

## Meeting Agenda

### Joint MTC Legislation Committee and ABAG Legislation Committee

---

Friday, June 12, 2020

9:40 AM

Board Room - 1st Floor (REMOTE)

---

The Joint MTC Legislation Committee and ABAG Legislation Committee will meet on Friday, June 12, 2020 at 9:40 a.m., in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for Committee members who will participate in the meeting from individual remote locations.

A Zoom panelist link for meeting participants will be sent separately to Committee members.

The meeting webcast will be available at <http://mtc.ca.gov/whats-happening/meetings>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Committee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial \*9. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/91117330399>

iPhone One-Tap: US: +16699006833,,91117330399# or +14086380968,,91117330399#

Join by Telephone: 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 911 1733 0399

International numbers available: <https://bayareametro.zoom.us/u/acoDcePZ62>

Detailed instructions on participating via Zoom are available at:  
<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>.

Members of the public may participate by phone or Zoom or may submit comments by email at [info@bayareametro.gov](mailto:info@bayareametro.gov) by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

## 1. Roll Call / Confirm Quorum

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

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

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

## 3. ABAG Legislation Committee Consent Calendar

- 3a. [20-0802](#) Approval of ABAG Legislation Committee Summary Minutes of the May 8, 2020 Meeting

Action: ABAG Legislation Committee Approval

Attachments: [3a ABAG Legislation Minutes 20200508 Draft.pdf](#)

## 4. MTC Legislation Committee Consent Calendar

- 4a. [20-0803](#) Approval of MTC Legislation Committee Minutes of the May 8, 2020 Meeting

Action: MTC Legislation Committee Approval

Attachments: [4a MTC LEGIS\\_Minutes\\_May 8 2020.pdf](#)

## 5. Information

[20-1017](#) Presentation

Attachments: [Presentation.pdf](#)

- 5a. [20-0804](#) 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\\_June 2020..pdf](#)

**5b.**     [20-0890](#)     Fiscal Year (FY) 2020-2021 State Budget Update

Overview of the transportation, housing, climate change, and local government-related provisions in the FY 2020-21 the State Budget.

**Action:**             Information

**Presenter:**        Rebecca Long

**Attachments:**     [5b State Budget.pdf](#)  
                              [5b Handout State Budget CARESallocCites.pdf](#)

**6. State Legislation**

**6a.**     [20-0833](#)     Assembly Bill 2621 (Mullin) Regional Climate Adaptation Planning

Requires the Strategic Growth Council to establish guidelines for regional climate adaptation action plans and sets forth how regional climate networks can be established.

**Action:**             Support if Amended / ABAG Executive Board Approval  
                              Support if Amended / MTC Commission Approval

**Presenter:**        Rebecca Long

**Attachments:**     [6a\\_AB 2621 Mullin.pdf](#)

**6b.**     [20-0834](#)     Housing Bill Update

Update on housing bills in Sacramento.

**Action:**             Information

**Presenter:**        Georgia Gann Dohrmann

**Attachments:**     [6b\\_Housing Bill Update.pdf](#)

## 7. Federal Legislation

- 7a. [20-0835](#) Federal Economic Relief in Response to COVID-19
- State and local government, housing and transportation provisions of the HEROES Act.
- Action: Information
- Presenter: Georgia Gann Dohrmann
- Attachments: [7a\\_Federal Economic Relief Update.pdf](#)
- 7b. [20-0935](#) U.S. House of Representatives Transportation Reauthorization Update
- Overview of the \$500 billion five-year surface transportation reauthorization proposal introduced by the House Transportation and Infrastructure Committee.
- Action: Information
- Presenter: Georgia Gann Dohrmann
- Attachments: [7b\\_House Reps Transp Reauthorization Update.pdf](#)
- 7c. [20-0805](#) Tom Bulger's Report
- Report from Washington, D.C. advocate as well as information on bills being tracked in Washington, D.C.
- Action: Information
- Presenter: Georgia Gann Dohrmann
- Attachments: [7c\\_Tom Bulger's DC Report\\_May 2020.pdf](#)

## 8. Public Comment / Other Business

*Committee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial \*9.*

## 9. Adjournment / Next Meeting

The next meeting of the MTC Legislation Committee will be Friday, July 10, 2020 at 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA or remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

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

---

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

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

# Metropolitan Transportation Commission

## Legislation Details (With Text)

---

**File #:** 20-0802      **Version:** 1      **Name:**

**Type:** Minutes      **Status:** Informational

**File created:** 5/6/2020      **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

**On agenda:** 6/12/2020      **Final action:**

**Title:** Approval of ABAG Legislation Committee Summary Minutes of the May 8, 2020 Meeting

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3a ABAG Legislation Minutes 20200508 Draft.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

**Subject:**

Approval of ABAG Legislation Committee Summary Minutes of the May 8, 2020 Meeting

**Recommended Action:**

ABAG Legislation Committee Approval

**Attachments:**



## **Meeting Minutes - Draft**

### **ABAG Legislation Committee**

*Chair, Julie Pierce, Mayor, City of Clayton*

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

---

Friday, May 8, 2020

9:40 AM

Remote

---

#### **Association of Bay Area Governments Legislation Committee**

##### **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**

Chair Pierce called the meeting to order at about 11:00 a.m. Quorum was present.

**Present:** 9 - Arreguin, Eklund, Haggerty, Halliday, Hudson, Mitchoff, Pierce, Rabbitt, and Ramos

**Absent:** 2 - Cortese, and Mar

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

The ABAG Clerk of the Board gave the compensation announcement.

#### **3. ABAG Legislation Committee Consent Calendar**

**Upon the motion by Arreguin and second by Eklund, the ABAG Administrative Committee approved the Consent Calendar. The motion passed unanimously by the following vote:**

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

**Absent:** 2 - Cortese, and Mar

- 3.a.**     [20-0563](#)     Approval of ABAG Legislation Committee Summary Minutes of the March 13, 2020 Meeting

#### **4. MTC Legislation Committee Consent Calendar**

- 4.a.**     [20-0514](#)     Approval of MTC Legislation Committee Minutes of the March 13, 2020 Meeting

## 5. Information

### 5.a. [20-0515](#)

#### Legislative History

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

Rebecca Long gave the report.

The following gave public comment: Aleta Dupree.

### 5.b. [20-0691](#)

#### Housing Bill Update

Update on housing bills in Sacramento.

Georgia Gann Dohrmann gave the report.

## 6. Federal Legislation

### 6.a. [20-0742](#)

#### Advocacy Principles for Economic Recovery

Principles to inform our economic recovery advocacy efforts in Washington, D.C. and Sacramento.

Georgia Gann Dohrmann gave the report.

The following gave public comments: Adina Levin, Seamless Bay Area and Friends of Caltrain; Monica Mallon; Bob Allen, Urban Habitat; and James Hausner.

### 6.b. [20-0516](#)

#### Tom Bulger's Report

Report from Washington, D.C. advocate as well as information on bills being tracked in Washington, D.C.

Georgia Gann Dohrmann gave the report.

## 7. Public Comment / Other Business

The following gave public comment: Roland Lebrun.

## 8. Adjournment / Next Meeting

Chair Pierce adjourned the meeting at about 11:52 a.m. The next regular meeting of the ABAG Legislation Committee will be on June 12, 2020.



# Metropolitan Transportation Commission

## Legislation Details (With Text)

---

**File #:** 20-0803      **Version:** 1      **Name:**

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

**File created:** 5/6/2020      **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

**On agenda:** 6/12/2020      **Final action:**

**Title:** Approval of MTC Legislation Committee Minutes of the May 8, 2020 Meeting

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4a MTC LEGIS Minutes May 8 2020.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

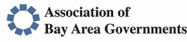
**Subject:**

Approval of MTC Legislation Committee Minutes of the May 8, 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, May 8, 2020

9:40 AM

Board Room - 1st Floor (REMOTE)

---

\*\*\* PLEASE NOTE MEETING START TIME \*\*\*

#### 1. Roll Call / Confirm Quorum

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

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

Non-Voting Members Present: Commissioner Giacomini and Commissioner Stracner

Ex Officio Voting Members Present: Commission Chair Haggerty and

Commission Vice Chair Pedroza

Ad Hoc Non-Voting Members Present: Commissioner Josefowitz and Commissioner Worth

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

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

#### 3. ABAG Legislation Committee Consent Calendar

3a. [20-0513](#) Approval of ABAG Legislation Committee Summary Minutes of the March 13, 2020 Meeting

**Action:** ABAG Legislation Committee Approval

**Attachments:** [3a ABAG Legislation Minutes 20200313 Draft.pdf](#)

#### 4. MTC Legislation Committee Consent Calendar

Upon the motion by Commissioner Spering and second by Commissioner Connolly, the MTC Legislation Committee Consent Calendar was approved. The motion carried by the following vote:

**Aye:** 5 - Commissioner Connolly, Vice Chair Liccardo, Chair Mackenzie, Commissioner Rabbitt and Commissioner Spering

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

**Abstain:** 1 - Commissioner Halsted

- 4a. [20-0514](#) Approval of MTC Legislation Committee Minutes of the March 13, 2020 Meeting

**Action:** MTC Legislation Committee Approval

**Attachments:** [4a MTC LEGIS Minutes Mar 13 2020.pdf](#)

#### 5. Information

- 5a. [20-0515](#) 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 State LegisHistory May 2020.pdf](#)

Aleta Dupree was called to speak.

- 5b. [20-0691](#) Housing Bill Update

Update on housing bills in Sacramento.

**Action:** Information

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [5b Housing Bill Update .pdf](#)

## 6. Federal Legislation

### 6a. [20-0742](#) Advocacy Principles for Economic Recovery

Principles to inform our economic recovery advocacy efforts in Washington, D.C. and Sacramento.

**Action:** Information

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [6a Economic Recovery Advocacy Principles.pdf](#)  
[6a Handout-MTC Advocacy Principles for Transit Recovery Seamless Bay Area \(2\) \(003\).pdf](#)

The following individuals spoke on this item:  
Adina Levin of Seamless Bay Area and Friends of Caltrain;  
Monica Mallon;  
Bob Allen of Urban Habitat; and  
James Hausner.

### 6b. [20-0516](#) Tom Bulger's Report

Report from Washington, D.C. advocate as well as information on bills being tracked in Washington, D.C.

**Action:** Information

**Presenter:** Randy Rentschler

**Attachments:** [6b Tom Bulger's DC Report Mar 2020.pdf](#)

## 7. Public Comment / Other Business

Roland Lebrun was called to speak.

## 8. Adjournment / Next Meeting

The next meeting of the MTC Legislation Committee will be Friday, June 12, 2020 at 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA or remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.

# Metropolitan Transportation Commission

## Legislation Details (With Text)

---

**File #:** 20-1017      **Version:** 1      **Name:**

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

**File created:** 6/12/2020      **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

**On agenda:** 6/12/2020      **Final action:**

**Title:** Presentation

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

**Subject:**  
Presentation

**Attachments:**

# Joint MTC Legislation Committee and ABAG Legislation Committee

**June 12, 2020**



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION

# Fiscal Year 2020-21 State Budget Update (Agenda Item 5b: Information)

- Deadline for legislative passage is Monday, June 15; Bill should be in print **today**.
- Both the Administration and Legislature are relying on **substantial additional federal funds**. If those funds don't materialize, additional cuts will be triggered.
- Legislature pushed back on a number of proposed housing and transportation funding reductions/transfers; instead supports protecting the Infill Infrastructure Grant Program.
- A subsequent budget adjustment is expected later this summer after state income tax receipts are known.

# Key Transportation and Housing Funding Highlights

Transportation	Housing
State Transit Assistance down 40%, reducing Bay Area funding by about \$100 M	\$500 million expansion of state's Low-Income Housing Tax Credit
Gas tax receipts lower, but gas tax increases included in SB 1 will mitigate the impact	More CARES Act funds for local government: \$500 million to cities and \$1.3 billion in additional funds to counties; eligibility includes homelessness, public health and safety needs.
No staffing reductions proposed at Caltrans; impact on projects is unknown.	Retains funding for regional and local housing planning (REAP and LEAP) and extends the application deadline for LEAP funds to Jan. 2021.
Cap and Trade auction revenue came in at only \$25 million in the last auction, 95% lower than in February. This will reduce funding for transit and affordable housing funding programs in FY 2020-21.	





# Assembly Bill 2621 (Quirk): Regional Climate Adaptation Planning (Agenda Item 6a: Action Item)

- Purpose of bill is to establish guidance for formation of “regional climate networks” and specify contents of “regional climate adaptation action plans.”

## **Staff Concerns:**

- Current language related to who can form a “regional climate network” could result in up to nine networks in the Bay Area. Regional definition should match Plan Bay Area 2050 – and encompass the nine counties.
- Plan guidelines are too prescriptive and project-focused.
- OPR approval requirement could be a deterrent on plans

# Proposed Amendments to AB 2621 (Quirk): Regional Climate Adaptation Planning

- Ensure that for the Bay Area, the term “region” is limited to the nine counties.
- Modify regional climate adaptation plan guideline requirements to provide more clarity about role of regional agencies in climate adaptation planning and how regional and local adaptation plans should tie together, rather than a focus on projects.
- Remove the requirement that OPR approve the plans

# Housing Bill Update (Agenda Item 6b: Information)

## Senate Housing Leadership Package

- All five bills are still active and pending approval **next week** in Senate Appropriations Committee

## Assembly Housing Bills

- Most bills listed in memo are now on the Assembly Floor, but AB 2580 (Eggman), AB 3155 (Rivas) & AB 2329 (Chiu) died.
- AB 3107 (Bloom) allows housing to be an eligible use in any area zoned for commercial development

## Significant Protection Related Bills

- AB 1436 (Chiu) would prohibit a landlord from evicting tenants during COVID-19 state of emergency for failure to pay rent up to 15 months after emergency order ends.
- AB 3269 (Chiu) would require a statewide needs analysis relative to homelessness, establish a new Office of Housing and Homelessness Inspector General and require the state and every local jurisdiction to set a goal to reduce homeless **by 90%** by 2029.

# Federal Economic Relief in Response to COVID-19

## (Agenda Item 7a: Information)

- House passed HEROES Act, providing another \$3 trillion in COVID-19 relief including:
  - \$875 billion in state and local government aid, including \$375 billion for cities and counties.
  - \$10 billion to cities and counties through Community Development Block Grants
  - \$100 billion in emergency rental assistance, \$20 billion in homelessness and other HUD rental assistance and \$75 billion to assist homeowners.
  - \$15.75 billion for public transit and \$15 billion for highway revenue backfill.

# House Reauthorization Update (Agenda Item 7b: Information)

- House bill introduced: INVEST in America Act
- Almost \$500 billion over five years – 60% increase over FAST Act
- Core MTC/ABAG priorities included:
  - Increased funding for metro areas with option for increased funding to come directly to MTC as a “high performing MPO”
  - Inclusion of resilience/adaptation eligibility in core highway programs
  - New focus on climate change mitigation in planning
- Committee mark-up expected **next week**
- Senate bill already introduced but negotiations not expected before November election



# Metropolitan Transportation Commission

## Legislation Details (With Text)

---

<b>File #:</b>	20-0804	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	5/6/2020	<b>In control:</b>		Joint MTC Legislation Committee and ABAG Legislation Committee	
<b>On agenda:</b>	6/12/2020	<b>Final action:</b>			
<b>Title:</b>	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 June 2020..pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

**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:**



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<a href="#">AB 291</a> <a href="#">Chu</a>	Amended 1/23/2020	Senate Rules	<b>Local Emergency Preparedness and Hazard Mitigation Fund.</b> Would establish a Local Emergency Preparedness and Hazard Mitigation Fund to, upon appropriation by the Legislature, support staffing, planning, and other emergency mitigation priorities to help local governments meet emergency management, preparedness, readiness, and resilience goals. The bill would require the Office of Emergency Services to establish the Local Emergency Preparedness and Hazard Mitigation Fund Committee under the Standardized Emergency Management System Advisory Board.		
<a href="#">AB 323</a> <a href="#">Daly</a>	Amended 4/2/2019	Senate Rules	<b>Disaster Preparedness Account.</b> Current law establishes the various funds in the State Treasury, including the Disaster Response-Emergency Operations Account, Disaster Relief Fund, and the Disaster Assistance Fund. This bill would establish the Disaster Preparedness Account in the State Treasury and would provide that funds in the account are available only for specified purposes, for appropriation by the Legislature, upon the Governor's proclamation of a state of emergency, as provided.		
<a href="#">AB 352</a> <a href="#">Garcia,</a> <a href="#">Eduardo</a>	Amended 8/14/2019	Senate Environmental Quality	<b>Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020.</b> 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 wildfire 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.		

<a href="#">AB 393</a> <a href="#">Nazarian</a>	Amended 5/29/2019	Senate 2 year	<b>Building codes: earthquake safety: functional recovery standard.</b> Would require the California Building Standards Commission, by June 30, 2020, to assemble a functional recovery working group comprised of certain state entities and members of the construction and insurance industries, as specified. The bill would require the working group, by June 30, 2021, to consider whether a “functional recovery” standard is warranted for all or some building occupancy classifications, using specified criteria, and to investigate the practical means of implementing that standard, as specified. The bill would require the working group to advise the appropriate state agencies to propose the building standards, as specified.		Support
<a href="#">AB 429</a> <a href="#">Nazarian</a>	Amended 8/30/2019	Senate 2 year	<b>Seismically vulnerable buildings: inventory.</b> Current law establishes a program within all cities and all counties and portions thereof located within seismic zone 4, as defined, to identify all potentially hazardous buildings and to establish a mitigation program for these buildings. The mitigation program may include, among other things, the adoption by ordinance of a hazardous buildings program, measures to strengthen buildings, and the application of structural standards necessary to provide for life safety above current code requirements. Current law requires the Alfred E. Alquist Seismic Safety Commission to report annually to the Legislature on the filing of mitigation programs relating to building construction standards from local jurisdictions. This bill would require the commission, by specified deadlines, to identify funding and develop a bidding process for hiring a third-party contractor to create an inventory of potentially vulnerable buildings, as defined.		Support
<a href="#">AB 725</a> <a href="#">Wicks</a>	Amended 1/16/2020	Senate Rules	<b>General plans: housing element: moderate-income and above moderate-income housing: suburban and metropolitan jurisdictions.</b> The Planning and Zoning Law requires that the housing element include, among other things, an inventory of land suitable for residential development, to be used to identify sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction’s share of the regional housing need determined pursuant to specified law. This bill would require that at least 25% of a metropolitan jurisdiction’s share of the regional housing need for moderate-income housing be allocated to sites with zoning that allows at least 2 units of housing, but no more than 35 units per acre of housing. The bill would require that at least 25% of a metropolitan jurisdiction’s share of the regional housing need for above moderate-income housing be allocated to sites with zoning that allows at least 2 units of housing, but no more than 35 units per acre of housing.		



<a href="#">AB 828</a> <a href="#">Ting</a>	Amended 5/18/2020	Senate Rules	<b>Temporary moratorium on foreclosures and unlawful detainer actions: coronavirus (COVID-19).</b> Would prohibit a person from taking any action to foreclose on a residential real property while a state or locally declared state of emergency related to the COVID-19 virus is in effect and until 15 days after the state of emergency has ended, including, but not limited to, causing or conducting the sale of the real property or causing recordation of a notice of default.		
<a href="#">AB 873</a> <a href="#">Irwin</a>	Amended 5/2/2019	Senate 2 year	<b>California Consumer Privacy Act of 2018.</b> The California Consumer Privacy Act of 2018 excludes from the definition of personal information consumer information that is deidentified, or aggregate consumer information. This bill would revise the definition of "deidentified" to instead mean information that does not identify, and is not linkable, directly or indirectly, to a particular consumer, provided that the business makes no attempt to reidentify the information and takes reasonable technical and administrative measures designed to ensure that the data is deidentified, publicly commits to maintain and use the data in a deidentified form, and contractually prohibits recipients of the data from trying to reidentify it.		
<a href="#">AB 953</a> <a href="#">Ting</a>	Amended 1/6/2020	Senate Rules	<b>Land use: accessory dwelling units.</b> Current law requires a local agency to ministerially approve or deny a permit application for the creation of an accessory dwelling unit or junior accessory dwelling unit within 60 days from the date the local agency receives a completed application if there is an existing single-family or multifamily dwelling on the lot. This bill would deem a permit application for the creation of an accessory dwelling unit or junior accessory dwelling unit approved if the local agency has not acted upon the completed application within 60 days.		
<a href="#">AB 992</a> <a href="#">Mullin</a>	Amended 4/22/2019	Senate Rules	<b>Open meetings: local agencies: social media.</b> The Ralph M. Brown Act generally requires that the meetings of legislative bodies of local agencies be conducted openly. That act defines "meeting" for purposes of the act and prohibits a majority of the members of a legislative body, outside a meeting authorized by the act, from using a series of communications of any kind to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body. This bill would provide that the prohibition described above does not apply to the participation, as defined, in an internet-based social media platform, as defined, by a majority of the members of a legislative body, provided that a majority of the members do not discuss among themselves, as defined, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.		

