 2021-22 \$200,000 for FY 2022-23 through February 28, 2022
Funding Source:	TDA, STA
Fiscal Impact:	Funds for FY 2019-20 are programmed in FY 2019-20 adopted agency budget; future fiscal years are subject to the agency budget approval process.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract with Summit Strategies Government Affairs LLC for lobbying services as described in the Administration Committee Summary Sheet dated March 11, 2020 and the Legislation Committee Summary dated March 13, 2020 and the Chief Financial Officer is directed to set aside funds as specified above for such a contract, subject to the agency budget approval process in future fiscal years.
Administration Committee:	<hr/> Federal Glover, Chair
Date Approved:	March 11, 2020
Legislation Committee:	<hr/> Jake Mackenzie, Chair
Date Approved:	March 13, 2020

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 20-0335 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 2/6/2020 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 3/13/2020 **Final action:**

Title: Tom Bulger's Report

Report from Washington, D.C. advocate.

Sponsors:**Indexes:****Code sections:****Attachments:** [9a_Tom Bulger's DC Report_Feb 2020.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Tom Bulger's Report

Report from Washington, D.C. advocate.

Presenter:

Randy Rentschler

Recommended Action:

Information

Attachments:

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

March 13, 2020

Agenda Item 9a

Tom Bulger's Report

Subject: February 2020 Report from Washington, D.C. advocate.

Recommendation: Information

Attachments: Attachment A: Tom Bulger's Report – February 2020



Therese W. McMillan

February 2020 Monthly Washington, D.C. Report



To: Therese W. McMillian, Executive Director

From: Tom Bulger, President GRI

Date: February 22, 2020

RE: Monthly Report for February 2020

- **United States Department of Transportation (USDOT) Better Utilizing Investments to Leverage Development (Build) Grants Announced**
- **Passenger Ferry Grant Program Announced**
- **State of the Union**
- **Autonomous Vehicles (AV's) House Hearing**
- **Administration's Infrastructure Proposal**
- **MTC / ABAG Washington, D.C. Trip Details**

Coming and Going

United States Department of Transportation (USDOT) Better Utilizing Investments to Leverage Development (Build) Grants Announced

On February 19, 2020 the USDOT published a Notice of Funding Opportunity (NOFO) in the Federal Register. The notice by the USDOT includes \$ 1 billion in Fiscal Year (FY) 2020 discretionary grant funding through the BUILD.

BUILD awards will not exceed \$25 million, with no state awarded more than \$100 million. USDOT expects to award half of the \$1 billion to rural areas.

The deadline to submit applications is May 18, 2020.

Passenger Ferry Grant Program Announced

On January 30, 2020 the USDOT Transit Administration announced a \$30 million FY 2020 competitive grant funding program for passenger ferry projects. The announcement encourages applicants to demonstrate rural opportunities.

The deadline for applying is March 30, 2020.

State of the Union

In the President's State of the Union Address he endorsed the Senate Committee on Environment and Public Works legislation (S.2302) for the federal-aid highway program. The surface transportation reauthorization is pending three other Senate committee inputs – the Senate Committee on Banking, Housing, and Urban Affairs' section, the Senate Committee on Commerce, Science, and Transportation's section and the Senate Committee on Finance's section – in addition to inputs from the House Transportation and Infrastructure Committee and the House Ways and Means Committee.

Autonomous Vehicles (AVs) House Hearing

On February 11, 2020, I attended a House Committee on Energy and Commerce Subcommittee on Consumer Protection and Commerce related to autonomous vehicles. Jeffrey P. Tumlin, Director of the San Francisco Municipal Transportation Agency testified. His three main recommendations were:

1. Congress should require event data recorders in autonomous vehicles;
2. Congress should ensure that every safety incident involving autonomous vehicle is documented in a national database; and
3. State and local governments should not be preempted from taking AV vehicle safety actions to protect the public from risks while AVs are tested.

Administration's Infrastructure Proposal

On February 10, 2020, the White House released the Administration's FY 2021 budget. Included in this announcement is a ten-year \$810 billion reauthorization proposal with an additional \$190 billion in FY 2021 for a total of \$1 trillion over ten years. The budget document acknowledges that the Highway Trust Fund cannot support this level of federal investment. Instead the Administration stated that they will work with Congress to figure out how to pay for increased surface transportation investments. They also stated an interest in ending the General Fund bailouts to the Highway Trust Fund which began during the Bush Administration.

MTC / ABAG Washington, D.C. Trip Details

Progress is well underway with scheduling numerous Congressional, Administration and local/regional government interest groups meetings. "Save the Date" announcements to invitees for the annual California Congressional Transportation Reception on March 31, 2020 in the House Committee on Transportation and Infrastructure Committee Room will be sent the week of February 24.

Coming & Going

DeLania Hardy has departed as the Executive Director of the Association of Metropolitan Planning Organizations. The announcement was made on February 12, 2020. Bill Keyrouze is the acting Interim Executive Director.