<a href="#">AB 1035</a> <a href="#">Mayes</a>	Amended 5/23/2019	Senate 2 year	<b>Personal information: data breaches.</b> Would require a person or business, as defined, that owns or licenses computerized data that includes personal information to disclose a breach of the security of the system in the most expedient time possible and without unreasonable delay, but in no case more than 45 days, following discovery or notification of the breach, subject to the legitimate needs of law enforcement, as provided. The bill would make other conforming changes.		
<a href="#">AB 1112</a> <a href="#">Friedman</a>	Amended 6/19/2019	Senate 2 year	<b>Shared mobility devices: local regulation.</b> Current law generally regulates the operation of bicycles, electric bicycles, motorized scooters, and electrically motorized boards. Current law allows local authorities to regulate the registration, parking, and operation of bicycles and motorized scooters in a manner that does not conflict with state law. This bill would define a "shared mobility device" as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public for shared use and transportation, as provided.		
<a href="#">AB 1142</a> <a href="#">Friedman</a>	Amended 8/12/2019	Senate 2 year	<b>Regional transportation plans: transportation network companies.</b> Current law requires a regional transportation plan to include a policy element, an action element, a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Under current law, the policy element describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, as well as pragmatic objective and policy statements. Current law authorizes the policy element of transportation planning agencies with populations that exceed 200,000 persons to quantify a set of specified indicators. This bill would authorize the inclusion of an additional indicator regarding measures of policies to increase use of existing transit.	Support	
<a href="#">AB 1190</a> <a href="#">Irwin</a>	Amended 5/1/2019	Senate Rules	<b>Unmanned aircraft: state and local regulation: limitations.</b> Would, among other things, prohibit a state or local agency from adopting any law or regulation that bans the operation of an unmanned aircraft system. The bill would also authorize a local agency to adopt regulations to enforce FAA regulations regarding the operation of unmanned aircraft systems and would authorize local agencies to regulate the operation of unmanned aircraft and unmanned aircraft systems within their jurisdictions, as specified. The bill would also authorize a local agency to require an unmanned aircraft operator to provide proof of federal, state, or local registration to licensing or enforcement officials.		

<a href="#">AB 1286</a> <a href="#">Muratsuchi</a>	Amended 6/6/2019	Senate 2 year	<b>Shared mobility devices: agreements.</b> Would require a shared mobility service provider, as defined, to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use. The bill would require that the provider maintain a specified amount of commercial general liability insurance and would prohibit the provider from including specified provisions in a user agreement before distributing a shared mobility device within that jurisdiction. The bill would define shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided.		
<a href="#">AB 1350</a> <a href="#">Gonzalez</a>	Amended 1/15/2020	Senate Rules	<b>Free youth transit passes: eligibility for state funding.</b> Would require transit agencies to offer free youth transit passes to persons 18 years of age and under in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free youth transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs.		
<a href="#">AB 1436</a> <a href="#">Chiu</a>	Amended 6/10/2020	Senate Human Services	<b>Tenancy: rental payment default: state of emergency: COVID-19.</b> Would prohibit a landlord from applying a security deposit or monthly rental payment for the satisfaction of an obligation other than the prospective month's rent if the obligation accrued during or within 90 days after the termination of a state of emergency related to COVID-19, except as specified. The bill would provide that a tenant who failed to pay rent that accrued during that period shall not be deemed to be in default and would prohibit any action for recovery of unpaid rent until 15 months after the state of emergency is terminated.		
<a href="#">AB 1484</a> <a href="#">Grayson</a>	Amended 9/6/2019	Senate Rules	<b>Mitigation Fee Act: housing developments.</b> The Mitigation Fee Act requires a local agency that establishes, increases, or imposes a fee as a condition of approval of a development project to, among other things, determine a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. This bill would prohibit a local agency from imposing a housing impact requirement adopted by the local agency on a housing development project, as defined, unless specified requirements are satisfied by the local agency, including that the housing impact requirement be roughly proportional in both nature and extent to the impact created by the housing development project.		

<a href="#">AB 1580</a> <a href="#">Levine</a>	Amended 7/1/2019	Senate 2 year	<p><b>Major infrastructure construction projects: oversight committees.</b> Current law requires the Department of Transportation and the Bay Area Toll Authority to establish the Toll Bridge Program Oversight Committee, as provided, to review and provide program direction for seismic retrofit and replacement projects on toll bridges within the geographic jurisdiction of the committee. This bill, except as specified, would similarly require a state agency undertaking a publicly funded major infrastructure construction project that is estimated to cost \$1,000,000,000 or more to form an oversight committee, as provided, to develop and use risk management plans throughout the course of the project, and to take specified actions relating to managing risks. The bill would require the oversight committee to act as the authority for critical decisions regarding the implementation of the project's risk management plan and to have sufficient staff to support decisionmaking.</p>		
<a href="#">AB 1782</a> <a href="#">Chau</a>	Amended 5/24/2019	Senate 2 year	<p><b>Automated license plate recognition information: usage and privacy policy.</b> Current law authorizes the Department of the California Highway Patrol to share automated license plate data with law enforcement agencies for specified purposes and requires both an ALPR operator and an ALPR end-user, as those terms are defined, to implement a usage and privacy policy regarding that ALPR information, as specified. Current law requires that the usage and privacy policy implemented by an ALPR operator and an ALPR end-user include the length of time ALPR information will be retained, and the process the ALPR operator and ALPR end-user will utilize to determine if and when to destroy retained ALPR information. This bill would delete the requirement that the usage and privacy policy implemented by an ALPR operator and an ALPR end-user include the retention and destruction information described above, and would instead require those usage and privacy policies to include a procedure to ensure the destruction of all nonanonymized ALPR information no more than 60 days from the date of collection, except as provided.</p>		
<a href="#">AB 1851</a> <a href="#">Wicks</a>	Amended 5/5/2020	Senate Desk	<p><b>Religious institution affiliated housing development projects: parking requirements.</b> Would prohibit a local agency from requiring the replacement of religious-use parking spaces that a developer of a religious institution affiliated housing development project proposes to eliminate as part of that housing development project. The bill would prohibit the number of religious-use parking spaces requested to be eliminated from exceeding 50% of the number that are available at the time the request is made. The bill would prohibit a local agency from requiring the curing of any preexisting deficit of the number of religious-use parking spaces as a condition of approval of a religious institution affiliated housing development project.</p>		

<a href="#">AB 2323</a> <a href="#">Friedman</a>	Amended 6/4/2020	Senate Rules	<b>California Environmental Quality Act: exemptions.</b> CEQA exempts from its requirements 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 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 order to be exempt. Because a lead agency would be required to determine the applicability of this exemption, this bill would impose a state-mandated local program.		
<a href="#">AB 2345</a> <a href="#">Gonzalez</a>	Amended 5/22/2020	Senate Desk	<b>Planning and zoning: density bonuses: annual report: affordable housing.</b> The Planning and Zoning Law requires the planning agency of a city or county to provide by April 1 of each year an annual report to, among other entities, the Department of Housing and Community Development 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 that the annual report include specified information regarding density bonuses granted in accordance with specified law.		
<a href="#">AB 2405</a> <a href="#">Burke</a>	Amended 6/4/2020	Senate Desk	<b>Housing: children and families.</b> Would declare that it is the policy of the state that every child and family has the right to safe, decent, and affordable housing, and would require the policy to consider homelessness prevention, emergency accommodations, and permanent housing, as specified. The bill would, among other things, require all relevant state agencies and departments, including, but not limited to, the Department of Housing and Community Development, the State Department of Social Services, and the Office of Emergency Services, and local jurisdictions to consider that state policy when revising, adopting, or establishing policies, regulations, and grant criteria when those policies, regulations, and criteria are pertinent to advancing the guidelines listed as core components of Housing First. The bill would make these provisions operative on January 1, 2026. 2026, and would make implementation of these provisions subject to an appropriation of funds in the annual Budget Act for these purposes.		
<a href="#">AB 2542</a> <a href="#">Kalra</a>	Introduced 2/19/2020	Senate Rules	<b>Local transportation funds: State Transit Assistance Program: reports.</b> Current law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds. This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year.		

<a href="#">AB 2621</a> <a href="#">Mullin</a>	Amended 6/4/2020	Senate	<b>Office of Planning and Research: regional climate networks: climate adaptation action plans.</b> Would authorize certain local government entities to establish and participate in a regional climate network, as defined, to prepare a regional climate adaptation action plan for certain regions, as described. The bill would authorize membership in each regional climate network to be determined at the local level. The bill would not limit the number of regional climate networks that may be established within each region.		
<a href="#">AB 2690</a> <a href="#">Low</a>	Amended 5/4/2020	Senate Desk	<b>Mobilehome parks: local ordinances.</b> Current law, the Mobilehome Residency Law, prescribes various terms and conditions of tenancies in mobilehome parks. Current law exempts new construction, defined as spaces initially held out for rent after January 1, 1990, from any ordinance, rule, regulation, or initiative measure adopted by a city or county, which establishes a maximum amount that a landlord may charge a tenant for rent. This bill would repeal the exemption regarding new construction from ordinances, rules, regulations, and initiative measures, establishing a maximum amount that a landlord may charge a tenant for rent.		
<a href="#">AB 2730</a> <a href="#">Cervantes</a>	Amended 5/4/2020	Senate Desk	<b>Access and functional needs: local government: agreement for emergency management, transportation, and paratransit services.</b> Would require a regional transit district, county transportation commission, or other local transportation authority that provides paratransit services to enter into an agreement with adjacent regional transit districts, county transportation commissions, or local transportation authorities, upon request of the adjacent district, commission, or authority, for purposes of permitting the adjacent district, commission, or authority to borrow, for compensation, paratransit vehicles and drivers in the event of an emergency that requires the evacuation and relocation of the access and functional needs population in the jurisdiction or service area of the adjacent district, commission, or authority.		
<a href="#">AB 2800</a> <a href="#">Quirk</a>	Amended 6/4/2020	Senate Desk	<b>Climate change: state infrastructure planning: Climate-Safe Infrastructure Working Group.</b> Current law requires the Natural Resources Agency to establish a Climate-Safe Infrastructure Working Group for the purpose of examining how to integrate scientific data concerning projected climate change impacts into state infrastructure engineering, including oversight, investment, design, and construction. Current law requires the working group, by July 1, 2018, to make recommendations to the Legislature and the Strategic Growth Council that address specified climate change issues. Current law requires these provisions to be inoperative on July 1, 2020, and repeals them on January 1, 2021. This bill would delete the above inoperative and repeal dates, thereby extending the above provisions indefinitely.		

<a href="#">AB 2850</a>  <a href="#">Low</a>	Amended 5/4/2020	Senate Desk	<p><b>Public transit employer-employee relations: San Francisco Bay Area Rapid Transit District.</b> Current law creates the San Francisco Bay Area Rapid Transit District with various powers and duties and establishes a board of directors as the legislative body of the district. Current law requires the board, upon a majority of district employees in a unit appropriate for collective bargaining indicating a desire to be represented by a labor organization, to bargain with the accredited representative of those employees. Current law requires the board and employees to bargain in good faith and make all reasonable efforts to reach agreement on the terms of a written contract governing wages, salaries, hours, working conditions, and grievance procedures. This bill would instead require that the Meyers-Milias-Brown Act govern the district's employer-employee relations, as specified, and that these relations be subject to the exclusive jurisdiction of, and be administered by, the Public Employment Relations Board.</p>		
<a href="#">AB 3040</a>  <a href="#">Chiu</a>	Amended 5/11/2020	Senate Desk	<p><b>Local planning: regional housing need assessment.</b> Would authorize a city or county to include in its inventory of land suitable for residential development specified sites that contain an existing single-family dwelling unit, but that the city or county authorizes to contain 4 dwelling units as a use by right. The bill would require these sites to be identified to satisfy either the moderate or the above-moderate income regional housing need income level. The bill would require a city or county identifying a site pursuant to these provisions to adopt a resolution or ordinance that, among other things, establishes that the additional units may be developed as a use by right on the site. The bill would require the department to review and make findings regarding a resolution or ordinance adopted by a city or county under these provisions.</p>		
<a href="#">AB 3088</a>  <a href="#">Chiu</a>	Amended 5/12/2020	Senate Rules	<p><b>Tenancy: termination: rent caps.</b> Current law prohibits an owner of residential real property from terminating the tenancy of certain tenants without just cause, either at-fault or no-fault of the tenant. Current law also exempts certain types of residential real properties or residential circumstances from these provisions, including housing that has been issued a certificate of occupancy within the previous 15 years. This bill would, among other things, additionally exempt housing that has been issued a final inspection, final permit, or similar approval for initial residential occupancy of the unit within the previous 15 years.</p>		



<a href="#">AB 3107</a>  <a href="#">Bloom</a>	Amended 5/11/2020	Senate Desk	<p><b>Planning and zoning: general plan: housing development.</b> The Planning and Zoning Law requires that the housing element include, among other things, an inventory of land suitable and available for residential development, as provided. If that inventory does not identify adequate sites to accommodate the need for groups of all household income levels, as specified, existing law requires the city or county to rezone those sites within specified periods. This bill, notwithstanding any inconsistent provision of a city's or county's general plan, specific plan, zoning ordinance, or regulation, would require that a housing development be an authorized use on a site designated in any element of the general plan for commercial if certain conditions apply. Among these conditions, the bill would require that the housing development be subject to a recorded deed restriction requiring that at least 20% of the units have an affordable housing cost or affordable rent for lower income households, as those terms are defined, and located on a site that satisfies specified criteria.</p>		
<a href="#">AB 3182</a>  <a href="#">Ting</a>	Amended 5/7/2020	Senate	<p><b>Common interest developments: governing documents: rental or leasing of separate interests.</b> Current law specifies that an owner's right to rent or lease the separate interest shall not be deemed to have terminated if the transfer meets one of specified conditions, including that the transfer is exempt for purposes of reassessment by the county tax assessor. Current law makes these provisions applicable only to a provision in a governing document or a provision in an amendment to a governing document that became effective on or after January 1, 2012. This bill would make void and unenforceable any governing document that purports to prohibit the rental or leasing of any of the separate interests in a common interest development. The bill would also provide that an owner of a separate interest in a common interest development is not subject to a provision in a governing document or an amendment to a governing document that effectively prohibits or unreasonably restricts the rental or leasing of any of the separate interests in that common interest development to a renter, lessee, or tenant.</p>		
<a href="#">AB 3205</a>  <a href="#">Salas</a>	Amended 5/19/2020	Senate Desk	<p><b>Regions Rise Grant Program.</b> Would establish the Regions Rise Grant Program within the Governor's Office of Business and Economic Development for the purpose of supporting inclusive, cross-jurisdictional, and innovative processes that lead to inclusive strategies to address barriers and challenges confronting communities in creating economic prosperity for all. The bill would define "region" as a geographic area comprised of one or more counties and cities that form a functional economy.</p>		



<a href="#"><b>AB 3256</b></a> <a href="#">Garcia, Eduardo</a>	Amended 6/4/2020	Assembly Rules	<b>Economic Recovery, Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020.</b> Would enact the Economic Recovery, 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 \$6,980,000,000 pursuant to the State General Obligation Bond Law to finance projects for an economic recovery, wildfire prevention, safe drinking water, drought preparation, and flood protection program.		
<a href="#"><b>AB 3269</b></a> <a href="#">Chiu</a>	Amended 6/4/2020	Senate Desk	<b>State and local agencies: homelessness plan.</b> Current law requires the Governor to create the Homeless Coordinating and Financing Council and to appoint up to 19 members of that council, as provided. Current law specifies the duties of the coordinating council, including creating partnerships among state agencies and departments, local government agencies, and specified federal agencies and private entities, for the purpose of arriving at specific strategies to end homelessness. This bill, upon appropriation by the Legislature or upon receiving technical assistance offered by the federal Department of Housing and Urban Development, if available, would require the coordinating council to conduct, or contract with an entity to conduct, a statewide needs and gaps analysis to, among other things, identify state programs that provide housing or services to persons experiencing homelessness and create a financial model that will assess certain investment needs for the purpose of moving persons experiencing homelessness into permanent housing.		
<a href="#"><b>AB 3308</b></a> <a href="#">Gabriel</a>	Amended 5/22/2020	Senate Rules	<b>School districts: employee housing.</b> Would specify that the state policy created by the Teacher Housing Act of 201 includes permitting school districts to restrict occupancy on land owned by school districts to teachers and school district employees of the school district that owns the land, so long as that housing does not violate any other applicable laws, but excluding those laws that may prohibit any priority or preference in favor of teachers and school district employees in occupying the housing. The bill would specify that a school district may allow local public employees to occupy housing created through the act.		

<a href="#">AB 3352</a> <a href="#">Friedman</a>	Amended 5/12/2020	Senate Desk	<b>State Housing Law: enforcement response to complaints.</b> Current law deems a building, portion of a building, or premises on which a building is located to be a substandard building if any one of specified conditions exists to the extent that it endangers the life, limb, health, property, safety, or welfare of the public or its occupants. Current law deems a building, portion of a building, or premises on which a building is located to be in violation of the State Housing Law if it contains lead hazards, as specified, that are likely to endanger the health of the public or the occupants. This bill would, beginning July 1, 2021, require a city or county that receives a complaint of a substandard building or a lead hazard violation, as described above, from a tenant, resident, or occupant, or an agent of a tenant, resident, or occupant, to inspect the building, portion of the building intended for human occupancy, or premises of the building, cite the lead hazard violations or the building, portion of the building intended for human occupancy, or premises on which the building is located as being substandard, as applicable, and provide free copies of the inspection report and citations issued, if any, to the tenant, resident, occupant, or agent, and to all potentially affected tenants, residents, occupants, or the agents of those individuals, as specified.		
<a href="#">ACA 1</a> <a href="#">Aguiar-Curry</a>	Amended 3/18/2019	Assembly Reconsideration	<b>Local government financing: affordable housing and public infrastructure: voter approval.</b> The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.	Support	Support
<a href="#">SB 45</a> <a href="#">Allen</a>	Amended 1/23/2020	Assembly Desk	<b>Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020.</b> 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.		

<a href="#"><b>SB 59</b></a> <a href="#">Allen</a>	Amended 7/3/2019	Assembly 2 year	<b>California Transportation Commission: advisory committee: autonomous vehicle technology.</b> Current law creates the California Transportation Commission with various powers and duties, including the duty to advise and assist the Secretary of Transportation and the Legislature in formulating and evaluating state policies and plans for transportation programs in the state. This bill would require the chair of the commission to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that California continues to be the world leader in autonomous, driverless, and connected vehicle technology.		
<a href="#"><b>SB 146</b></a> <a href="#">Beall</a>	Introduced 1/18/2019	Assembly 2 year	<b>Peninsula Rail Transit District.</b> Current law, operative under certain conditions, redesignates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers. This bill would repeal the provisions relating to the Peninsula Rail Transit District.		
<a href="#"><b>SB 182</b></a> <a href="#">Jackson</a>	Amended 9/6/2019	Assembly 2 year	<b>Local government: planning and zoning: wildfires.</b> Current law requires the planning agency to review and, if necessary, revise the safety element upon each revision of the housing element or local hazard mitigation plan, but not less than once every 8 years to identify new information relating to flood and fire hazards and climate adaptation and resiliency strategies applicable to the city or county that was not available during the previous revision of the safety element. Current law requires that the Office of Planning and Research, among other things, coordinate with appropriate entities, including state, regional, or local agencies, to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities, as provided. This bill would require the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after January 1, 2020, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit strategy to reduce the risk of property loss and damage during wildfires, as specified, and would require the planning agency to submit the adopted strategy to the Office of Planning and Research for inclusion into the above-described clearinghouse.		

<a href="#">SB 254</a> <a href="#">Hertzberg</a>	Amended 1/6/2020	Assembly Desk	<b>California Earthquake Authority.</b> Under current law, the CEA is authorized to transact insurance in this state as necessary to sell policies of basic residential earthquake insurance. Current law establishes a capital structure for the CEA, with several sources of financing. Current law authorizes the CEA to assess participating insurance companies up to \$1,780,000,000, if claims and claim expenses paid by the CEA due to earthquake events exhaust 4 specified sources of capital, including the CEA's available capital and all insurer capital contributions and assessments. This bill would repeal that assessment authorization. The bill would also make technical and conforming changes.		Support and Seek Amendments
<a href="#">SB 278</a> <a href="#">Beall</a>	Amended 3/28/2019	Assembly Desk	<b>Metropolitan Transportation Commission.</b> The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a local area planning agency to provide comprehensive regional transportation planning for the region comprised of the 9 San Francisco Bay area counties. The act requires the commission to continue to actively, on behalf of the entire region, seek to assist in the development of adequate funding sources to develop, construct, and support transportation projects that it determines are essential. This bill would also require the commission to determine that those transportation projects are a priority for the region.		
<a href="#">SB 336</a> <a href="#">Dodd</a>	Amended 4/29/2019	Assembly 2 year	<b>Transportation: fully-automated transit vehicles.</b> Would require a transit operator, as defined, until January 1, 2025, to ensure each of its fully-automated transit vehicles, as defined, is staffed by at least one of its employees, who has had specified training, while the vehicle is in service. The bill would require a transit operator that deploys a fully-automated transit vehicle to report the results of that deployment to the Legislature on or before March 31, 2025.		
<a href="#">SB 592</a> <a href="#">Wiener</a>	Amended 9/9/2019	Assembly Rules	<b>Housing development: Housing Accountability Act: permit streamlining.</b> The Housing Accountability Act (the HAA), among other things, requires a local agency that proposes to disapprove or impose specified conditions on a housing development project that complies with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time the application for the project is deemed complete, within the meaning of the Permit Streamlining Act, to make specified written findings based on a preponderance of the evidence in the record. This bill would additionally require a local agency to make those findings if it proposes to disapprove or impose specified conditions on a housing development project that is determined to be complete, as provided, and would make other related conforming changes.		

<a href="#">SB 621</a> <a href="#">Glazer</a>	Amended 6/17/2019	Assembly 2 year	<b>California Environmental Quality Act: expedited judicial review: affordable housing projects: reports.</b> Would require the Judicial Council, by July 1, 2020, to adopt a rule of court applicable to an action or proceeding brought to attack, review, set aside, void, or annul the certification of an environmental impact report for an affordable housing project, as defined, or the granting of an approval of an affordable housing project that requires the action or proceeding, including any potential appeals therefrom, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceeding with the court. The bill would provide that these provisions do not apply to an affordable housing project if it is in certain locations.		
<a href="#">SB 664</a> <a href="#">Allen</a>	Amended 9/10/2019	Assembly 2 year	<b>Electronic toll and transit fare collection systems.</b> Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, in compliance with specified objectives, including that a vehicle owner shall not be required to purchase or install more than one device to use on all toll facilities, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would expand the above-described objective so that a user of a toll facility shall also not be required to purchase or install more than one device to use on all toll facilities.	Support	
<a href="#">SB 672</a> <a href="#">Hill</a>	Amended 4/25/2019	Assembly 2 year	<b>Planning and zoning: regional housing need allocation: City of Brisbane.</b> Would, for the 5th and 6th cycle of the housing element planning period for the City of Brisbane, prohibit the Association of Bay Area Governments from allocating to the City of Brisbane a share of the regional housing need that exceeds the share allocated to the city for the current planning period if specified conditions apply. Among these conditions, the bill would require that the City of Brisbane has taken action during the current planning period to zone or rezone sites sufficient to accommodate 615% or more of its regional housing need allocation for the current planning period.		

<a href="#">SB 773</a> <a href="#">Skinner</a>	Amended 1/6/2020	Assembly Desk	<b>Land use: accessory dwelling units.</b> Current law requires a local agency to ministerially approve or deny a permit application for the creation of an accessory dwelling unit or junior accessory dwelling unit within 60 days from the date the local agency receives a completed application if there is an existing single-family or multifamily dwelling on the lot. This bill would deem a permit application for the creation of an accessory dwelling unit or junior accessory dwelling unit approved if the local agency has not acted upon the completed application within 60 days.		
<a href="#">SB 899</a> <a href="#">Wiener</a>	Amended 5/27/2020	Senate Appropriations Suspense File	<b>Planning and zoning: housing development: higher education institutions, nonprofit hospitals, or religious institutions.</b> 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 an independent institution of higher education, 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.		
<a href="#">SB 902</a> <a href="#">Wiener</a>	Amended 5/21/2020	Senate Appropriations Suspense File	<b>Planning and zoning: housing development: density.</b> Would authorize a local government to pass an ordinance, notwithstanding any local restrictions on adopting zoning ordinances, to zone any parcel for up to 10 units of residential density per parcel, at a height specified by the local government in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site, as those terms are defined. In this regard, the bill would require the Department of Housing and Community Development, in consultation with the Office of Planning and Research, to determine jobs-rich areas and publish a map of those areas every 5 years, commencing January 1, 2022, based on specified criteria.		

<a href="#"><b>SB 995</b></a> <a href="#">Atkins</a>	Amended 6/2/2020	Senate Appropriations Suspense File	<b>Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2011: housing projects.</b> 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 authorizes the preparation of a master EIR and authorizes the use of the master EIR to limit the environmental review of subsequent projects that are described in the master EIR, as specified. This bill would require a lead agency to prepare a master EIR for a general plan, plan amendment, plan element, or specified plan for housing projects where the state has provided funding for the preparation of the master EIR.		
<a href="#"><b>SB 1120</b></a> <a href="#">Atkins</a>	Amended 5/20/2020	Senate Appropriations Suspense File	<b>Subdivisions: tentative maps.</b> Would require a proposed housing development containing 2 residential units to be considered ministerially, without discretionary review or hearing, in zones where allowable uses are limited to single-family residential development if the proposed housing development meets certain requirements, including that the proposed housing development would not require demolition or alteration requiring evacuation or eviction of an existing housing unit that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income.		
<a href="#"><b>SB 1291</b></a> Committee on Transportation	Amended 4/3/2020	Assembly	<b>Federal Statewide Transportation Improvement Program: submissions.</b> Current law requires each metropolitan planning organization and transportation planning agency, not later than October 1 of each even-numbered year, to submit its Federal Transportation Improvement Program to the Department of Transportation for incorporation into the Federal Statewide Transportation Improvement Program, which current law requires the department to submit to the United States Secretary of Transportation by not later than December 1 of each even-numbered year. This bill would provide that a metropolitan planning organization or transportation planning agency is not required to submit a Federal Transportation Improvement Program to the department, and the department is not required to submit the Federal Statewide Transportation Improvement Program to the secretary, for 2020.		

<a href="#">SB 1320</a> <a href="#">Stern</a>	Introduced 2/21/2020	Senate Appropriations Suspense File	<b>Climate change: California Climate Change Assessment.</b> Would require the Office of Planning and Research to develop the California Climate Change Assessment, in coordination with the Natural Resources Agency, the State Energy Resources Conservation and Development Commission, and the Strategic Growth Council, and in consultation with partner public agencies designated by the office. The bill would require the office to conduct the assessment every 2 years and to publish the assessment in October of each odd-numbered year. The bill would require the assessment to assess and report the impacts and risks of climate change and identify potential solutions to inform legislative policy, as provided. The bill would require the assessment to include sector-specific liability projections that assess the impacts of climate change under varied emissions scenarios for the years 2025, 2030, 2050, and 2100.		
<a href="#">SB 1385</a> <a href="#">Caballero</a>	Amended 5/20/2020	Senate Appropriations Suspense File	<b>Local planning: housing: commercial zones.</b> 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. This bill, the Neighborhood Homes Act, would deem a housing development project, as defined, an authorized use on a neighborhood lot that is zoned for office or retail commercial use under a local agency's zoning code or general plan. The bill would require the density for a housing development under these provisions to meet or exceed the density deemed appropriate to accommodate housing for lower income households according to the type of local jurisdiction, including a density of at least 20 units per acre for a suburban jurisdiction.		



<b>January</b> 1 Statutes take effect 6 Legislature reconvenes 10 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)).	<b>June</b> 5 Last day for Senate policy committees to hear and report to the floor non-fiscal bills and deadline for Assembly fiscal committees 15 Budget Bill must be passed by midnight 15-19 Assembly Floor Session only 19 Last day for Senate fiscal committees to hear and report to the floor bills introduced in their house. Last day for Assembly to pass bills introduced in that house. Assembly recess begins upon adjournment. 22-26 Senate Floor session only 25 Last day for a legislative measure to qualify for the Nov. 3 General Election ballot (Elections Code Sec. 9040). 26 Last day for Senate to pass bills introduced in that house
<b>February</b> 17 Presidents' Day 21 Last day for bills to be introduced	<b>July</b> 2 Summer Recess begins upon adjournment of session, provided Budget Bill has been passed 3 Independence Day observed 13 Legislature reconvenes from summer recess 31 Last day for policy committees to hear and report fiscal bills to fiscal committees
<b>March</b> 16 Legislature in recess 27 Cesar Chavez Day observed	<b>August</b> 7 Last day for policy committees to meet and report bills 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. 21 Last day to amend a bill on the floor 31 Last day for any bill to be passed except bills that take effect immediately or bills in Extraordinary session. Final Recess begins upon adjournment.
<b>April</b> 2 Spring Recess begins upon adjournment 13 Legislature reconvenes from Spring recess 24 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house	<b>September</b> 7 Labor Day 30 Last day for Governor to sign or veto bills passed by the Legislature on or before Sept. 1 and in the Governor's possession after Sept. 1
<b>May</b> 11 Senate reconvenes 25 Memorial Day 29 Last day for Assembly policy committees to hear and report to fiscal committees bills introduced in their house	<b>October</b> 1 Bills enacted on or before this date take effect January 1, 2021. <b>November</b> 3 General Election. 30 Adjournment sine die at midnight

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

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

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

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

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

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

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

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

# Metropolitan Transportation Commission

## Legislation Details (With Text)

---

**File #:** 20-0890      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 5/27/2020      **In control:** Joint MTC Legislation Committee and ABAG  
Legislation Committee  
**On agenda:** 6/12/2020      **Final action:**  
**Title:** Fiscal Year (FY) 2020-2021 State Budget Update

Overview of the transportation, housing, climate change, and local government-related provisions in the FY 2020-21 the State Budget.

**Sponsors:****Indexes:****Code sections:**

**Attachments:** [5b State Budget.pdf](#)  
[5b Handout State Budget CARESallocCites.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

**Subject:**

Fiscal Year (FY) 2020-2021 State Budget Update

Overview of the transportation, housing, climate change, and local government-related provisions in the FY 2020-21 the State Budget.

**Presenter:**

Rebecca Long

**Recommended Action:**

Information

**Attachments:**

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

June 12, 2020

Agenda Item 5b

## Fiscal Year (FY) 2020-2021 State Budget Update

---

**Subject:**

Overview of the transportation, housing, climate change, and local government-related provisions in the FY 2020-21 the State Budget.

**Overview:** On June 3, Assembly and Senate leadership, along with the Assembly and Senate budget committee chairs, announced an agreement on the FY 2020-21 State Budget, setting the stage for negotiations with the Newsom Administration relative to the priorities the Governor advanced in the May Revise of the FY 2020-21 State Budget. The Legislature must pass the budget bill by June 15. The agreement reflects a “strong likelihood of more federal relief” (specifically assuming \$14 billion in additional funds) and takes advantage of existing reserves and balances to avoid deep cuts that may not be needed. Similar to the May Revise, the budget agreement includes a number of cuts and fund transfers, referred to as “trigger solutions,” that would only take effect if federal funds fall short of the forecast. A detailed summary of the May Revise is included as Attachment A.

**Transportation** To help close the deficit, the Administration proposed shifting about \$160 million in transportation funds that are not constitutionally protected to the General Fund. The Assembly-Senate agreement rejects \$130 million in proposed transfers. In terms of transportation funding reductions to expect in next year’s budget, the biggest will be felt in the State Transit Assistance (STA) Program, which is funded by the sales tax on diesel fuel, is estimated to generate 40 percent less revenue than forecast in January. **The Bay Area can expect to lose over \$100 million in STA funds**, as shown in Attachment B, including approximately \$74 million in revenue-based funding that goes directly to operators and \$27 million in population-based STA funds which provide additional transit operating funds as well as support for regional programs, such as Clipper®. The budget agreement incorporates some limited term (two-year) policy changes to hold transit operators’ funding shares harmless so that declines in ridership and other operating funds due to COVID-19 do not affect their respective shares of state transit funding programs.

Overall, the Administration forecasts a \$1.8 billion reduction in fuel tax revenues through FY 2024-25. The budget agreement adopts this estimate and assumes most of the reduction will occur this fiscal year and FY 2020-21. While a reduction in estimated gas tax proceeds will reduce funding available for various transportation improvements relative to prior forecasts, a gas tax increase of 3.2-cents per gallon scheduled for July 1, 2020, plus subsequent annual inflation adjustments incorporated into Senate Bill 1 (2017), will help to mitigate the impact.

**Local Government** The budget agreement allocates a portion of the state’s \$9.5 billion in CARES Act funds to local governments, specifically \$500 million to the cities that did not receive a direct allocation from CARES Act and \$1.3 billion to counties to be used toward homelessness, public health, public safety and other services to combat the pandemic. The budget agreement provides \$225 million to cities with populations over 300,000 that did not receive a direct allocation under the CARES Act to be distributed by population in proportion to their share of the population of such cities and \$275 million to smaller cities in proportion to their share of smaller cities’ population with no city receiving less than \$50,000.

June 12, 2020

Page 2 of 2

Attachment C details funding to counties; staff is still determining the funding amounts to individual Bay Area cities, which will be provided at your meeting.

**Housing** The budget agreement approves the Newsom Administration's proposal to expand the state's Low-Income Housing Tax Credit program by \$500 million and allocate \$331 million from the National Mortgage Settlement funds to housing counseling and mortgage relief (\$300 million) and tenant legal aid (\$31 million). However, the budget agreement rejects the May Revise proposal to transfer \$200 million in unspent funds from the Infill Infrastructure Finance Program to the General Fund.

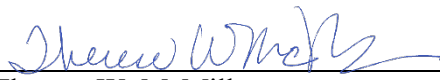
Staff will provide an update on budget negotiations at your meeting, which should be close to final since the budget bill must be approved by June 15th. Additional budget adjustments are expected to be made later this summer to reflect whether or not further federal COVID-19 relief funding is provided.

**Attachments:**

Attachment A: May Revise Summary

Attachment B: FY 2020-21 State Transit Assistance Forecast

Attachment C: Estimate of proposed new county funding from CARES Act.

  
Therese W. McMillan

## MTC/ABAG Summary of May Revise of FY 2020-21 State Budget

May 19, 2020

### Big Picture

Not surprisingly, the FY 2020-21 May Revise of the State Budget reports a dramatic shift from the state's financial picture in January when a \$6 billion surplus was forecast. In the midst of the economic fallout from the COVID-19 pandemic, the Department of Finance now forecasts revenues \$41 billion below the Governor's FY 2020-21 Budget which, when combined with higher costs, result in a structural deficit of approximately \$54 billion.

The budget proposes a plan to balance the budget in FY 2020-21 but notes that a \$16 billion structural deficit will remain in the out years. Governor Newsom relies heavily on federal funds to balance the budget, noting in the budget summary that "California did not create this problem and should not be required to solve it alone." Accordingly, the budget uses a combination of projected new federal fund receipts, the state's Rainy Day Fund and expenditure reductions to balance the budget:

- Rainy Day Fund: \$8.3 billion (\$16.2 billion over three years)
- Federal funds: \$8.3 billion from a \$1 trillion nationwide request
- Spending cuts: \$6.1 billion including \$2.4 billion in reduced expenditures to the California Public Employees Retirement System (CalPERS).
- Tax policy changes: \$4.4 billion (suspend net operating loss deductions and limit tax credits)
- Borrowing & transfers: \$4.1 billion

### Transportation

The biggest transportation reduction announced as part of the May Revise is not a Newsom Administration proposal per se, but a result of a significant drop in tax revenue. Specifically, the State Transit Assistance (STA) Program, which is funded by the sales tax on diesel fuel, is expected to generate 40 percent less revenue than estimated in January. Notably this is a steeper drop than the 32 percent reduction we incorporated into our \$1.3 billion revenue reduction forecast which informed our federal advocacy. **The Bay Area can expect to lose over \$100 million in STA funds**, including approximately \$74 million in revenue-based funding that goes directly to operators and \$27 million in population-based STA funds that provide additional transit operating funds as well as support for regional programs, such as Clipper®. With respect to impacts on the region's larger transit operators, we estimate that SFMTA will lose over \$25 million, BART will lose over \$16 million, AC Transit will lose nearly \$10 million, and VTA will lose over \$9 million in FY 2020-21. A complete listing of STA funding by operator in comparison to January estimates is included as Attachment B.

With respect to the state's gas tax, which funds the state highway system as well as transit capital and bicycle and pedestrian improvements, the May Revise estimates that revenue could drop by \$1.8 billion through FY 2024-25. No staffing reductions to planning or engineering positions at Caltrans are proposed. With respect to impacts on planned projects, Caltrans and the California Transportation Commission will likely need to reprioritize the use of funds given that revenue will be much lower than originally assumed but the May Revise provides no details on proposed shifts in expenditures.

The California State Association of Counties estimates revenue reductions statewide in local road formula funding of \$129 million in FY 2019-20 and \$116 million in FY 2020-21. Funding reductions to

cities would be roughly the same based on existing formulas. Fortunately, indexing of the gas tax and Transportation Improvement Fee (TIF) provided for in SB 1 partially offsets the reduced revenue in FY 2020-21. The projected fuel tax increases, which will go into effect on July 1, include a 3.2-cents per gallon gasoline tax increase and a 2.5-cent per gallon diesel fuel excise tax. Adjustments to the TIF, which is based on a vehicle's value, are also in proportion to a vehicle's value, ranging from \$2-\$13 per year increases.

Following a playbook from prior responses to state budget shortfalls, the May Revision proposes a number of transportation account loans and transfers to the General Fund, including:

- \$21.8 million from the Local Airport Loan Account (loan)
- \$130.5 million from the State Highway Account (transfer of interest paid to the account from the Surplus Money Investment Fund, which is not constitutionally restricted to transportation purposes)
- \$32 million from the Traffic Congestion Relief Fund (transfer of an unencumbered balance as of 6/6/20)

## **Housing**

The May Revision maintains relatively robust funding for housing, including the \$500 million in low-income housing tax credits (LIHTC) proposed in the January budget, though a proposed three-year suspension of net operating losses and limitations on business tax credits would limit the availability of such credits and thus, could reduce their take-up. It estimates \$452 million for the Affordable Housing and Sustainable Communities Program funded by Cap and Trade and proposes \$331 million in National Mortgage Settlement funds for housing counseling, mortgage assistance and renter legal aid services, including \$300 million for housing counseling for homeowners, former homeowners and renters and mortgage assistance and \$31 million for legal aid.

The May Revision estimates the state will receive \$532 million for housing and homeless programs from the recent federal CARES Act. The budget proposes to accelerate \$51 million in Transit-Oriented Development (TOD) funds from Proposition 1 and extends the deadline for expenditure of local and regional planning grants appropriated in the FY 2019-20 State Budget to December 31, 2023 from June 31, 2023.

Housing funding is proposed for some reductions, totaling over \$570 million over multiple years, of funds that have not yet been allocated or dedicated to specific projects including:

- \$250 million in Mixed-Income Program over three years. (Program will continue to receive some funding from the real estate transaction fee.)
- \$203 million Infill Infrastructure Grant Program funding. (Program will continue to receive bond funds from Proposition 1 funds totaling \$300 million.)
- \$95 million from the Housing Rehabilitation Loan Fund (Program has been replaced by the Multifamily Housing Program)
- \$20 million from the TOD Account from Proposition 1C.
- \$5 million reduction in funds for housing navigators for young adults.

The budget also proposes to loan the General Fund approximately \$20 million from housing special funds over four years.



With respect to housing planning funding, the budget keeps intact funding provided in FY 2019-20 to cities, counties and councils of government from the newly established Local Early Action Planning and Regional Early Action Planning programs. In addition, the Administration has requested a set of statutory changes known as “HOME Accelerator” that include technical changes to local planning grants and to allow certain “alternative sites to be included in the regional housing needs allocation.” The specific language of the proposed provisions has not yet been made public.

In terms of how the economic downturn will affect housing production, the May Revise forecasts a significant slowdown in permits for residential single-family and multi-family units, but at a lower drop off than in prior recessions: 21 percent decline in 2020 versus a drop of 44 percent in 2009.

### **Local Government**

The May Revise allocates a portion of the state’s \$9.5 billion in CARES Act funds to local governments, specifically \$450 million to the cities that did not receive a direct allocation from CARES Act and \$1.3 billion to counties to be used toward homelessness, public health, public safety and other services to combat the pandemic. Cities with populations over 300,000 will receive a direct state allocation, while smaller cities will apply through their county. The May Revise summary highlights indicates that housing should be prioritized in city expenditures. With regard to county funds, the Administration proposes to distribute them based on population with goal to address public health, behavioral health, and other health & human services needs. Attachment C is a listing of the estimated amounts provided directly to counties statewide, including prior CARES Act funds plus the Administration’s proposal. No details are available yet as to the distribution of the \$450 million to cities.

### **Climate Change**

The May Revise rescinds a proposed \$250 million General Fund appropriation for a Climate Catalyst Fund. And while the May Revise summary notes the need for capital funding for a climate resilience bond, it signals support for obtaining such resources from the private sector rather than the state’s General Fund. With respect to Cap and Trade, the May Revise noted significant uncertainty regarding auction proceeds. Two weeks after the May Revise was released the May Cap and Trade auction generated only \$25 million for the Greenhouse Gas Reduction Fund, 95 percent less than the \$600 million raised in February as a result of many allowances remaining unpurchased—a notable change from 12 consecutive sold-out auctions. As a reminder, Cap and Trade supports a variety of different programs of interest to MTC and ABAG, including transit funding and affordable housing programs that receive continuously appropriated funds, the most recent auction. The programs that receive a dedicated percentage of proceeds on a continuously appropriated basis, totaling 60 percent of proceeds, include:

- Low Carbon Transit Operations Program (LCTOP): 5%
- Transit and Intercity Rail Capital Program (TIRCP): 10%
- Affordable Housing and Sustainable Communities (AHSC): 20%
- High Speed Rail: 25%

Actual amounts in FY 2020-21 available to these programs will depend on the next auctions.

**State Transit Assistance (STA) Revenue-Based (PUC 99314)**  
**Based on Governor's May Budget Revise**  
**May 14, 2020**

Transit Operator	FY 2019-20 Nov. 2019 Estimate	FY 2019-20 May 2020 Estimate	Difference	FY 2020-21 Feb. 2020 Estimate	FY 2020-21 May 2020 Estimate	Difference
ACCMA - Corresponding to ACE	\$290,259	\$282,944	(\$7,315)	\$288,482	\$172,399	(\$116,083)
Caltrain	\$8,496,363	\$8,282,221	(\$214,142)	\$8,444,325	\$5,046,397	(\$3,397,928)
CCCTA	\$789,680	\$769,777	(\$19,903)	\$784,843	\$469,029	(\$315,814)
City of Dixon	\$7,403	\$7,216	(\$187)	\$7,357	\$4,397	(\$2,960)
ECCTA	\$415,004	\$404,544	(\$10,460)	\$412,462	\$246,491	(\$165,971)
City of Fairfield	\$163,554	\$159,433	(\$4,121)	\$162,553	\$97,143	(\$65,410)
GGBHTD	\$8,540,790	\$8,325,530	(\$215,260)	\$8,488,481	\$5,072,785	(\$3,415,696)
LAVTA	\$349,728	\$340,913	(\$8,815)	\$347,586	\$207,720	(\$139,866)
Marin Transit	\$1,668,066	\$1,626,024	(\$42,042)	\$1,657,849	\$990,744	(\$667,105)
NVTA	\$116,000	\$113,075	(\$2,925)	\$115,288	\$68,897	(\$46,391)
City of Petaluma	\$49,382	\$48,138	(\$1,244)	\$49,080	\$29,331	(\$19,749)
City of Rio Vista	\$7,458	\$7,270	(\$188)	\$7,412	\$4,429	(\$2,983)
SamTrans	\$8,121,101	\$7,916,417	(\$204,684)	\$8,071,361	\$4,823,511	(\$3,247,850)
SMART	\$1,695,538	\$1,652,804	(\$42,734)	\$1,685,153	\$1,007,061	(\$678,092)
City of Santa Rosa	\$160,210	\$156,172	(\$4,038)	\$159,229	\$95,157	(\$64,072)
Solano County Transit	\$351,963	\$343,092	(\$8,871)	\$349,807	\$209,047	(\$140,760)
Sonoma County Transit	\$225,725	\$220,035	(\$5,690)	\$224,342	\$134,069	(\$90,273)
City of Union City	\$116,445	\$113,509	(\$2,936)	\$115,731	\$69,162	(\$46,569)
Vacaville City Coach	\$29,292	\$28,553	(\$739)	\$29,112	\$17,398	(\$11,714)
VTA	\$23,249,042	\$22,663,076	(\$585,966)	\$23,106,649	\$13,808,720	(\$9,297,929)
VTA - Corresponding to ACE	\$216,633	\$211,172	(\$5,461)	\$215,305	\$128,668	(\$86,637)
WCCTA	\$504,435	\$491,722	(\$12,713)	\$501,346	\$299,608	(\$201,738)
WETA	\$2,314,946	\$2,256,601	(\$58,345)	\$2,300,768	\$1,374,958	(\$925,810)
SUBTOTAL	\$57,879,017	\$56,420,237	(\$1,458,780)	\$57,524,521	\$34,377,119	(\$23,147,402)
AC Transit	\$24,264,960	\$23,653,389	(\$611,571)	\$24,116,345	\$14,412,123	(\$9,704,222)
BART	\$40,698,461	\$39,672,701	(\$1,025,759)	\$40,449,195	\$24,172,766	(\$16,276,429)
SFMTA	\$63,386,127	\$61,788,551	(\$1,597,577)	\$62,997,906	\$37,648,058	(\$25,349,848)
SUBTOTAL	\$128,349,548	\$125,114,641	(\$3,234,907)	\$127,563,446	\$76,232,947	(\$51,330,499)
GRAND TOTAL	\$186,228,565	\$181,534,878	(\$4,693,687)	\$185,087,967	\$110,610,066	(\$74,477,901)

**State Transit Assistance (STA) Population-Based (PUC 99313)**  
**Based on Governor's May Budget Revise**  
**May 14, 2020**

<b>Apportionment Jurisdictions</b>	<b>FY 2019-20 Nov. 2019 Estimate</b>	<b>FY 2019-20 May 2020 Estimate</b>	<b>Difference</b>	<b>FY 2020-21 Feb. 2020 Estimate</b>	<b>FY 2020-21 May 2020 Estimate</b>	<b>Difference</b>
<b>County Block Grant</b>						
Alameda	\$8,359,440	\$8,147,710	(\$211,730)	\$8,349,235	\$4,989,570	(\$3,359,664)
Contra Costa	\$10,490,037	\$10,224,343	(\$265,694)	\$10,477,231	\$6,261,278	(\$4,215,953)
Marin	\$2,698,558	\$2,630,208	(\$68,350)	\$2,695,264	\$1,610,711	(\$1,084,552)
Napa	\$1,650,713	\$1,608,904	(\$41,810)	\$1,648,698	\$985,275	(\$663,423)
San Francisco	\$3,998,569	\$3,897,292	(\$101,277)	\$3,993,687	\$2,386,660	(\$1,607,027)
San Mateo	\$2,394,047	\$2,333,410	(\$60,637)	\$2,391,124	\$1,428,955	(\$962,169)
Santa Clara	\$6,664,063	\$6,495,274	(\$168,789)	\$6,655,927	\$3,977,636	(\$2,678,291)
Solano	\$4,966,343	\$4,840,554	(\$125,789)	\$4,960,280	\$2,964,304	(\$1,995,977)
Sonoma	\$6,067,869	\$5,914,181	(\$153,689)	\$6,060,461	\$3,621,781	(\$2,438,681)
<b>SUBTOTAL</b>	<b>\$47,289,639</b>	<b>\$46,091,875</b>	<b>(\$1,197,764)</b>	<b>\$47,231,907</b>	<b>\$28,226,170</b>	<b>(\$19,005,737)</b>
<b>Regional Program*</b>	<b>\$12,266,988</b>	<b>\$11,753,661</b>	<b>(\$513,327)</b>	<b>\$12,242,246</b>	<b>\$4,096,930</b>	<b>(\$8,145,316)</b>
<b>Means-Based Transit Fare Program*</b>	<b>\$8,000,000</b>	<b>\$8,000,000</b>	<b>\$0</b>	<b>\$8,000,000</b>	<b>\$8,000,000</b>	<b>\$0</b>
<b>Transit Emergency Service Contingency Fund</b>	<b>\$333,333</b>	<b>\$333,333</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>GRAND TOTAL</b>	<b>\$67,889,961</b>	<b>\$66,178,869</b>	<b>(\$1,711,092)</b>	<b>\$67,474,153</b>	<b>40,323,100</b>	<b>(\$27,151,053)</b>

\*Adjustments may be made to the Regional Program and Means-Based Transit Fare Program in future FY 2020-21 Fund Estimate revisions.

**Proposed Coronavirus Relief Fund  
Allocations (\$ in thousands)**

Cities & Counties	Direct Allocations	State Allocations	Total Allocations	Cities & Counties	Direct Allocations	State Allocations	Total Allocations
Alameda County	\$291,634	\$38,577	\$330,211	Riverside County	\$431,091	\$57,024	\$488,115
Alpine County	--	116	116	Sacramento	181,199	25,210	206,409
Amador County	--	4,069	4,069	San Benito County	--	6,428	6,428
Butte County	--	22,433	22,433	San Bernardino	380,408	50,320	430,728
Calaveras County	--	4,698	4,698	San Diego County	334,062	54,224	388,286
Colusa County	--	2,205	2,205	City/County San	153,824	20,347	174,171
Contra Costa	201,281	26,625	227,906	San Joaquin	132,989	17,592	150,581
Del Norte County	--	2,847	2,847	San Luis Obispo	--	28,976	28,976
El Dorado County	--	19,737	19,737	San Mateo County	133,761	17,694	151,455
Fresno County	81,580	16,228	97,808	Santa Barbara	--	45,698	45,698
Glenn County	--	2,906	2,906	Santa Clara County	158,100	31,314	189,414
Humboldt County	--	13,874	13,874	Santa Cruz County	--	27,963	27,963
Imperial County	--	18,547	18,547	Shasta County	--	18,431	18,431
Inyo County	--	1,846	1,846	Sierra County	--	308	308
Kern County	157,078	20,778	177,856	Siskiyou County	--	4,456	4,456
Kings County	--	15,653	15,653	Solano County	--	45,815	45,815
Lake County	--	6,590	6,590	Sonoma County	--	50,594	50,594
Lassen County	--	3,129	3,129	Stanislaus County	96,086	12,710	108,796
Los Angeles	1,057,341	163,064	1,220,405	Sutter County	--	9,925	9,925
Madera County	--	16,102	16,102	Tehama County	--	6,661	6,661
Marin County	--	26,490	26,490	Trinity County	--	1,257	1,257
Mariposa County	--	1,761	1,761	Tulare County	--	47,714	47,714
Mendocino County	--	8,879	8,879	Tuolumne County	--	5,576	5,576
Merced County	--	28,420	28,420	Ventura County	147,622	19,527	167,249
Modoc County	--	905	905	Yolo County	--	22,568	22,568
Mono County	--	1,478	1,478	Yuba County	--	8,052	8,052
Monterey County	--	44,425	44,425	City of Fresno	92,756	--	92,756
Napa County	--	14,098	14,098	City of Los Angeles	694,405	--	694,405
Nevada County	--	10,210	10,210	City of Sacramento	89,623	--	89,623
Orange County	554,134	73,300	627,434	City of San Diego	248,451	--	248,451
Placer County	--	40,768	40,768	City of San Jose	178,295	--	178,295
Plumas County	--	1,925	1,925	<b>TOTAL</b>	<b>\$5,795,720</b>	<b>\$1,289,065</b>	<b>\$7,084,785</b>

Source: California State Association of Counties, May Revision  
Budget Action Bulletin, 5/14/20

# CARES Act - city allocation scenario [3]

5/22/2020

Total Group A

\$1,474,300,000

Total fund \$500,000,000

Group B 45.0%

amount \$225,000,000

Group C 55.0%

amount \$275,000,000

minimum \$50,000

	<u>Population 4/20</u>	<u>Allocation A</u>	<u>Per</u>	<u>Allocation</u>	<u>Per Capita</u>	<u>Allocation</u>	<u>Per Capita</u>
LOS ANGELES	4,040,079	\$706,500,000	\$174.87	\$0	\$0.00	\$0	\$0.00
SAN DIEGO	1,420,572	\$248,400,000	\$174.86	\$0	\$0.00	\$0	\$0.00
SAN JOSE	1,043,058	\$182,400,000	\$174.87	\$0	\$0.00	\$0	\$0.00
SAN FRANCISCO	883,869	\$154,200,000	\$174.46	\$0	\$0.00	\$0	\$0.00
FRESNO	536,683	\$93,900,000	\$174.96	\$0	\$0.00	\$0	\$0.00
SACRAMENTO	508,172	\$88,900,000	\$174.94	\$0	\$0.00	\$0	\$0.00
LONG BEACH	475,013			\$40,504,207	\$85.27	\$0	\$0.00
OAKLAND	432,897			\$36,912,989	\$85.27	\$0	\$0.00
BAKERSFIELD	389,211			\$33,187,898	\$85.27	\$0	\$0.00
ANAHEIM	359,339			\$30,640,722	\$85.27	\$0	\$0.00
SANTA ANA	337,716			\$28,796,936	\$85.27	\$0	\$0.00
RIVERSIDE	328,101			\$27,977,068	\$85.27	\$0	\$0.00
STOCKTON	316,410			\$26,980,180	\$85.27	\$0	\$0.00
IRVINE	280,202			\$0	\$0.00	\$3,442,206	\$12.28
CHULA VISTA	271,411			\$0	\$0.00	\$3,334,211	\$12.28
FREMONT	232,532			\$0	\$0.00	\$2,856,593	\$12.28
SAN BERNARDINO	219,233			\$0	\$0.00	\$2,693,218	\$12.28
SANTA CLARITA	218,103			\$0	\$0.00	\$2,679,336	\$12.28
MODESTO	215,201			\$0	\$0.00	\$2,643,686	\$12.28
FONTANA	212,078			\$0	\$0.00	\$2,605,321	\$12.28
OXNARD	209,879			\$0	\$0.00	\$2,578,307	\$12.28
MORENO VALLEY	208,297			\$0	\$0.00	\$2,558,872	\$12.28
GLENDALE	206,283			\$0	\$0.00	\$2,534,131	\$12.28
HUNTINGTON BEACH	203,761			\$0	\$0.00	\$2,503,149	\$12.28
RANCHO CUCAMONGA	179,412			\$0	\$0.00	\$2,204,028	\$12.28
ONTARIO	178,268			\$0	\$0.00	\$2,189,974	\$12.28
OCEANSIDE	178,021			\$0	\$0.00	\$2,186,940	\$12.28
SANTA ROSA	175,625			\$0	\$0.00	\$2,157,506	\$12.28
GARDEN GROVE	175,155			\$0	\$0.00	\$2,151,732	\$12.28
ELK GROVE	174,025			\$0	\$0.00	\$2,137,850	\$12.28
CORONA	168,101			\$0	\$0.00	\$2,065,075	\$12.28
SALINAS	162,797			\$0	\$0.00	\$1,999,917	\$12.28
LANCASTER	161,604			\$0	\$0.00	\$1,985,261	\$12.28
HAYWARD	159,433			\$0	\$0.00	\$1,958,591	\$12.28
PALMDALE	157,854			\$0	\$0.00	\$1,939,194	\$12.28
SUNNYVALE	155,567			\$0	\$0.00	\$1,911,098	\$12.28
POMONA	154,310			\$0	\$0.00	\$1,895,657	\$12.28
ESCONDIDO	152,739			\$0	\$0.00	\$1,876,357	\$12.28
TORRANCE	148,054			\$0	\$0.00	\$1,818,803	\$12.28
PASADENA	146,312			\$0	\$0.00	\$1,797,403	\$12.28
FULLERTON	142,824			\$0	\$0.00	\$1,754,554	\$12.28
ORANGE	141,691			\$0	\$0.00	\$1,740,636	\$12.28
ROSEVILLE	139,643			\$0	\$0.00	\$1,715,476	\$12.28
VISALIA	138,207			\$0	\$0.00	\$1,697,836	\$12.28
CONCORD	129,889			\$0	\$0.00	\$1,595,651	\$12.28
THOUSAND OAKS	129,557			\$0	\$0.00	\$1,591,573	\$12.28
SANTA CLARA	128,717			\$0	\$0.00	\$1,581,253	\$12.28
SIMI VALLEY	127,716			\$0	\$0.00	\$1,568,956	\$12.28
VICTORVILLE	126,543			\$0	\$0.00	\$1,554,546	\$12.28
BERKELEY	123,328			\$0	\$0.00	\$1,515,051	\$12.28
VALLEJO	119,544			\$0	\$0.00	\$1,468,566	\$12.28

# CARES Act - city allocation scenario [3]

5/22/2020

Total Group A

\$1,474,300,000

Total fund \$500,000,000

Group B 45.0%

amount \$225,000,000

Group C 55.0%

amount \$275,000,000

minimum \$50,000

	<u>Population 4/20</u>	<u>Allocation A</u>	<u>Per</u>	<u>Allocation</u>	<u>Per Capita</u>	<u>Allocation</u>	<u>Per Capita</u>
MURRIETA	118,125			\$0	\$0.00	\$1,451,134	\$12.28
EL MONTE	117,204			\$0	\$0.00	\$1,439,819	\$12.28
FAIRFIELD	117,149			\$0	\$0.00	\$1,439,144	\$12.28
CLOVIS	117,003			\$0	\$0.00	\$1,437,350	\$12.28
COSTA MESA	115,830			\$0	\$0.00	\$1,422,940	\$12.28
CARLSBAD	115,241			\$0	\$0.00	\$1,415,704	\$12.28
DOWNEY	114,212			\$0	\$0.00	\$1,403,063	\$12.28
ANTIOCH	113,901			\$0	\$0.00	\$1,399,243	\$12.28
TEMECULA	113,826			\$0	\$0.00	\$1,398,322	\$12.28
INGLEWOOD	112,549			\$0	\$0.00	\$1,382,634	\$12.28
CHICO	112,111			\$0	\$0.00	\$1,377,253	\$12.28
RICHMOND	110,436			\$0	\$0.00	\$1,356,676	\$12.28
DALY CITY	109,122			\$0	\$0.00	\$1,340,534	\$12.28
SAN BUENAVENTURA	108,170			\$0	\$0.00	\$1,328,839	\$12.28
WEST COVINA	108,116			\$0	\$0.00	\$1,328,176	\$12.28
SANTA MARIA	107,356			\$0	\$0.00	\$1,318,839	\$12.28
RIALTO	107,271			\$0	\$0.00	\$1,317,795	\$12.28
NORWALK	106,744			\$0	\$0.00	\$1,311,321	\$12.28
JURUPA VALLEY	106,318			\$0	\$0.00	\$1,306,088	\$12.28
BURBANK	105,952			\$0	\$0.00	\$1,301,592	\$12.28
EL CAJON	105,559			\$0	\$0.00	\$1,296,764	\$12.28
SAN MATEO	104,570			\$0	\$0.00	\$1,284,614	\$12.28
VISTA	101,987			\$0	\$0.00	\$1,252,883	\$12.28
VACAVILLE	98,807			\$0	\$0.00	\$1,213,817	\$12.28
COMPTON	98,711			\$0	\$0.00	\$1,212,638	\$12.28
SAN MARCOS	98,369			\$0	\$0.00	\$1,208,437	\$12.28
SOUTH GATE	96,777			\$0	\$0.00	\$1,188,879	\$12.28
MISSION VIEJO	96,434			\$0	\$0.00	\$1,184,666	\$12.28
HESPERIA	96,362			\$0	\$0.00	\$1,183,781	\$12.28
CARSON	93,604			\$0	\$0.00	\$1,149,900	\$12.28
SANTA MONICA	93,593			\$0	\$0.00	\$1,149,765	\$12.28
SANTA BARBARA	93,532			\$0	\$0.00	\$1,149,015	\$12.28
MENIFEE	93,452			\$0	\$0.00	\$1,148,032	\$12.28
REDDING	92,839			\$0	\$0.00	\$1,140,502	\$12.28
TRACY	92,800			\$0	\$0.00	\$1,140,023	\$12.28
WESTMINSTER	92,610			\$0	\$0.00	\$1,137,689	\$12.28
LIVERMORE	91,039			\$0	\$0.00	\$1,118,389	\$12.28
CHINO	89,829			\$0	\$0.00	\$1,103,525	\$12.28
SAN LEANDRO	89,825			\$0	\$0.00	\$1,103,476	\$12.28
INDIO	89,406			\$0	\$0.00	\$1,098,328	\$12.28
CITRUS HEIGHTS	88,095			\$0	\$0.00	\$1,082,223	\$12.28
HAWTHORNE	87,854			\$0	\$0.00	\$1,079,263	\$12.28
WHITTIER	87,526			\$0	\$0.00	\$1,075,233	\$12.28
NEWPORT BEACH	87,180			\$0	\$0.00	\$1,070,983	\$12.28
MERCED	87,110			\$0	\$0.00	\$1,070,123	\$12.28
ALHAMBRA	86,931			\$0	\$0.00	\$1,067,924	\$12.28
LAKE FOREST	86,346			\$0	\$0.00	\$1,060,737	\$12.28
REDWOOD CITY	85,319			\$0	\$0.00	\$1,048,121	\$12.28
HEMET	84,754			\$0	\$0.00	\$1,041,180	\$12.28
CHINO HILLS	84,364			\$0	\$0.00	\$1,036,389	\$12.28
SAN RAMON	83,957			\$0	\$0.00	\$1,031,389	\$12.28

# CARES Act - city allocation scenario [3]

5/22/2020

Total Group A

\$1,474,300,000

Total fund \$500,000,000

Group B 45.0%

amount \$225,000,000

Group C 55.0%

amount \$275,000,000

minimum \$50,000

	<u>Population 4/20</u>	<u>Allocation A</u>	<u>Per</u>	<u>Allocation</u>	<u>Per Capita</u>	<u>Allocation</u>	<u>Per Capita</u>
MANTECA	83,781			\$0	\$0.00	\$1,029,227	\$12.28
BUENA PARK	83,384			\$0	\$0.00	\$1,024,350	\$12.28
MOUNTAIN VIEW	81,992			\$0	\$0.00	\$1,007,249	\$12.28
TUSTIN	81,369			\$0	\$0.00	\$999,596	\$12.28
LAKEWOOD	81,352			\$0	\$0.00	\$999,387	\$12.28
PLEASANTON	80,492			\$0	\$0.00	\$988,822	\$12.28
FOLSOM	79,835			\$0	\$0.00	\$980,751	\$12.28
NAPA	79,490			\$0	\$0.00	\$976,513	\$12.28
ALAMEDA	79,316			\$0	\$0.00	\$974,376	\$12.28
UPLAND	78,481			\$0	\$0.00	\$964,118	\$12.28
BELLFLOWER	78,308			\$0	\$0.00	\$961,993	\$12.28
BALDWIN PARK	77,286			\$0	\$0.00	\$949,438	\$12.28
PERRIS	76,971			\$0	\$0.00	\$945,568	\$12.28
MILPITAS	76,231			\$0	\$0.00	\$936,477	\$12.28
UNION CITY	74,916			\$0	\$0.00	\$920,323	\$12.28
RANCHO CORDOVA	74,471			\$0	\$0.00	\$914,856	\$12.28
TURLOCK	74,471			\$0	\$0.00	\$914,856	\$12.28
APPLE VALLEY	73,464			\$0	\$0.00	\$902,485	\$12.28
PITTSBURG	72,541			\$0	\$0.00	\$891,147	\$12.28
REDLANDS	71,839			\$0	\$0.00	\$882,523	\$12.28
LYNWOOD	71,343			\$0	\$0.00	\$876,429	\$12.28
WALNUT CREEK	70,121			\$0	\$0.00	\$861,417	\$12.28
CAMARILLO	69,880			\$0	\$0.00	\$858,457	\$12.28
DAVIS	69,761			\$0	\$0.00	\$856,995	\$12.28
PALO ALTO	69,397			\$0	\$0.00	\$852,523	\$12.28
ROCKLIN	69,249			\$0	\$0.00	\$850,705	\$12.28
YORBA LINDA	68,706			\$0	\$0.00	\$844,035	\$12.28
REDONDO BEACH	68,473			\$0	\$0.00	\$841,172	\$12.28
LODI	68,272			\$0	\$0.00	\$838,703	\$12.28
YUBA CITY	67,536			\$0	\$0.00	\$829,661	\$12.28
SOUTH SAN FRANCISCO	67,078			\$0	\$0.00	\$824,035	\$12.28
TULARE	66,967			\$0	\$0.00	\$822,671	\$12.28
LAGUNA NIGUEL	66,748			\$0	\$0.00	\$819,981	\$12.28
MADERA	66,419			\$0	\$0.00	\$815,939	\$12.28
EASTVALE	66,078			\$0	\$0.00	\$811,750	\$12.28
SANTA CRUZ	65,807			\$0	\$0.00	\$808,421	\$12.28
SAN CLEMENTE	65,405			\$0	\$0.00	\$803,483	\$12.28
DUBLIN	64,577			\$0	\$0.00	\$793,311	\$12.28
MONTEBELLO	64,247			\$0	\$0.00	\$789,257	\$12.28
PICO RIVERA	64,033			\$0	\$0.00	\$786,628	\$12.28
BRENTWOOD	63,662			\$0	\$0.00	\$782,070	\$12.28
LA HABRA	63,542			\$0	\$0.00	\$780,596	\$12.28
ENCINITAS	63,390			\$0	\$0.00	\$778,729	\$12.28
LAKE ELSINORE	62,949			\$0	\$0.00	\$773,311	\$12.28
NATIONAL CITY	62,307			\$0	\$0.00	\$765,425	\$12.28
PETALUMA	62,247			\$0	\$0.00	\$764,688	\$12.28
MONTEREY PARK	61,828			\$0	\$0.00	\$759,540	\$12.28
GARDENA	61,042			\$0	\$0.00	\$749,884	\$12.28
LA MESA	60,820			\$0	\$0.00	\$747,157	\$12.28
WOODLAND	60,292			\$0	\$0.00	\$740,671	\$12.28
PORTERVILLE	60,260			\$0	\$0.00	\$740,278	\$12.28

# CARES Act - city allocation scenario [3]

5/22/2020

Total Group A

\$1,474,300,000

Total fund \$500,000,000

Group B 45.0%

amount \$225,000,000

Group C 55.0%

amount \$275,000,000

minimum \$50,000

	<u>Population 4/20</u>	<u>Allocation A</u>	<u>Per</u>	<u>Allocation</u>	<u>Per Capita</u>	<u>Allocation</u>	<u>Per Capita</u>
SAN RAFAEL	60,046			\$0	\$0.00	\$737,649	\$12.28
CUPERTINO	59,879			\$0	\$0.00	\$735,597	\$12.28
HUNTINGTON PARK	59,350			\$0	\$0.00	\$729,099	\$12.28
ARCADIA	58,891			\$0	\$0.00	\$723,460	\$12.28
SANTEE	58,408			\$0	\$0.00	\$717,526	\$12.28
HANFORD	58,105			\$0	\$0.00	\$713,804	\$12.28
DIAMOND BAR	57,495			\$0	\$0.00	\$706,310	\$12.28
FOUNTAIN VALLEY	56,652			\$0	\$0.00	\$695,954	\$12.28
GILROY	55,928			\$0	\$0.00	\$687,060	\$12.28
HIGHLAND	55,778			\$0	\$0.00	\$685,218	\$12.28
PARAMOUNT	55,497			\$0	\$0.00	\$681,766	\$12.28
ROSEMEAD	55,097			\$0	\$0.00	\$676,852	\$12.28
CATHEDRAL CITY	54,907			\$0	\$0.00	\$674,518	\$12.28
YUCAIPA	54,844			\$0	\$0.00	\$673,744	\$12.28
COLTON	54,391			\$0	\$0.00	\$668,179	\$12.28
NOVATO	54,115			\$0	\$0.00	\$664,788	\$12.28
DELANO	53,936			\$0	\$0.00	\$662,589	\$12.28
WEST SACRAMENTO	53,911			\$0	\$0.00	\$662,282	\$12.28
PALM DESERT	53,625			\$0	\$0.00	\$658,769	\$12.28
WATSONVILLE	53,021			\$0	\$0.00	\$651,349	\$12.28
PLACENTIA	52,333			\$0	\$0.00	\$642,897	\$12.28
GLENORA	52,122			\$0	\$0.00	\$640,305	\$12.28
ALISO VIEJO	51,372			\$0	\$0.00	\$631,091	\$12.28
AZUSA	51,313			\$0	\$0.00	\$630,366	\$12.28
CERRITOS	50,711			\$0	\$0.00	\$622,971	\$12.28
POWAY	50,320			\$0	\$0.00	\$618,168	\$12.28
CYPRESS	49,833			\$0	\$0.00	\$612,185	\$12.28
LA MIRADA	49,558			\$0	\$0.00	\$608,807	\$12.28
CERES	49,510			\$0	\$0.00	\$608,217	\$12.28
RANCHO SANTA MARGARIT	48,960			\$0	\$0.00	\$601,460	\$12.28
SAN JACINTO	48,878			\$0	\$0.00	\$600,453	\$12.28
COVINA	48,876			\$0	\$0.00	\$600,428	\$12.28
PALM SPRINGS	48,733			\$0	\$0.00	\$598,672	\$12.28
NEWARK	48,712			\$0	\$0.00	\$598,414	\$12.28
BEAUMONT	48,401			\$0	\$0.00	\$594,593	\$12.28
LINCOLN	48,277			\$0	\$0.00	\$593,070	\$12.28
SAN LUIS OBISPO	46,802			\$0	\$0.00	\$574,950	\$12.28
COACHELLA	46,351			\$0	\$0.00	\$569,409	\$12.28
EL CENTRO	46,248			\$0	\$0.00	\$568,144	\$12.28
MORGAN HILL	45,742			\$0	\$0.00	\$561,928	\$12.28
BREA	45,606			\$0	\$0.00	\$560,257	\$12.28
DANVILLE	45,270			\$0	\$0.00	\$556,130	\$12.28
SAN BRUNO	45,257			\$0	\$0.00	\$555,970	\$12.28
LOMPOC	43,649			\$0	\$0.00	\$536,216	\$12.28
ROHNERT PARK	43,339			\$0	\$0.00	\$532,408	\$12.28
CAMPBELL	43,250			\$0	\$0.00	\$531,315	\$12.28
BELL GARDENS	42,972			\$0	\$0.00	\$527,899	\$12.28
RANCHO PALOS VERDES	42,560			\$0	\$0.00	\$522,838	\$12.28
CALEXICO	42,198			\$0	\$0.00	\$518,391	\$12.28
LA QUINTA	42,098			\$0	\$0.00	\$517,163	\$12.28
LOS BANOS	41,898			\$0	\$0.00	\$514,706	\$12.28



# CARES Act - city allocation scenario [3]

5/22/2020

Total Group A

\$1,474,300,000

Total fund \$500,000,000

Group B 45.0%

amount \$225,000,000

Group C 55.0%

amount \$275,000,000

minimum \$50,000

	<u>Population 4/20</u>	<u>Allocation A</u>	<u>Per</u>	<u>Allocation</u>	<u>Per Capita</u>	<u>Allocation</u>	<u>Per Capita</u>
OAKLEY	41,759			\$0	\$0.00	\$512,998	\$12.28
SAN GABRIEL	41,178			\$0	\$0.00	\$505,861	\$12.28
LA PUENTE	40,795			\$0	\$0.00	\$501,156	\$12.28
CULVER CITY	40,173			\$0	\$0.00	\$493,514	\$12.28
HOLLISTER	40,149			\$0	\$0.00	\$493,220	\$12.28
MONTCLAIR	39,563			\$0	\$0.00	\$486,021	\$12.28
STANTON	39,307			\$0	\$0.00	\$482,876	\$12.28
PACIFICA	38,674			\$0	\$0.00	\$475,100	\$12.28
MONROVIA	38,529			\$0	\$0.00	\$473,318	\$12.28
MARTINEZ	38,490			\$0	\$0.00	\$472,839	\$12.28
MOORPARK	37,020			\$0	\$0.00	\$454,781	\$12.28
SAN JUAN CAPISTRANO	36,821			\$0	\$0.00	\$452,336	\$12.28
WEST HOLLYWOOD	36,660			\$0	\$0.00	\$450,358	\$12.28
TEMPLE CITY	36,583			\$0	\$0.00	\$449,412	\$12.28
BELL	36,556			\$0	\$0.00	\$449,081	\$12.28
CLAREMONT	36,511			\$0	\$0.00	\$448,528	\$12.28
WILDOMAR	36,066			\$0	\$0.00	\$443,061	\$12.28
MANHATTAN BEACH	35,922			\$0	\$0.00	\$441,292	\$12.28
MENLO PARK	35,790			\$0	\$0.00	\$439,670	\$12.28
ADELANTO	35,136			\$0	\$0.00	\$431,636	\$12.28
PLEASANTHILL	35,055			\$0	\$0.00	\$430,641	\$12.28
BEVERLY HILLS	34,627			\$0	\$0.00	\$425,383	\$12.28
SAN DIMAS	34,584			\$0	\$0.00	\$424,855	\$12.28
DANA POINT	34,249			\$0	\$0.00	\$420,740	\$12.28
SEASIDE	33,776			\$0	\$0.00	\$414,929	\$12.28
FOSTER CITY	33,693			\$0	\$0.00	\$413,909	\$12.28
LAWDALE	33,436			\$0	\$0.00	\$410,752	\$12.28
LA VERNE	33,201			\$0	\$0.00	\$407,865	\$12.28
GOLETA	32,759			\$0	\$0.00	\$402,435	\$12.28
SAN PABLO	31,817			\$0	\$0.00	\$390,863	\$12.28
LAGUNA HILLS	31,572			\$0	\$0.00	\$387,853	\$12.28
ATWATER	31,470			\$0	\$0.00	\$386,600	\$12.28
SARATOGA	31,407			\$0	\$0.00	\$385,826	\$12.28
EL PASO DE ROBLES	31,244			\$0	\$0.00	\$383,824	\$12.28
LOS ALTOS	31,190			\$0	\$0.00	\$383,161	\$12.28
BANNING	31,044			\$0	\$0.00	\$381,367	\$12.28
LOS GATOS	30,988			\$0	\$0.00	\$380,679	\$12.28
SANTA PAULA	30,779			\$0	\$0.00	\$378,112	\$12.28
WALNUT	30,551			\$0	\$0.00	\$375,311	\$12.28
EAST PALO ALTO	30,499			\$0	\$0.00	\$374,672	\$12.28
ATASCADERO	30,405			\$0	\$0.00	\$373,517	\$12.28
BURLINGAME	30,317			\$0	\$0.00	\$372,436	\$12.28
SAN CARLOS	29,864			\$0	\$0.00	\$366,871	\$12.28
RIDGECREST	29,712			\$0	\$0.00	\$365,004	\$12.28
SUISUN CITY	29,447			\$0	\$0.00	\$361,748	\$12.28
DESERT HOT SPRINGS	29,251			\$0	\$0.00	\$359,341	\$12.28
TWENTYNINE PALMS	28,958			\$0	\$0.00	\$355,741	\$12.28
WINDSOR	28,565			\$0	\$0.00	\$350,913	\$12.28
MONTEREY	28,448			\$0	\$0.00	\$349,476	\$12.28
MAYWOOD	27,971			\$0	\$0.00	\$343,616	\$12.28
WASCO	27,955			\$0	\$0.00	\$343,420	\$12.28

# CARES Act - city allocation scenario [3]

5/22/2020

Total Group A

\$1,474,300,000

Total fund \$500,000,000

Group B 45.0%

amount \$225,000,000

Group C 55.0%

amount \$275,000,000

minimum \$50,000

	<u>Population 4/20</u>	<u>Allocation A</u>	<u>Per</u>	<u>Allocation</u>	<u>Per Capita</u>	<u>Allocation</u>	<u>Per Capita</u>
BENICIA	27,570			\$0	\$0.00	\$338,690	\$12.28
IMPERIAL BEACH	27,448			\$0	\$0.00	\$337,191	\$12.28
BRAWLEY	27,337			\$0	\$0.00	\$335,828	\$12.28
LEMON GROVE	27,208			\$0	\$0.00	\$334,243	\$12.28
EUREKA	27,191			\$0	\$0.00	\$334,034	\$12.28
BELMONT	27,174			\$0	\$0.00	\$333,825	\$12.28
SANGER	27,094			\$0	\$0.00	\$332,842	\$12.28
NORCO	27,063			\$0	\$0.00	\$332,462	\$12.28
REEDLEY	26,666			\$0	\$0.00	\$327,585	\$12.28
GALT	26,489			\$0	\$0.00	\$325,410	\$12.28
LAFAYETTE	26,327			\$0	\$0.00	\$323,420	\$12.28
LEMOORE	26,257			\$0	\$0.00	\$322,560	\$12.28
SOUTH PASADENA	26,245			\$0	\$0.00	\$322,413	\$12.28
HERCULES	26,224			\$0	\$0.00	\$322,155	\$12.28
PARADISE	26,218			\$0	\$0.00	\$322,081	\$12.28
SOLEDAD	26,079			\$0	\$0.00	\$320,373	\$12.28
EL CERRITO	25,459			\$0	\$0.00	\$312,757	\$12.28
DINUBA	25,328			\$0	\$0.00	\$311,148	\$12.28
RIVERBANK	25,318			\$0	\$0.00	\$311,025	\$12.28
SEAL BEACH	25,073			\$0	\$0.00	\$308,015	\$12.28
SELMA	25,045			\$0	\$0.00	\$307,671	\$12.28
LATHROP	24,936			\$0	\$0.00	\$306,332	\$12.28
SAN FERNANDO	24,918			\$0	\$0.00	\$306,111	\$12.28
CORCORAN	24,813			\$0	\$0.00	\$304,821	\$12.28
CORONADO	24,697			\$0	\$0.00	\$303,396	\$12.28
LOMA LINDA	24,335			\$0	\$0.00	\$298,949	\$12.28
CUDAHY	24,264			\$0	\$0.00	\$298,077	\$12.28
CALABASAS	24,239			\$0	\$0.00	\$297,770	\$12.28
BARSTOW	24,150			\$0	\$0.00	\$296,676	\$12.28
OAKDALE	23,807			\$0	\$0.00	\$292,463	\$12.28
PATTERSON	23,764			\$0	\$0.00	\$291,934	\$12.28
PORT HUENEME	23,526			\$0	\$0.00	\$289,011	\$12.28
LAGUNA BEACH	23,358			\$0	\$0.00	\$286,947	\$12.28
MILBRAE	23,154			\$0	\$0.00	\$284,441	\$12.28
MARINA	22,957			\$0	\$0.00	\$282,021	\$12.28
SOUTH LAKE TAHOE	22,800			\$0	\$0.00	\$280,092	\$12.28
ARVIN	22,178			\$0	\$0.00	\$272,451	\$12.28
YUCCA VALLEY	22,050			\$0	\$0.00	\$270,878	\$12.28
DUARTE	21,952			\$0	\$0.00	\$269,674	\$12.28
OROVILLE	21,773			\$0	\$0.00	\$267,475	\$12.28
SOUTH EL MONTE	21,293			\$0	\$0.00	\$261,579	\$12.28
SHAFTER	20,886			\$0	\$0.00	\$256,579	\$12.28
AGOURA HILLS	20,842			\$0	\$0.00	\$256,038	\$12.28
BLYTHE	20,817			\$0	\$0.00	\$255,731	\$12.28
LOMITA	20,763			\$0	\$0.00	\$255,068	\$12.28
AMERICAN CANYON	20,629			\$0	\$0.00	\$253,422	\$12.28
LA CANADA FLINTRIDGE	20,602			\$0	\$0.00	\$253,090	\$12.28
IMPERIAL	19,929			\$0	\$0.00	\$244,822	\$12.28
HERMOSA BEACH	19,847			\$0	\$0.00	\$243,815	\$12.28
DIXON	19,794			\$0	\$0.00	\$243,164	\$12.28
PINOLE	19,498			\$0	\$0.00	\$239,528	\$12.28

# CARES Act - city allocation scenario [3]

5/22/2020

Total Group A

\$1,474,300,000

Total fund \$500,000,000

Group B 45.0%

amount \$225,000,000

Group C 55.0%

amount \$275,000,000

minimum \$50,000

	<u>Population 4/20</u>	<u>Allocation A</u>	<u>Per</u>	<u>Allocation</u>	<u>Per Capita</u>	<u>Allocation</u>	<u>Per Capita</u>
ORINDA	19,475			\$0	\$0.00	\$239,245	\$12.28
ALBANY	19,393			\$0	\$0.00	\$238,238	\$12.28
CHOWCHILLA	18,742			\$0	\$0.00	\$230,240	\$12.28
RANCHO MIRAGE	18,489			\$0	\$0.00	\$227,132	\$12.28
SANTA FE SPRINGS	18,261			\$0	\$0.00	\$224,331	\$12.28
COALINGA	18,087			\$0	\$0.00	\$222,194	\$12.28
ARCATA	18,078			\$0	\$0.00	\$222,083	\$12.28
GREENFIELD	18,009			\$0	\$0.00	\$221,236	\$12.28
SUSANVILLE	17,947			\$0	\$0.00	\$220,474	\$12.28
ARROYO GRANDE	17,876			\$0	\$0.00	\$219,602	\$12.28
EL SEGUNDO	17,066			\$0	\$0.00	\$209,651	\$12.28
MORAGA	16,939			\$0	\$0.00	\$208,091	\$12.28
ARTESIA	16,919			\$0	\$0.00	\$207,845	\$12.28
RIPON	16,613			\$0	\$0.00	\$204,086	\$12.28
LAGUNA WOODS	16,518			\$0	\$0.00	\$202,919	\$12.28
TRUCKEE	16,434			\$0	\$0.00	\$201,887	\$12.28
UKIAH	16,296			\$0	\$0.00	\$200,192	\$12.28
PARLIER	16,151			\$0	\$0.00	\$198,411	\$12.28
FILLMORE	15,925			\$0	\$0.00	\$195,634	\$12.28
PACIFIC GROVE	15,883			\$0	\$0.00	\$195,118	\$12.28
LA PALMA	15,820			\$0	\$0.00	\$194,344	\$12.28
AVENAL	15,505			\$0	\$0.00	\$190,475	\$12.28
KERMAN	15,495			\$0	\$0.00	\$190,352	\$12.28
CLEARLAKE	15,250			\$0	\$0.00	\$187,342	\$12.28
MCFARLAND	15,242			\$0	\$0.00	\$187,244	\$12.28
CALIFORNIA CITY	15,000			\$0	\$0.00	\$184,271	\$12.28
LIVINGSTON	14,811			\$0	\$0.00	\$181,949	\$12.28
KING CITY	14,724			\$0	\$0.00	\$180,880	\$12.28
HAWAIIAN GARDENS	14,690			\$0	\$0.00	\$180,463	\$12.28
MILL VALLEY	14,675			\$0	\$0.00	\$180,278	\$12.28
TEHACHAPI	14,414			\$0	\$0.00	\$177,072	\$12.28
AUBURN	14,392			\$0	\$0.00	\$176,802	\$12.28
RED BLUFF	14,250			\$0	\$0.00	\$175,057	\$12.28
SOLANA BEACH	13,933			\$0	\$0.00	\$171,163	\$12.28
CARPINTERIA	13,680			\$0	\$0.00	\$168,055	\$12.28
PALOS VERDES ESTATES	13,544			\$0	\$0.00	\$166,384	\$12.28
GROVER BEACH	13,533			\$0	\$0.00	\$166,249	\$12.28
LINDSAY	13,358			\$0	\$0.00	\$164,099	\$12.28
SAN MARINO	13,352			\$0	\$0.00	\$164,026	\$12.28
COMMERCE	13,021			\$0	\$0.00	\$159,959	\$12.28
SAN ANSELMO	12,902			\$0	\$0.00	\$158,498	\$12.28
GRASS VALLEY	12,860			\$0	\$0.00	\$157,982	\$12.28
GRAND TERRACE	12,654			\$0	\$0.00	\$155,451	\$12.28
MALIBU	12,645			\$0	\$0.00	\$155,340	\$12.28
HALF MOON BAY	12,631			\$0	\$0.00	\$155,168	\$12.28
MARYSVILLE	12,627			\$0	\$0.00	\$155,119	\$12.28
LARKSPUR	12,578			\$0	\$0.00	\$154,517	\$12.28
HEALDSBURG	12,501			\$0	\$0.00	\$153,571	\$12.28
KINGSBURG	12,392			\$0	\$0.00	\$152,232	\$12.28
MENDOTA	12,315			\$0	\$0.00	\$151,286	\$12.28
FORTUNA	12,084			\$0	\$0.00	\$148,449	\$12.28

# CARES Act - city allocation scenario [3]

5/22/2020

Total Group A

\$1,474,300,000

Total fund \$500,000,000

Group B 45.0%

amount \$225,000,000

Group C 55.0%

amount \$275,000,000

minimum \$50,000

	<u>Population 4/20</u>	<u>Allocation A</u>	<u>Per</u>	<u>Allocation</u>	<u>Per Capita</u>	<u>Allocation</u>	<u>Per Capita</u>
SCOTTS VALLEY	12,082			\$0	\$0.00	\$148,424	\$12.28
EMERYVILLE	11,885			\$0	\$0.00	\$146,004	\$12.28
SIGNAL HILL	11,795			\$0	\$0.00	\$144,898	\$12.28
HILLSBOROUGH	11,769			\$0	\$0.00	\$144,579	\$12.28
NEWMAN	11,738			\$0	\$0.00	\$144,198	\$12.28
LOS ALAMITOS	11,721			\$0	\$0.00	\$143,989	\$12.28
CLAYTON	11,653			\$0	\$0.00	\$143,154	\$12.28
SONOMA	11,556			\$0	\$0.00	\$141,962	\$12.28
PIEDMONT	11,420			\$0	\$0.00	\$140,292	\$12.28
FARMERSVILLE	11,358			\$0	\$0.00	\$139,530	\$12.28
CANYON LAKE	11,285			\$0	\$0.00	\$138,633	\$12.28
SIERRA MADRE	11,135			\$0	\$0.00	\$136,790	\$12.28
EXETER	11,002			\$0	\$0.00	\$135,157	\$12.28
PLACERVILLE	10,917			\$0	\$0.00	\$134,112	\$12.28
MORRO BAY	10,439			\$0	\$0.00	\$128,240	\$12.28
ANDERSON	10,431			\$0	\$0.00	\$128,142	\$12.28
SHASTA LAKE	10,275			\$0	\$0.00	\$126,226	\$12.28
CAPITOLA	10,240			\$0	\$0.00	\$125,796	\$12.28
CORTE MADERA	10,047			\$0	\$0.00	\$123,425	\$12.28
ORANGE COVE	9,975			\$0	\$0.00	\$122,540	\$12.28
TAFT	9,430			\$0	\$0.00	\$115,845	\$12.28
RIO VISTA	9,416			\$0	\$0.00	\$115,673	\$12.28
TIBURON	9,362			\$0	\$0.00	\$115,010	\$12.28
CLOVERDALE	9,257			\$0	\$0.00	\$113,720	\$12.28
CALIMESA	9,159			\$0	\$0.00	\$112,516	\$12.28
WATERFORD	9,100			\$0	\$0.00	\$111,791	\$12.28
LIVE OAK	8,840			\$0	\$0.00	\$108,597	\$12.28
LOS ALTOS HILLS	8,785			\$0	\$0.00	\$107,921	\$12.28
GONZALES	8,677			\$0	\$0.00	\$106,595	\$12.28
WESTLAKE VILLAGE	8,378			\$0	\$0.00	\$102,921	\$12.28
ORLAND	8,337			\$0	\$0.00	\$102,418	\$12.28
ROLLING HILLS ESTATES	8,247			\$0	\$0.00	\$101,312	\$12.28
PISMO BEACH	8,239			\$0	\$0.00	\$101,214	\$12.28
MAMMOTH LAKES	8,234			\$0	\$0.00	\$101,152	\$12.28
FIREBAUGH	8,132			\$0	\$0.00	\$99,899	\$12.28
HUGHSON	8,017			\$0	\$0.00	\$98,487	\$12.28
IONE	7,991			\$0	\$0.00	\$98,167	\$12.28
COTATI	7,919			\$0	\$0.00	\$97,283	\$12.28
WOODLAKE	7,891			\$0	\$0.00	\$96,939	\$12.28
SEBASTOPOL	7,885			\$0	\$0.00	\$96,865	\$12.28
GUADALUPE	7,839			\$0	\$0.00	\$96,300	\$12.28
OJAI	7,769			\$0	\$0.00	\$95,440	\$12.28
ESCALON	7,765			\$0	\$0.00	\$95,391	\$12.28
YREKA	7,765			\$0	\$0.00	\$95,391	\$12.28
FAIRFAX	7,721			\$0	\$0.00	\$94,850	\$12.28
CALIPATRIA	7,705			\$0	\$0.00	\$94,654	\$12.28
CORNING	7,663			\$0	\$0.00	\$94,138	\$12.28
CRESCENT CITY	7,643			\$0	\$0.00	\$93,892	\$12.28
FORT BRAGG	7,478			\$0	\$0.00	\$91,865	\$12.28
WINTERS	7,417			\$0	\$0.00	\$91,116	\$12.28
SAUSALITO	7,416			\$0	\$0.00	\$91,104	\$12.28

# CARES Act - city allocation scenario [3]

5/22/2020

Total Group A

\$1,474,300,000

Total fund \$500,000,000

Group B 45.0%

amount \$225,000,000

Group C 55.0%

amount \$275,000,000

minimum \$50,000

	<u>Population 4/20</u>	<u>Allocation A</u>	<u>Per</u>	<u>Allocation</u>	<u>Per Capita</u>	<u>Allocation</u>	<u>Per Capita</u>
HURON	7,308			\$0	\$0.00	\$89,777	\$12.28
GRIDLEY	7,224			\$0	\$0.00	\$88,745	\$12.28
ATHERTON	7,070			\$0	\$0.00	\$86,853	\$12.28
LOOMIS	6,887			\$0	\$0.00	\$84,605	\$12.28
HOLTVILLE	6,779			\$0	\$0.00	\$83,278	\$12.28
FOWLER	6,605			\$0	\$0.00	\$81,141	\$12.28
WILLOWS	6,282			\$0	\$0.00	\$77,173	\$12.28
COLUSA	6,255			\$0	\$0.00	\$76,841	\$12.28
SainT HELENA	6,133			\$0	\$0.00	\$75,342	\$12.28
VILLA PARK	5,933			\$0	\$0.00	\$72,885	\$12.28
GUSTINE	5,884			\$0	\$0.00	\$72,283	\$12.28
SOLVANG	5,822			\$0	\$0.00	\$71,522	\$12.28
WOODSIDE	5,615			\$0	\$0.00	\$68,979	\$12.28
DOS PALOS	5,541			\$0	\$0.00	\$68,070	\$12.28
WILLIAMS	5,527			\$0	\$0.00	\$67,898	\$12.28
LA HABRA HEIGHTS	5,485			\$0	\$0.00	\$67,382	\$12.28
BIG BEAR LAKE	5,461			\$0	\$0.00	\$67,087	\$12.28
CALISTOGA	5,453			\$0	\$0.00	\$66,989	\$12.28
BUELLTON	5,453			\$0	\$0.00	\$66,989	\$12.28
INDIAN WELLS	5,445			\$0	\$0.00	\$66,890	\$12.28
NEEDLES	5,085			\$0	\$0.00	\$62,468	\$12.28
WILLITS	4,996			\$0	\$0.00	\$61,375	\$12.28
SONORA	4,903			\$0	\$0.00	\$60,232	\$12.28
LAKEPORT	4,806			\$0	\$0.00	\$59,040	\$12.28
JACKSON	4,770			\$0	\$0.00	\$58,598	\$12.28
BRISBANE	4,691			\$0	\$0.00	\$57,628	\$12.28
PORTOLA VALLEY	4,659			\$0	\$0.00	\$57,235	\$12.28
DEL MAR	4,451			\$0	\$0.00	\$54,679	\$12.28
SAN JOAQUIN	4,216			\$0	\$0.00	\$51,792	\$12.28
CARMEL	3,987			\$0	\$0.00	\$50,000	\$12.54
BISHOP	3,899			\$0	\$0.00	\$50,000	\$12.82
AVALON	3,845			\$0	\$0.00	\$50,000	\$13.00
ANGELS CAMP	3,840			\$0	\$0.00	\$50,000	\$13.02
MONTE SERENO	3,787			\$0	\$0.00	\$50,000	\$13.20
WHEATLAND	3,703			\$0	\$0.00	\$50,000	\$13.50
MOUNT SHASTA	3,394			\$0	\$0.00	\$50,000	\$14.73
RIO DELL	3,368			\$0	\$0.00	\$50,000	\$14.85
NEVADA CITY	3,122			\$0	\$0.00	\$50,000	\$16.02
WEED	2,967			\$0	\$0.00	\$50,000	\$16.85
YOUNTVILLE	2,933			\$0	\$0.00	\$50,000	\$17.05
ALTURAS	2,827			\$0	\$0.00	\$50,000	\$17.69
SUTTER CREEK	2,559			\$0	\$0.00	\$50,000	\$19.54
ROSS	2,526			\$0	\$0.00	\$50,000	\$19.79
WESTMORLAND	2,461			\$0	\$0.00	\$50,000	\$20.32
BELVEDERE	2,148			\$0	\$0.00	\$50,000	\$23.28
PORTOLA	2,104			\$0	\$0.00	\$50,000	\$23.76
SAN JUAN BAUTISTA	2,081			\$0	\$0.00	\$50,000	\$24.03
COLFAX	2,073			\$0	\$0.00	\$50,000	\$24.12
BIGGS	2,066			\$0	\$0.00	\$50,000	\$24.20
ROLLING HILLS	1,939			\$0	\$0.00	\$50,000	\$25.79
HIDDEN HILLS	1,885			\$0	\$0.00	\$50,000	\$26.53

# CARES Act - city allocation scenario [3]

5/22/2020

Total Group A

\$1,474,300,000

Total fund \$500,000,000

Group B 45.0%

amount \$225,000,000

Group C 55.0%

amount \$275,000,000

minimum \$50,000

	<u>Population 4/20</u>	<u>Allocation A</u>	<u>Per</u>	<u>Allocation</u>	<u>Per Capita</u>	<u>Allocation</u>	<u>Per Capita</u>
DEL REY OAKS	1,734			\$0	\$0.00	\$50,000	\$28.84
DUNSMUIR	1,650			\$0	\$0.00	\$50,000	\$30.30
COLMA	1,512			\$0	\$0.00	\$50,000	\$33.07
IRWINDALE	1,506			\$0	\$0.00	\$50,000	\$33.20
MONTAGUE	1,443			\$0	\$0.00	\$50,000	\$34.65
FERNDALE	1,371			\$0	\$0.00	\$50,000	\$36.47
BLUE LAKE	1,253			\$0	\$0.00	\$50,000	\$39.90
MARICOPA	1,240			\$0	\$0.00	\$50,000	\$40.32
BRADBURY	1,077			\$0	\$0.00	\$50,000	\$46.43
PLYMOUTH	1,012			\$0	\$0.00	\$50,000	\$49.41
TULELAKE	1,010			\$0	\$0.00	\$50,000	\$49.50
DORRIS	939			\$0	\$0.00	\$50,000	\$53.25
ISLETON	871			\$0	\$0.00	\$50,000	\$57.41
LOYALTON	769			\$0	\$0.00	\$50,000	\$65.02
ETNA	737			\$0	\$0.00	\$50,000	\$67.84
FORT JONES	710			\$0	\$0.00	\$50,000	\$70.42
POINT ARENA	463			\$0	\$0.00	\$50,000	\$107.99
INDUSTRY	451			\$0	\$0.00	\$50,000	\$110.86
TEHAMA	418			\$0	\$0.00	\$50,000	\$119.62
SAND CITY	397			\$0	\$0.00	\$50,000	\$125.94
TRINIDAD	367			\$0	\$0.00	\$50,000	\$136.24
VERNON	301			\$0	\$0.00	\$50,000	\$166.11
AMADOR	188			\$0	\$0.00	\$50,000	\$265.96
California Total	33,358,415			\$225,000,000		\$275,000,000	

# Metropolitan Transportation Commission

## Legislation Details (With Text)

---

**File #:** 20-0833      **Version:** 1      **Name:**  
**Type:** Assembly Bill      **Status:** Commission Approval  
**File created:** 5/17/2020      **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee  
**On agenda:** 6/12/2020      **Final action:**  
**Title:** Assembly Bill 2621 (Mullin) Regional Climate Adaptation Planning

Requires the Strategic Growth Council to establish guidelines for regional climate adaptation action plans and sets forth how regional climate networks can be established.

**Sponsors:****Indexes:****Code sections:**

**Attachments:** [6a AB 2621 Mullin.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

**Subject:**

Assembly Bill 2621 (Mullin) Regional Climate Adaptation Planning

Requires the Strategic Growth Council to establish guidelines for regional climate adaptation action plans and sets forth how regional climate networks can be established.

**Presenter:**

Rebecca Long

**Recommended Action:**

Support if Amended / ABAG Executive Board Approval

Support if Amended / MTC Commission Approval

**Attachments:**

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

June 12, 2020

Agenda Item 6a

---

**Assembly Bill 2621 (Mullin): Regional Climate Adaptation Planning**

---

- Subject:** Requires the Strategic Growth Council to establish guidelines for regional climate adaptation action plans and sets forth how regional climate networks can be established.
- Overview:** Assembly Bill 2621 (Mullin) provides legislative intent to develop guidance for investment in regional priority climate adaptation projects and to foster collaboration among local, regional and state agencies to “promote highly cost-effective regional climate adaptation solutions.” The bill was originally introduced to complement a potential bond measure to fund climate adaptation projects in recognition that further work needs to be done to identify those projects that can best mitigate climate risks. Many communities have begun to understand and identify their most pressing climate threats, but few have defined or prioritized projects needed to mitigate climate hazards—a key step necessary before communities are ready to effectively invest new capital funding.
- Recommendation:** Support if Amended
- Discussion:** We agree that state guidance related to climate adaptation planning and investments would be very helpful and is an area where the Legislature can make progress on climate adaptation even in the absence of new capital investment. However, we are concerned that as drafted the bill will not deliver its intended results and could inadvertently undermine effective climate adaptation planning. Below we summarize our concerns and suggest amendments to address them.

**Definition of “Region” Could Result in a Patchwork Approach**

We are concerned that the bill’s definition of “region” could result in individual counties or small groupings of counties within the S.F. Bay Area forming subregional networks, rather than ensuring that the region’s nine-county geography is the basis for the Bay Area’s regional climate adaptation planning work. The bill provides that a “regional climate network” can be established by two or more local governments whose jurisdictions cover at least one county. While reference is made to California’s Fourth Climate Change Assessment (Assessment)—which defines the Bay Area region as the nine counties—the bill also states that “nothing in this section limits the number of regional climate networks that may be established within each region identified” in that Assessment. This could result in a patchwork approach to regional climate adaptation planning that would not only be an inefficient use of increasingly scarce taxpayer funds, but would also undermine nine-county coordination and further disadvantage communities with the least capacity to form a network.

When it comes to climate adaptation planning, at least for the Bay Area, “region” should mirror the geography of the sustainable communities strategy, the state-required plan to reduce greenhouse gas emissions from transportation. Effective climate adaptation planning requires a regional framework to help knit together local efforts under a common set of goals and strategies and it makes common sense that our greenhouse gas reduction strategy and our climate adaptation strategy should be based on a shared geography. Where the state can be most helpful is in setting statewide guidance about climate adaptation, defining the roles and responsibilities of local and regional agencies, and eventually providing resources to help *implement* adaptation projects.



In the Bay Area, climate adaptation planning work has been underway at the nine-county level for years, including work facilitated by the Bay Area Regional Collaborative as well as the Bay Conservation and Development Commission. In addition, local jurisdictions have partnered with nonprofits to voluntarily form the [Bay Area Climate Adaptation Network](#) (BayCAN) for the nine-county region, which serves as a forum for information sharing on the latest science and best practices, but is not a governing body that could assume (or should be assigned) responsibility for regional climate adaptation planning and project prioritization. Outside the Bay Area, councils of government and metropolitan planning organizations that are responsible for sustainable communities strategies have been conducting this work. And similar to BayCAN, voluntary climate collaboratives have cropped up across the state at the multi-county regional scale, including the six-county Sacramento region, the six-county central coast, the Los Angeles region and San Diego.

In summary, regions across the state have initiated regional climate adaptation planning on a scale that makes sense and the state's policies should reinforce those efforts. Without settling on the question of *which* Bay Area agency should be responsible for developing a regional climate adaptation strategy, we would like to request amendments to AB 2621 to ensure that for the Bay Area, the appropriate *geography* is the nine counties. Additional consultation with BARC is planned over the next month to reach consensus on which public entity should assume the primary responsibility for administering climate adaptation planning *funding* given the region's unique multi-regional agency environment, recognizing that climate adaptation planning work involves a host of organizations and agencies working together to accomplish shared regional goals.

### **Regional Climate Adaptation Plan Requirements**

Our second concern relates to the bill's requirements for the components of a regional climate adaptation action plan. Specifically, the bill requires that the Office of Planning and Research develop guidelines for such plans on or before January 1, 2022 and lists numerous elements of such plans, including:

- A description and prioritization of projects necessary to respond to climate vulnerabilities
- Identification of the and goals the projects are designed to achieve
- A financial strategy and a schedule.

While these elements make sense for a project-level planning document, much *project-level* climate adaptation planning work should be conducted by local jurisdictions who have authority over land use, as *informed* by a regional climate adaptation planning framework that helps ensure that local jurisdictions are approaching climate adaptation planning in a regionally-consistent way, with a common set of assumptions and goals. For instance, a draft regional adaptation guidance produced by the San Francisco Bay Conservation and Development Commission—sets forth evaluation criteria that should be used when comparing adaptation strategies.

We would like to see AB 2621 amended to 1) provide that regional climate adaptation plans incorporate a regional-level strategies and guiding principles and not necessarily specific projects; and 2) strengthen the relationship between regional and local climate adaptation planning efforts so that there is more clarity about each level of governments' roles and responsibilities. In our view, regional agencies are best

positioned to set guidance and develop measurable goals and performance measures. They are also best positioned to provide targeted grants and resources to meet local needs while ensuring individual investments and activities add up to regional resilience. Local jurisdictions are best positioned to engage in inclusive, community-based planning and problem solving that leads to decisions about which adaptation projects will work best to address local hazards, vulnerabilities, needs and priorities.

**No OPR Approval**

Finally, we are concerned that as drafted, the plan requires approval by OPR. Since the plans are voluntary, this requirement could deter regional agencies from undertaking the plans in the first place, particularly since no state funding accompanies the bill.

In summary, staff recommends a “support if amended” position on the bill to address the following concerns:

- Ensure that for the Bay Area, the term “region” is limited to the nine counties
- Modify the components of the regional climate adaptation plan guidelines to focus less on projects and instead provide clarity about the key strategic-level components that should be included in a regional climate adaptation plan and the relationship between regional and local adaptation plans
- Remove the OPR approval requirement

**Bill Positions:**

**Support**


California Association of Resource Conservation Districts  
California Climate & Agriculture Network (CALCAN)  
California Tahoe Alliance  
Peninsula Open Space Trust (POST)  
San Francisco Public Utilities Commission  
Sierra Business Council  
Sierra Club  
Silicon Valley Leadership Group  
Valley Vision, Inc.

**Oppose**

None on file

**Attachment:**

None

  
Therese W. McMillan

# Metropolitan Transportation Commission

## Legislation Details (With Text)

---

**File #:** 20-0834      **Version:** 1      **Name:**

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

**File created:** 5/17/2020      **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

**On agenda:** 6/12/2020      **Final action:**

**Title:** Housing Bill Update

Update on housing bills in Sacramento.

**Sponsors:****Indexes:****Code sections:****Attachments:** [6b\\_Housing Bill Update.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

**Subject:**

Housing Bill Update

Update on housing bills in Sacramento.

**Presenter:**

Georgia Gann Dohrmann

**Recommended Action:**

Information

**Attachments:**

---

**Housing Bill Update**

---

**Subject:** Update on housing bills in Sacramento.

**Discussion:** While the compressed legislative calendar and budget constraints have substantially reduced the total number of 2020 housing bills that will be heard in committees and ultimately reach the Governor's desk, housing and homelessness are still expected to be among the handful of urgent issues Sacramento leaders prioritize this legislative session. Overviews of the 2020 housing production, protection and preservation landscapes are included below.

***Housing Production Legislative Packages***

On May 19, Senate President Pro Tempore Atkins announced a housing bill package intended to bolster production of mid-density and affordable housing by creating new affordable housing production incentives and opening commercial corridors to residential development. The package additionally includes bills aimed at streamlining the development process, including through establishing new optional tools for local governments to expedite production and through expanding by-right housing approvals for mid-sized projects up to 10 units. Attachment A includes an excerpt from Senator Atkins' press release with a description of the bills.

The Assembly is expected to similarly package a suite of Assembly-led housing bills. The production-focused bills will likely include proposals related to zoning for missing middle housing (AB 725 (Wicks), AB 3040 (Chiu)); opening commercial corridors to residential development (AB 3107 (Bloom)); and streamlining housing approvals (AB 1279 (Bloom), AB 2580 (Eggman), and AB 3155 (R. Rivas)).

Of note, committee staff and others have shared that California building trades leaders intend to support the inclusion of skilled and trained workforce requirements in 2020 affordable housing production bills, similar to the workforce requirements developers are required to meet in order to qualify for SB 35 (Wiener, 2017) streamlining of large market-rate projects.

***Preservation, Protection and Homelessness Legislation***

The paramount importance of the shelter-at-home order to the state's COVID-19 response has underscored the significance of access to housing to California's overall wellbeing. For California's 3.4 million low-income renters—many of whom are bearing the brunt of the pandemic's impacts—the COVID-19 public health crisis has also exacerbated housing instability.

Based on conversations with committee staff and others, we anticipate that homelessness and tenant protections will continue to be legislative priorities this year, though state funding for such programs will likely be limited given a more constrained budget environment. The Senate's proposal for the state budget and post-COVID economic recovery includes a renter/landlord stabilization program that would enable agreements between renters, landlords, and the state to resolve


unpaid rents over 10 years (see Attachment B for additional details). Assembly Budget & Fiscal Review Committee Chair Ting has indicated that housing stability and homelessness will be priorities in his committee. In addition, the Assembly Housing and Community Development Committee recently advanced a number of bills aimed at combatting homelessness, including AB 3300 (Santiago) which would establish a new California Access to Housing Fund to be funded with \$2 billion annually in continuous General Fund appropriations, AB 2253 (Ting) which would expand to all cities and counties the authority to declare a shelter crisis and construct emergency housing on city- or county-owned or -leased land, and AB 2329 (Chiu), which mandates that the Homelessness Coordinating and Financing Council conduct a homelessness statewide gap and needs assessment by July 31, 2021.

Staff will share any additional updates on the state's housing legislative landscape at your meeting.

**Bill Positions:** N/A

**Recommendation:** Information

**Attachments:** **Attachment A:** Senate Pro Tem Atkins Housing Production Package Press Release  
**Attachment B:** Senate Budget Approach and Economic Recovery

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

**Excerpts from Press Release of California State Senate President pro Tempore Toni Atkins**

May 20, 2020

**SACRAMENTO** – In an effort to spur affordable housing production and aid California’s economic recovery due to the COVID-19 crisis, Senate Democrats unveiled a package of legislation today intended to bolster production of new housing and remove existing barriers by further streamlining the development process.

The package of bills will lead to more construction jobs and apprenticeships opportunities that will strengthen the economic viability of working families and the state. These bills are the product of four months of work by a group of lead Democratic Senators designated by Senate President pro Tempore Toni G. Atkins (D-San Diego) including Senators Mike McGuire (D-Healdsburg), Anna M. Caballero (D-Salinas), María Elena Durazo (D-Los Angeles), Lena A. Gonzalez (D-Long Beach), Jerry Hill (D-San Mateo), Richard D. Roth (D-Riverside), and Susan Rubio (D-Baldwin Park).

This package of bills builds on a foundation of work by the Senate Housing Committee Chair, Senator Scott Wiener (D-San Francisco), who set the stage with his passionate approach to housing policy and focus on spurring production.

“At the start of the year, my colleagues and I committed to developing a comprehensive, successful approach to housing production. We remain dedicated to that goal, but due to COVID-19 and the economic fallout that has accompanied it, we must pivot our approach,” Atkins said. “This package of legislation would make more housing production possible generating high wage jobs for skilled construction workers, even while we continue to work through the new realities and uncertain times caused by the pandemic and economic downturn. And it positions California to leap forward exponentially on affordable housing as times get better.”

“California had a housing crisis before this pandemic and the need is even greater now with the virus ravaging the earnings of working families and the most vulnerable. The Senate’s housing package focuses on desperately needed relief for renters, ushers in innovative solutions to spur smart development by expediting the transition of dead and dying malls and it advances small-scale infill development. Senate President pro Tempore Atkins has worked day and night on this package, ushering in bold solutions that will have a positive impact in every corner of the Golden State,” said McGuire.

The Senate Housing Production Package includes five bills, which are scheduled to be heard in committees next week, as well as the Senate proposal that would create a renter/landlord stabilization program that would enable agreements between renters, landlords, and the state to resolve unpaid rents over a limited time period.

The housing production package includes the following bills:

- **SB 902 (Wiener)** – This bill allows local governments to pass a zoning ordinance that is not subject to CEQA for projects that allow up to 10 units, if they are located in a transit-rich area, jobs-rich area, or an urban infill site. *\*As proposed to be amended on May 20, 2020.*
- **SB 995 (Atkins)** – This bill would expand the application of streamlining the CEQA process to smaller housing projects that include at least 15 percent affordable housing. It also would broaden application and utilization of the Master Environmental Impact Report (MEIR) process, which allows cities to do upfront planning that streamlines housing approvals on an individual project level. The bill would extend and expand a program that has generated 10,573 housing units and created nearly 47,000 jobs since 2011.
- **SB 1085 (Skinner)** – This bill would enhance existing Density Bonus Law by increasing the number of incentives provided to developers in exchange for providing more affordable housing units.
- **SB 1120 (Atkins)** – This bill would encourage small-scale neighborhood development by streamlining the process for a homeowner to create a duplex or subdivide an existing lot in all residential areas. Such applications would be required to meet a list of qualifications that ensure protection of local zoning and design standards, historic districts, environmental quality, and existing tenants vulnerable to displacement.
- **SB 1385 (Caballero)** – This bill would unlock existing land zoned for office and retail use and allow housing to become an eligible use on those sites. It also would extend the state’s streamlined ministerial housing approval process to office and retail sites that have been vacant or underutilized for at least three years.

**Source URL:** <https://sd39.senate.ca.gov/news/20200520-senate-leaders-detail-housing-production-legislation-intended-increase-supply-aid>

**Links**

[1] <https://www.addthis.com/bookmark.php?v=300>

[2] <http://www.senate.ca.gov/Atkins>





# Budget Approach & Economic Recovery

Senator Toni G. Atkins  
*President pro Tempore*

Senator Holly J. Mitchell  
*Chair, Committee on  
Budget and Fiscal Review*

Senator Steven Bradford  
&  
Senator Robert M. Hertzberg  
*Co-Chairs, Caucus Working Group  
on Economic Recovery*







# Budget Approach



**California is strong and will meet this challenge.**

## **Top Guiding Principles:**

- *Be Responsible*: Look beyond just the budget year, and pass a budget package that is balanced in 2020-21 *and* also projected to be balanced in 2021-22.
- *Don't Become Part of the Problem*: Aim to avoid major ongoing program cuts and middle-class tax increases to cause additional economic harm.



# Budget Approach



## Keeping Budget Balanced:

- Decade of responsible budgeting has California better prepared for an economic downturn.
- A mix of reserves, other traditional tools, and federal support approach nearly \$100 billion of solutions to manage our budget challenge.



# Budget Approach



## Keeping Budget Balanced:

### Potential Available Solutions for 2020-21 and 2021-22

(in billions)

#### Traditional Solutions

Reserves	\$16.2
Spending Reductions*/Fund Shifts/ Internal Loans/Deferrals	\$25.0
<b><i>subtotal</i></b>	<b><i>\$41.2</i></b>

#### Federal Support Solutions

Increased Federal share of Medi-Cal costs	\$5.8
CARES Act (to cover expenditure increases due to COVID-19)	\$9.5
Federal Cost Recovery	\$5.3
<i>Pending Federal Support 4.0 (\$33-\$66 billion**)</i>	<i>\$33.0</i>
<b><i>subtotal</i></b>	<b><i>\$53.6</i></b>

**Total Solutions** **\$94.8**

\*excludes major ongoing programmatic reductions

\*\*Range based on state/local 55%/45% split of California's share Governors Association and CA Leader proposals



# Working Group on Economic Recovery



## Two Proposals:

- Renter/Landlord Stabilization
- \$25 Billion Economic Recovery Fund



## **Renter/Landlord Stabilization:**

- Create Program that enables three-party agreement to resolve unpaid rents over a limited time period.
- Agreements will be among Renters, Landlords, and the State of California.
- Program will complement any rental assistance provided by federal government.



## **Renter/Landlord Stabilization:**

- **Renter:**

- Receives immediate rent relief for unpaid rent.
- Receives protection from eviction.
- Provides commitment to repay past rents, without interest, to the state over 10-year period, beginning in 2024.
  - Repayment based solely on ability to pay.
  - Hardship cases can lead to full forgiveness.



## **Renter/Landlord Stabilization:**

- **Landlord:**
  - Provides rent relief and commitment not to evict.
  - Receives tax credits from the state equal to the value of the lost rents, spread equally over tax years 2024-2033.
    - Tax credits fully transferable, so landlords could sell for immediate cash value.



## **Renter/Landlord Stabilization:**

- **State:**
  - Provides Tax Credits to Landlords equal to the amount of unpaid rents.
  - Receives reimbursement from renters, minus hardship exemptions, over 10-year period from 2024-2033.





## **\$25 Billion Economic Recovery Fund**

- **Fill fund up to \$25 billion over two years.**
- **Purpose of the new fund includes, but not limited to, these topics:**

- ✓ Small business, nonprofit, and worker assistance.
- ✓ Worker retraining.
- ✓ Infrastructure project acceleration.
- ✓ Residential and small business rental assistance.
- ✓ Health and safety net gap patches.
- ✓ Green Economy investments.
- ✓ Multi-year commitment to homelessness crisis.
- ✓ Wildfire prevention response.
- ✓ School funding students most harmed by school closures.
- ✓ Higher Education protections.
- ✓ Local Government relief.



## **\$25 Billion Economic Recovery Fund**

- **How \$25 billion is generated:**
  - The state establishes voluntary program to incentivize pre-payment of approximately \$3 billion of income taxes per year for tax years 2024 to 2033.
  - Participating taxpayers acquire the California Recovery Tax Vouchers for those years at a modestly reduced amount to reflect inflation and to incentivize participation.
  - California Recovery Tax Vouchers will be fully transferable so taxpayers can sell to third parties to get cash benefit at any time.



## **\$25 Billion Economic Recovery Fund**

- **Tradeoffs:**

- California gets up to \$25 billion over two years.
- But loses around \$3 billion per year over 2024-2033.
- However, by stabilizing economy, baseline revenues will be higher, to offset costs in 2024-2033.
- Ultimately, this has effect of:
  - Enabling taxpayers to invest in California to help Californians struggling during this crisis.
  - Accelerating resources from better times ahead to today's downturn, when revenues are more critically needed.



# Metropolitan Transportation Commission

## Legislation Details (With Text)

<b>File #:</b>	20-0835	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	5/17/2020	<b>In control:</b>		Joint MTC Legislation Committee and ABAG Legislation Committee	
<b>On agenda:</b>	6/12/2020	<b>Final action:</b>			
<b>Title:</b>	Federal Economic Relief in Response to COVID-19				
	State and local government, housing and transportation provisions of the HEROES Act.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">7a_Federal Economic Relief Update.pdf</a>				

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

**Subject:**

Federal Economic Relief in Response to COVID-19

State and local government, housing and transportation provisions of the HEROES Act.

**Presenter:**

Georgia Gann Dohrmann

**Recommended Action:**

Information

**Attachments:**

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

**June 12, 2020**

**Agenda Item 7a**

**Federal Economic Relief in Response to COVID-19**

---

**Subject:** State and local government, housing and transportation provisions of the HEROES Act.

**Discussion:** On May 15, the U.S. House of Representatives approved a \$3 trillion COVID-19 relief package—the Health and Economic Recovery Omnibus Emergency Solutions (HEROES) Act (H.R. 6800)—to supplement the nearly \$3 trillion in aid Congress has approved since March. The HEROES Act, summarized below, would fund \$875 billion in state and local government direct aid as a supplement to the \$150 billion in direct aid approved in March, and provide an additional \$10 billion to cities and counties through Community Development Block Grants (CDBG). The bill would also make a substantial investment to keep residents in their homes, providing \$100 billion in emergency rental assistance, nearly \$20 billion in homelessness and traditional U.S. Department of Housing and Urban Development (HUD) rental assistance, and \$75 billion to assist homeowners in paying housing costs. With respect to transportation, the bill would provide additional transit funding plus resources to states and locals to backfill lost highway funding. The bill also includes more aid for small businesses, unemployment benefits, funding for testing and hospitals, and hazard pay for essential workers, and direct assistance to individuals, among other provisions.

The future of the HEROES Act is far from certain. It has been widely reported that unlike the previously passed coronavirus aid packages—which were largely developed along bipartisan, bicameral lines and approved by Congress with almost unprecedented speed—the HEROES Act serves as a marker for Democrats' priorities to set the stage for negotiations with the White House and Senate Republicans on the next relief bill. Federal policymakers are expected to debate next steps in COVID-19 response over the coming months.

**Attachment:** Detailed summary of HEROES Act

  
Therese W. McMillan



## HEROES Act Summary

State and local government, housing and transportation provisions of the HEROES Act are summarized below.

### State and Local Government Aid

- \$875 billion in payments to state and local governments for COVID-19-related expenses, to respond to negative economic impacts of COVID-19 and, importantly, *to replace lost revenues (see note)*.
  - \$500 billion through the existing Coronavirus Relief Fund for states, territories and tribal governments. An additional \$40 billion would be available for territories and tribes.
  - \$375 billion for local governments through a new Coronavirus Local Relief Fund
    - \$187.5 billion would be allocated to cities and towns of all sizes. Of the funds allocated to cities, 70 percent would be distributed by the U.S. Department of Housing and Urban Development (HUD) to cities over 50,000 in population (i.e. “entitlement” cities) according to the Community Development Block Grant (CDBG) program formula and the remaining 30 percent would be sent to states, which would be required to suballocate the entire amount to cities and towns based on population.
    - \$187.5 billion would be allocated to counties of all sizes based on each county’s population relative to the total population of the nation’s counties. The exception to that formula is that a current CDBG entitlement county would receive its entitlement amount if it is higher than what that county would receive under a population-based allocation..

Note: State and local governments were restricted from utilizing the \$150 billion in CARES Act direct aid to replace lost revenues.

- \$10 billion in CDBG assistance for local governments; Half of the funds would be allocated through the CARES Act-created flexible Community Development Fund—which combines features of the conventional CDBG program as well as precedents set by CDBG-Disaster Relief (CDBG-DR) supplementals in response to disaster. The remaining funds would be allocated through the traditional CDBG program.

### Housing and Homelessness Assistance

- \$100 billion in emergency rental assistance to help low-income renters at risk of homelessness avoid eviction.
- \$75 billion for a Homeowner Assistance Fund to assist individuals with mortgage payments, property taxes, and other housing-related costs. Funding would be administered by states, territories and tribes.
- \$12.5 billion in homeless assistance funding. Of this, \$11.5 billion would be allocated through the HUD Emergency Solutions Grant program and \$1 billion would be provided for HUD Housing Choice Vouchers targeted to people at-risk of or experiencing homelessness.

- Nearly \$7 billion in traditional HUD rental assistance and public housing support.
- Tenant Protections: Expansion and extension of the CARES Act eviction and foreclosure moratoriums to one year and six months, respectively, after the date of the HEROES Act enactment.

#### Transportation Funds

- \$15.75 billion in public transportation assistance to supplement the \$25 billion in CARES Act public transit assistance.
  - \$11.75 billion, or nearly three quarters of the funds, would flow via formula to hard-hit regions; the Bay Area's transit operators would receive an estimated \$780 million.
  - \$4 billion would be administered by FTA; discretionary funds available to any transit operator with significant funding needs above and beyond those covered by CARES Act and HEROES Act formula allocations.
  - Like in the CARES Act, replacement revenues would be extremely flexible and would not require a local match (eligible for 100 percent federal share). Funding eligibilities would include operating costs to maintain service, to backfill lost revenue, paying for system cleaning, and paying administrative leave for operators or contractor personnel due to reductions in service. *However, the bill would require that to the maximum extent possible, both HEROES Act and CARES Act funds should be directed to payroll and maintaining transit service.*
- \$15 billion in highway emergency assistance to be allocated to states, territories and tribes. Of this, \$14.8 billion would be apportioned to states in proportion to each state's share of the total federal-aid highway program.
  - California would receive an estimated \$1.4 billion; of this, approximately \$30 million would be suballocated to MTC for projects in the Bay Area.
  - Highway emergency backfill fund eligibility would be very flexible; Funds could be used for the traditional road, bridge, and bicycle/pedestrian projects eligible under the Surface Transportation Block Grant Program (STP) and to cover operating expenses, including paying employees, contractors, information technology needs and availability payments). Funding would also be eligible for flexing to public transit purposes, similar to under current law with respect to the largest highway programs. Like the transit replacement revenue, the emergency aid would not require a local match.
- Transit Public Health Requirements: The bill also includes new requirements that large transit operators require that passengers wear face coverings, that employees are provided with protective equipment, and that public transit vehicles, stations and facilities are sanitized in accordance with CDC guidelines. "Large transit operators" are defined as operators that serve urbanized area populations of over 500,000 individuals and that provided a minimum of 200,000 unlinked passenger trips in the most recent year for which data is available.



# Metropolitan Transportation Commission

## Legislation Details (With Text)

<b>File #:</b>	20-0935	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	6/3/2020	<b>In control:</b>		Joint MTC Legislation Committee and ABAG Legislation Committee	
<b>On agenda:</b>	6/12/2020	<b>Final action:</b>			
<b>Title:</b>	U.S. House of Representatives Transportation Reauthorization Update				
	Overview of the \$500 billion five-year surface transportation reauthorization proposal introduced by the House Transportation and Infrastructure Committee.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">7b_House_Reps_Transp_Reauthorization_Update.pdf</a>				
Date	Ver.	Action By	Action		Result

**Subject:**

U.S. House of Representatives Transportation Reauthorization Update

Overview of the \$500 billion five-year surface transportation reauthorization proposal introduced by the House Transportation and Infrastructure Committee.

**Presenter:**

Georgia Gann Dohrmann

**Recommended Action:**

Information

**Attachments:**

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

June 12, 2020

Agenda Item 7b

---

**U.S. House of Representatives Transportation Reauthorization Update**

---

**Subject:** Overview of the \$500 billion five-year surface transportation reauthorization proposal introduced by the House Transportation and Infrastructure Committee.

**Discussion:** On June 3, 2020, the U.S. House of Representative Committee on Transportation and Infrastructure (T&I Committee) unveiled a five-year, nearly \$500 billion surface transportation reauthorization proposal. The bill—titled “Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America) Act”—would increase surface transportation investment by about 50 percent above current spending levels with a significant amount of the new funding directed to transit and metropolitan-focused programs, both of which are long-standing MTC priorities. The INVEST in America Act would also weave climate change and resiliency into the core federal transportation program and grow resources to advance national goals related to safety, economic growth, and congestion relief while preserving the flexibility for the Bay Area to address our unique mobility challenges. The proposal is not accompanied by a plan for how to pay for the long-term bill. See Attachment A for the T&I Committee bill summary.

In short, the INVEST in America Act appears to track closely with many of MTC’s federal surface transportation reauthorization priorities, but as always, the devil is in the details. Of note, we expect that unlike previous surface transportation reauthorization processes—in which bills are heavily vetted pre-introduction and advance through the chamber of origin with only minor amendments—there will be opportunities in the coming weeks to seek revisions before the bill is considered on the House floor. This will be especially important as we analyze the bill’s proposed new performance measures related to greenhouse gas emissions and access to jobs and services.

Over the coming days, staff will continue analyzing the bill and will provide a more detailed overview at your June 12 committee meeting.

**Attachment:** Attachment A: 2020 INVEST in America Act Bill Summary

  
Therese W. McMillan



## SUMMARY OF THE “INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION IN AMERICA” ACT

Provides \$494 billion over five years to make transformative infrastructure investments in surface and rail transportation. Provides \$411 billion over five years out of the Highway Trust Fund (HTF) for highway, transit, safety, and research programs, a 46 percent increase over current investment levels.

Provides \$319 billion for the Federal-aid highway program under the Federal Highway Administration, \$105 billion for transit programs under the Federal Transit Administration, \$4.6 billion for highway safety programs under the National Highway Traffic Safety Administration, \$5.3 billion for motor carrier safety programs under the Federal Motor Carrier Safety Administration, and \$60 billion for rail programs.

### *Division A – COVID-19 Response and Recovery*

Provides \$83.1 billion in fiscal year (FY) 2021 to ensure States, cities, tribes, territories, and transit agencies can administer programs, advance projects, and preserve jobs in the aftermath of the COVID-19 crisis. Highway, transit, and safety funds are made available at 100 percent Federal share to eliminate the need for a match in FY21. In addition, \$22 billion of the total FY21 amount is available for additional eligibilities including State, local, transit agency, and tribal transportation agency salaries and operating expenses. Current Capital Investment Grant (CIG) projects are authorized to receive an increased Federal cost share to help ensure projects can move forward despite a decrease in local and State revenues designated to cover the local cost share of projects.

### *Division B – Surface Transportation Authorization*

#### Title I – Federal-Aid Highways

##### FORMULA GRANTS

##### **Fix It First**

- Requires National Highway Performance Program (NHPP) funds to focus on state of good repair and operational improvements to existing facilities before building new highway capacity.

##### **Bridge Investment**

- Requires States to spend 20 percent of their NHPP and Surface Transportation Program (STP) any area dollars on bridge repair and rehabilitation projects, supporting approximately \$28 billion in fix-it-first bridge investments in FY 2022-2025. Increases the off-system bridge set-aside to over \$1 billion per year from approximately \$770 million in current law.

## Climate

- Requires DOT to establish a new greenhouse gas (GHG) emissions performance measure.
- Includes a new apportioned program (\$8.35b for FY22-25) to support carbon pollution reduction. Gives States broad eligibility to invest in highway, transit, and rail projects, as well as support operating costs, and holds States accountable by measuring their annual progress. Provides benefits for States that make the most progress and requires low-performing States to invest 10 percent of their STP any area funds in additional projects to help reduce carbon pollution.

## Resilience

- Creates a new apportioned program (\$6.25b for FY22-25) to fund resilience and emergency evacuation needs. Requires States and metropolitan planning organizations (MPOs) to develop an infrastructure vulnerability assessment to guide investments under the program. Makes resilience a core part of the Federal-aid highway program, with expanded eligibilities in other apportioned programs and Emergency Relief (ER).

## CMAQ

- Modifies eligibility for operating assistance to include all State-supported passenger rail lines and allows operating assistance for longer than three years if the project demonstrates net air quality benefits.

## Safety for All Road Users

- Requires States with the highest levels of pedestrian and bicyclist fatalities to set aside funds to address these safety needs. Requires the Federal Highway Administration (FHWA) to adopt context sensitive design principles to provide for complete streets in urban areas and ensure the safety of all road users.
- Boosts safety funding by approximately 30 percent over current investments and boosts Transportation Alternatives Program (TAP) investments by more than 60 percent over current law. Makes safety funds available to expend on safety improvements beyond infrastructure projects.
- Removes the ability for States to set regressive safety targets. Strengthens emphasis on high risk rural roads, while providing for more certainty and flexibility for States that trigger the special rule.
- Codifies and expands eligibilities for safe routes to schools.

## Local Control

- Provides almost \$49 billion over five years in dedicated funding to address local transportation needs.
- Makes reforms to strengthen the State-local relationship, enhance coordination, improve the flow of funds to communities of all sizes, and increase transparency.

## Freight

- Makes the freight formula program fully multimodal and expands environmental considerations in freight planning.
- Allows States to designate additional rural and urban freight corridors and provides more flexibility for States to expend funds across the National Highway Freight Network.

## Tribes, Territories, and Federal Lands

- Significantly increases funding for tribes, territories, and Federal Land Management Agencies (FLMA):
  - **Tribes:** Provides \$750 million in formula funds per year, a nearly 70% increase over current levels.

- **Territories:** Provides \$100 million per year, a nearly 140% increase over current levels.
- **Puerto Rico:** Provides \$210 million per year, a 33% increase over current levels.
- **FLMAs:** Provides \$895 million in formula funds per year, a nearly 40% increase over current investments, and makes changes to the program to ensure FLMAs can obligate funds for projects on the first day of the fiscal year.

#### DISCRETIONARY GRANTS

- **Projects of National and Regional Significance.** Provides more than \$9 billion over the life of the bill for large highway, transit, and freight projects that cannot be funded through annual apportionments or other discretionary sources.
- **Community Transportation Investment Grants.** Provides \$600 million per year for local government applicants. Includes broad eligibility for highway and transit projects, with project evaluation done in a manner that will limit political decision-making.
- **Federal Lands and Tribal Major Projects Program.** Provides \$400 million per year and requires a 50/50 split of grant funds among tribes and Federal lands agencies. Provides more flexibility through a smaller project size, higher Federal share, and a broader set of funding eligibilities. Funds the program out of the HTF so funding is guaranteed.
- **Tribal High Priority Projects.** Provides \$50 million per year on a discretionary basis, for grants of a maximum size of \$5 million, for the highest priority project for tribes whose annual apportionment is insufficient. Provides emergency relief to tribes who can't access other ER funds. Funds the program out of the HTF so funding is guaranteed.
- **Electric Vehicle Charging and Hydrogen Fueling Infrastructure Grants.** Provides \$350 million per year for grants for electric vehicle charging and hydrogen fueling infrastructure. Focuses funding on designated Alternative Fuel Corridors and projects that demonstrate the most effective emissions reductions.
- **Community Climate Innovation Grants.** Provides \$250 million per year to non-State applicants for highway, transit, and rail projects, provided they reduce GHGs.
- **Metro Performance Program.** Provides a total of \$750 million over the life of the bill for funding allocations directly to MPOs to carry out projects selected by the MPO. The Secretary selects applicants to be accepted into the program based on their technical capacity to manage Federal funds.

#### SINGLE-YEAR GRANTS

- **Gridlock Reduction Grants.** Provides \$250 million, of which half is set aside for freight grants. Grants will be awarded for reducing urban congestion in large metro areas, with an emphasis on operational, technological, and mode shift strategies.
- **Rebuild Rural Grants.** Provides \$250 million for rural communities to address needs on and off the Federal-aid system. Focuses funding on safety, state of good repair, and access to jobs and services.
- **Active Transportation Connectivity Grants.** Provides \$250 million for pedestrian and bicycle networks and spines and related planning, including complete streets planning.
- **Commercial Motor Vehicle Parking Grants.** Provides \$250 million to construct and improve truck parking facilities.

## ADDITIONAL PROVISIONS

### **Transportation System Performance and Access**

- Establishes a new performance measure for transportation access that leverages modern data tools to improve the way States and MPOs assess the level of safe, reliable, and convenient access to jobs and services (including shopping, healthcare, childcare, education and workforce training, and financial institutions). Considers the level of access for various travel modes.

### **Increased Accountability**

- Requires FHWA to develop a website that shows all active Federal-aid highway projects over \$5 million in the country. Establishes strong accountability and reporting measures for discretionary grants and other program authorities.

### **Tolling Reform**

- Reestablishes the requirement that FHWA enter into a toll agreement before allowing tolling on a Federal-aid highway.
- Establishes additional guardrails around tolling to ensure that any adverse impacts both on and off the facility are evaluated and addressed. Authorizes congestion pricing with the additional guardrails.

### **Buy America**

- Requires DOT to reevaluate standing nationwide waivers for manufactured products.

### **Workforce Development**

- Creates a Task Force on Developing a 21st Century Surface Transportation Workforce to evaluate current and future workforce needs and develop recommendations.
- Establishes transparency and reporting requirements for the On the Job Training and Supportive Services program. Requires States to develop annual statewide workforce plans to identify and address workforce gaps and underrepresentation of women and minorities.

## **Title II – Public Transportation**

Substantially increases transit funding out of the Highway Trust Fund over current investment levels. Funding for buses and zero emission buses see significant funding increases to make up for cuts to bus funding in the last two reauthorization cycles.

### **Frequency and Ridership**

- Reframes the Federal transit program to boost frequency and ridership.
- Modifies the urban and bus formulas to incentivize frequent rail and bus service instead of low operating costs.
- Provides \$100 million in annual grants to tackle larger city street congestion that slows down buses through support of items like bus only lanes and priority signaling. The program is structured to require a partnership between transit agencies and local/State roadway agencies.
- Establishes new flexible Federal rules for Mobility on Demand that integrate new technologies with transit as the backbone. Retains basic requirements for safety, Buy America, and labor protections. Includes restrictions on single passenger trips and carbon and particulate emissions. Requires a negotiated rulemaking on data sharing between transit agencies, cities, and the private sector.
- Modifies rural formula grants to distribute a greater percentage of funds based on actual transit service provided.



- Provides additional funds to the STIC program for small transit agencies that run more service than comparable agencies.

### **Buy America and other Procurement Reforms**

- Closes loopholes and adds incentives to boost domestic jobs while streamlining compliance and leveling the playing field, with a 5-year phase in period to allow the industry time to adjust.
- Closes loopholes that allow waived components and components exceeding 70 percent domestic content to receive credit for 100 percent domestic content.
- Incentivizes higher domestic content by providing a bonus of an additional 10 percent of domestic content for any component that exceeds 70 percent and providing a bonus of an additional 15 percent of domestic content for any component that exceeds 75 percent.
- Allows final assembly costs to count in the domestic content calculation to disincentivize minimizing final assembly in the United States.
- Creates a new 2.5 percent bonus for any electric bus that uses domestic battery cells.
- Requires FTA to conduct rolling stock certifications to remove the burden from transit agencies. This will enable rolling stock to be certified once, rather than every single contract, and removes variation in Buy America compliance. Requires annual DOT IG audits.

### **Bus Grant Reforms**

- Increases bus funding by 150 percent to reverse the MAP-21 bus cuts.
- Narrows the competitive bus grants to focus on bus facilities and fleet expansions.
- Increases zero emission bus competitive grants fivefold.
- Creates a new state of good repair formula subgrant to push additional formula dollars to transit agencies with the oldest buses.

### **Supporting All Riders**

- Doubles the set-aside of the low-income factor in the urban formula and uses a measure of deep poverty by census tract to target the poorest urban neighborhoods.
- Sets aside \$50 million a year for rural persistent poverty counties, defined as a county with a poverty rate above 20 percent since 1990.
- Establishes a reduced fare pilot project to enable transit agencies to experiment with reduced fares for low-income riders.

### **Supporting Frontline Workers**

- Requires a new focus on operator assault in transit agency safety plans, including a joint management labor committee that must certify the safety plans.
- Requires transit agencies with poor safety metrics to direct up to 10 percent of Federal funds to safety for each poor metric.
- Creates a frontline workforce training center with \$12 million in dedicated funds.
- Prohibits Federal funds for autonomous transit vehicles that replace service and requires advanced worker notice and retraining plans for agencies deploying AVs beyond small demonstrations.

### **Transit-Supportive Communities**

- Strengthens the link between housing density and transit ridership
- Creates the Office of Transit-Supportive Communities to coordinate Federal incentives to foster this link between Federal, State, and local planning policies.
- Doubles to \$20 million the Transit Oriented Development Planning Grants.

- Incentivizes affordable housing in the excess property disposition rules and the CIG rating process.

### **Streamlining Capital Investment Grants (CIG)**

- Reforms Capital Investment Grants by streamlining the approval process, raising the cost share back to the traditional 80 percent, incentivizing lower cost share with an easier approval process, and providing transparency measures so applicants know where they stand in the process.

## **Title III – Highway Traffic Safety**

### **State Highway Safety**

- Provides \$1.9 billion over five years to States for traffic safety. Strengthens traffic safety requirements for States and increases transparency of States' performance in meeting annual safety goals and use of program funds.
- Requires States who have legalized marijuana to consider ways of increasing public awareness over the dangers of drugged driving and ways to reduce injuries and fatalities resulting from driving under the influence of marijuana.
- Creates a new discretionary grant program (\$35 million per year) for States to implement top-rated traffic safety law enforcement measures.

### **National Highway Safety**

- Provides \$300 million over five years to nationwide high-visibility traffic safety enforcement campaigns.
- Doubles the number of national traffic safety enforcement campaigns from three to six each year.
- Creates new campaigns for distracted driving and violations of 'move over laws' which protect road-side first responders and law enforcement.

### **Priority Safety Programs**

- Provides \$2 billion over five year for grants to improve traffic safety in critical areas. Makes targeted improvements to certain Section 405 grants which have been underutilized. Reforms will increase State participation while still maintaining strong safety standards for the following areas:
  - Impaired driving;
  - Distracted driving; and
  - Graduated driver's licensing laws.
- Creates a new grant program for training drivers and law enforcement on proper traffic stop procedure.

## **Title IV – Motor Carrier Safety**

### **Motor Carrier Safety Grants**

- Authorizes significantly higher funding levels for the Motor Carrier Safety Assistance Program, High Priority grants, and Commercial Driver's License Program Implementation grants to assist States in truck and bus safety oversight and enforcement activities, commercial driver licensing, and technology improvements to support those efforts.
- Extends the grant period of performance to ensure funds do not lapse and allows the Secretary to redistribute unobligated funds.



## **Compliance, Safety, Accountability**

- Directs the Secretary to complete the revisions required by the FAST Act to its carrier oversight and intervention model, to prioritize reinstating the public display of safety data, and to finalize a safety fitness determination rule to rate the safety of carriers.

## **Commercial Motor Vehicles**

- Directs the Secretary to complete a rulemaking to require Automatic Emergency Braking systems in newly-manufactured commercial motor vehicles.
- Directs the Secretary to strengthen rear underride guard standards in newly-manufactured trailers and semi-trailers, to further research and consider the feasibility, benefits, and costs associated with installing side underride guards, and creates an Advisory Committee on Underride Protection.

## **School Buses**

- Requires the Secretary to conduct a comprehensive review of efforts to prevent illegal passing of school buses, issue recommendations, and create a public safety messaging campaign.
- Directs the Secretary to review the costs and benefits of requiring lap/shoulder belts in large school buses and consider requiring them in newly manufactured buses.
- Requires newly manufactured school buses to be equipped with automatic emergency braking and electronic stability control systems.
- Directs the Secretary to conduct research and testing of fire prevention and mitigation standards for large school buses and consider issuing updated standards if they are needed.

## **Driver Safety**

- Requires the Secretary to report on delays with implementation of entry-level driver training.
- Applies commercial driver licensing requirements to vehicles carrying 9-15 passengers.
- Creates a Truck Leasing Task Force to examine lease and lease-purchase agreements commonly made available to truck drivers and the impacts of these captive leases on driver pay.
- Requires the Secretary to collect and use data on driver detention to determine the link between detention and safety outcomes.
- Requires the Secretary to evaluate the impacts of exemptions before finalizing changes to hours of service rules and establishes stronger reporting requirements for carriers utilizing exemptions.

## **Title V – Innovation**

### **Technology and Innovation**

- More than doubles funding for technology deployment to expand the implementation of innovations in the surface transportation system.
- Focuses on transformative technologies by increasing funding to the Intelligent Transportation Systems Program and expanding smart infrastructure investment in local communities.
- Creates a new grant program to fund green materials research at universities and focuses deployment programs on green construction materials and practices.
- Increases funding for the University Transportation Centers program.
- Establishes a multimodal freight transportation research program to find innovative ways to make freight movement greener, safer, and more efficient.
- Expands the Federal role in providing State and local governments with critical datasets and tools that will improve performance-based investments and access to jobs and essential services.

- Establishes a new Highly Automated Vehicle and Mobility Innovation Clearinghouse to study the societal impacts of automated vehicles and Mobility on Demand.
- Authorizes automated vehicle research on improving safety for all road users and expanding accessibility in an equitable manner.
- Authorizes new FTA research to enhance transit worker safety and expand Mobility on Demand.

#### **Vehicle-Miles Traveled (VMT) Pilots**

- Nearly doubles funding for VMT pilots across the country, encouraging States to begin implementing successful VMT programs.
- Establishes a national VMT pilot program, including both passenger and commercial vehicles in all 50 States, to invest in developing a sustainable funding mechanism for the surface transportation system.

#### **Title VI – Multimodal Transportation**

- Revises the National Multimodal Freight Policy, the National Strategic Freight Plan, and the requirements for State Freight Plans to include further consideration of environmental and equity impacts.
- Establishes a new deadline for the Secretary to designate a final National Multimodal Freight Network and requires the Secretary to report to Congress on the resources that will be used to meet this deadline.
- Establishes a joint task force between the Department of Transportation and the Internal Revenue Service to study the establishment and administration of a fee on multimodal freight surface transportation services.
- Authorizes pilot program to allow FHWA or FTA grantees, including States, local recipients, and subrecipients, to utilize local or other geographic labor hiring preferences, economic-based labor hiring preferences, and labor hiring preferences for veterans.

#### **Title VII –Transportation Infrastructure Finance and Innovation Act**

- Streamlines the program by raising the threshold above which projects are required to secure multiple credit rating agency opinions.
- Further clarifies that the proceeds of a secured loan under TIFIA shall be considered part of the non-Federal share of a project under title 23 or chapter 53 of title 49 if the loan is repayable from non-Federal funds.
- Allows territories to use funds made available under this section for the non-Federal match under the TIFIA program.
- Clarifies the criteria under which projects are eligible for the streamlined application process.
- Provides additional funding to allow the Department to waive fees for small projects.
- Modifies reporting requirements to include information on whether a TIFIA project is located in a metropolitan or micropolitan area.

### ***Division C – Improving Hazardous Materials Safety Act of 2020***

The Improving Hazardous Materials Safety Act protects the safety of individuals and communities by repealing the current prohibition on the Federal Aviation Administration from establishing lithium battery safety standards for aircraft, and requiring the Department of Transportation to conduct extensive safety evaluations before allowing railroads to transport liquefied natural gas by rail tank car.

### ***Division D - The Transforming Rail by Accelerating Investment Nationwide (TRAIN) Act***

The Transforming Rail by Accelerating Investment Nationwide (TRAIN) Act sets a path to truly transform rail transportation in the United States. In recent years, the demand for environmentally-responsible intercity and commuter passenger rail transportation has increased substantially. While the current COVID-19 pandemic has reduced ridership, we must invest now to meet passenger demand as our Nation recovers and new travel patterns emerge. The TRAIN Act increases FAST Act rail investment levels by more than five times, authorizing \$60 billion to address the state of good repair backlog in rail infrastructure, establish new intercity passenger rail routes, build on Amtrak's legacy, and expand the opportunities for commuter rail. The bill also improves railroad safety, studies the impacts of current industry practices, and sets higher safety standards across the railroad industry to better protect passengers, workers, and the public. Further, the TRAIN Act renews our commitment to the safe transportation of hazardous materials.

#### **Transformative Investments**

- Establishes a new *Passenger Rail Improvement, Modernization, and Expansion (PRIME)* grant program devoted entirely to passenger rail improvements and expansion. Authorized at \$19 billion over five years, it will fund capital projects that improve the state of good repair, optimize performance, and expand intercity rail passenger transportation.
- Reauthorizes the *Consolidated Rail Infrastructure and Safety Improvements (CRISI)* grant program, which funds passenger and freight rail projects, at \$7 billion over five years – an increase of \$5.8 billion over FAST Act levels. It also expands CRISI to new project eligibilities and allows commuter rail authorities to compete for funds.
- Authorizes \$150 million over five years to help pay credit risk premiums for certain borrowers under the *Railroad Rehabilitation and Improvement Financing (RRIF)* program and \$70 million to refund the credit risk premiums of certain past loans.

Together, these grant and loan programs will revitalize our rail network while maintaining strong Buy America and labor standards that maximize the benefits of these investments.

#### **Reinvesting in Amtrak**

As America's national passenger railroad, Amtrak has an important role in our country's transportation system. The TRAIN Act demonstrates support for Amtrak's legacy of serving not just the Northeast Corridor (NEC), but the entire network of long-distance and state-supported routes that comprise the National Network and serve as vital connections across the country. The bill authorizes \$29.3 billion over five years (\$13.1 billion for the NEC and \$16.2 billion for the National Network) – more than three times the FAST Act level of investment. These investments will help Amtrak tackle the state of good repair backlog, support the development of new state-supported routes, and strengthen the network to revitalize and grow service. The bill authorizes higher funding levels for fiscal years 2021 and 2022 to help Amtrak and its State partners recover from decreased ridership and revenues caused by the COVID-19 health crisis.

The TRAIN Act also gives States a voice in how Amtrak builds its future network and improves transparency and accountability while strengthening these partnerships. The TRAIN Act makes reforms to improve the quality and level of passenger service, equips Amtrak with the tools needed to secure access to the entire system, and helps ensure Amtrak's continued history of providing quality jobs and employing a skilled workforce.

## **Rail Safety**

While we renew and grow the national rail network, the safety of passengers, communities where trains travel, and the railroad workforce must remain a top priority. The TRAIN Act makes numerous safety improvements and investments to raise the bar on safety. It establishes a new grade separation grant program at \$2.5 billion over five years. The bill also implements National Transportation Safety Board recommendations issued in response to the December 2017 Amtrak derailment near DuPont, Washington, addresses blocked crossings, and improves the Federal Railroad Administration waiver and accident investigation process. It further supports safe railroad operations by requiring that freight trains, with limited exceptions, must have a certified engineer and conductor, and sets high standards for railroad workers performing train or dispatching service in the United States.

###

# Metropolitan Transportation Commission

## Legislation Details (With Text)

<b>File #:</b>	20-0805	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	5/6/2020	<b>In control:</b>		Joint MTC Legislation Committee and ABAG Legislation Committee	
<b>On agenda:</b>	6/12/2020	<b>Final action:</b>			
<b>Title:</b>	Tom Bulger's Report				
	Report from Washington, D.C. advocate as well as information on bills being tracked in Washington, D.C.				

**Sponsors:****Indexes:****Code sections:****Attachments:** [7c Tom Bulger's DC Report May 2020.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

**Subject:**

Tom Bulger's Report

Report from Washington, D.C. advocate as well as information on bills being tracked in Washington, D.C.

**Presenter:**

Georgia Gann Dohrmann

**Recommended Action:**

Information

**Attachments:**

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

**June 12, 2020**

**Agenda Item 7c**


**Tom Bulger's Report**

---

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

**Recommendation:** Information

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

  
Therese W. McMillan

---

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



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

**From:** Tom Bulger, President GRI

**Date:** May 22, 2020

**RE:** Monthly Report for May2020

- House Approves Health and Economic Recovery Omnibus Emergency Solutions (HEROES) Act
- Communication with California Senate Staff and Bay Area Transportation & Infrastructure Committee Members Staff
- Coalition for America's Gateways and Trade Corridors (CAGTG) Virtual Meeting
- Recalibrating Reopening Washington Metropolitan Area Transit Authority (WMATA)

### **House Approves Health and Economic Recovery Omnibus Emergency Solutions (HEROES) Act**

On May 15, 2020, the House of Representatives approved the Heroes Act (H.R. 6800) on a 208 to 199 vote. The HEROES Act would provide \$3 trillion in tax cuts and spending to address the impacts of the COVID-19 pandemic.

The legislation is unlikely to pass in the Republican controlled Senate, and the White House issued a statement opposing the legislation. Legislative negotiations are ongoing.

Transportation Highlights of the HEROES Act are as follows:

- \$15.75 billion for mass transit systems. \$11.75 billion would be apportioned by formula the remainder would be at the discretion of the US Department of Transportation on an agency by agency manner via applications based on need.
- \$15 billion to aid state highway departments. Included in this amount is the requirement for sub-allocation through the Surface Transportation block grant program
- \$540 billion for revenue replacement grants to the states etc.
- \$375 billion for grants to cities and counties.

### **Communication with California Senate Staff and Bay Area Transportation & Infrastructure Committee Members Staff**

On May 6<sup>th</sup> and May 7, 2020, we organized and participated in conference calls with MTC's Senate office staff and the Bay area's Transportation & Infrastructure Committee members staff. The purpose was to ensure that the Congressional offices were aware of the financial impacts on the Bay Area's transportation systems. Additionally, we later informed the Bay Area's Congressional Delegation the anticipated impact of the recently approved Heroes Act.

### **Coalition for America's Gateways and Trade Corridors (CAGTG) Virtual Meeting**

On May 12, 2020, I participated in the scheduled CAGTC virtual meeting. Coincidentally, the Heroes Act bill became public prior to the meeting. The meeting therefor revolved around the specifics of the legislation as discussed primarily by Jeff Davis of the Eno Center for Transportation.

### **Recalibrating Reopening Washington Metropolitan Area Transit Authority (WMATA)**

As a Board member of the WMATA for Washington, D.C. or commonly referred to as METRO, I want to share how METRO plans to reopen. Currently, the Washington Metropolitan Area has not reopened as of this date.

METRO Board approved a plan to slowly integrate service on May 14, 2020. The plan aims to keep riders and employees safe while running enough service to main social distancing and more importantly earn the public's trust that the systems are safe and clean. The later is the biggest challenge as customers through local media polling are saying transit is not safe.

Hopefully, managed re-entry (tentative) can restart in the fall with all routes operating at less frequent than normal. Recovery (tentative) is estimated to start in the Spring 2021.