

## Meeting Agenda

### Joint MTC ABAG Legislation Committee

*Jesse Arreguin, Chair*

*Jake Mackenzie, Vice Chair*

#### *Members*

*Eddie Ahn, Cindy Chavez, Damon Connolly, Pat Eklund,  
Scott Haggerty, Barbara Halliday, Dave Hudson,  
Sam Liccardo, Gordon Mar, Karen Mitchoff, Alfredo Pedroza,  
David Rabbitt, Belia Ramos, Warren Slocum, and Jim Spering*

#### *Non-Voting Members*

*Dorene M. Giacomini and Jimmy Stracner*

---

Friday, January 8, 2021

9:45 AM

Board Room - 1st Floor (REMOTE)

---

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/82597725692>

iPhone One-Tap: US: +14086380968,,82597725692# or +16699006833,,82597725692#

Join by Telephone (for higher quality, dial a number based on your current location) US:  
+1 669 900 6833 or +1 408 638 0968 or +1 346 248 7799 or +1 253 215 8782 or +1 646 876 9923  
or +1 301 715 8592 or +1 312 626 6799 or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 825 9772 5692

International numbers available: <https://bayareametro.zoom.us/j/kdL0RBnoHO>

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 this body shall be a majority of its regular voting members (10).*

## 2. Consent Calendar

- 2a. [21-0060](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the December 11, 2020 Meeting
- Action:** Committee Approval
- Attachments:** [2a\\_Joint LEGIS\\_Minutes\\_Dec 11 2020.pdf](#)
- 2b. [21-0141](#) 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:** [2b\\_Leg History\\_State\\_with\\_Calendar.pdf](#)

## 3. State and Federal Legislation

- 3a. [21-0142](#) Sacramento Update
- Sacramento update: new committee assignments, 2021 legislative schedule and state fiscal update.
- Action:** Information
- Presenter:** Rebecca Long, MTC and Mike Monagan, Carter, Wetch & Associates
- Attachments:** [3a\\_Sacramento\\_Update\\_.pdf](#)
- 3b. [21-0143](#) Overview of COVID Relief and Fiscal Year (FY) 2021 Federal Appropriations
- Summary of Transportation and Housing Provisions in the consolidated COVID-relief and FY 2021 Appropriations Act.
- Action:** Information
- Presenter:** Rebecca Long
- Attachments:** [3b\\_Federal COVID Relief and FY 2021 Appropriations.pdf](#)

**3c.**     [21-0061](#)     Washington D.C. Legislative Update

Report from Washington, D.C. advocates.

**Action:**             Information

**Presenter:**        Randy Rentschler, MTC & Mark Dedrick, Summit Strategies

**Attachments:**     [3c MTC December Washington Report.pdf](#)

**4. 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.*

**5. Adjournment / Next Meeting**

**The next meeting of the Joint MTC ABAG Legislation Committee will be Friday, February 12, 2021 at 9:45 a.m. 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 Titulo VI:** La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

---

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

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

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

---

**File #:** 21-0060      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Consent  
**File created:** 12/6/2020      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 1/8/2021      **Final action:**  
**Title:** Approval of Joint MTC ABAG Legislation Committee Minutes of the December 11, 2020 Meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [2a\\_Joint LEGIS\\_Minutes\\_Dec 11 2020.pdf](#)

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

### Subject:

Approval of Joint MTC ABAG Legislation Committee Minutes of the December 11, 2020 Meeting

### Recommended Action:

Committee Approval

### Attachments:

## Meeting Minutes - Draft

### Joint MTC ABAG Legislation Committee

*Jesse Arreguin, Acting Chair*

*Jake Mackenzie, Vice Chair*

#### *Members*

*Eddie Ahn, Damon Connolly, Dave Cortese, Pat Eklund,  
Scott Haggerty, Barbara Halliday, Dave Hudson,  
Sam Liccardo, Gordon Mar, Karen Mitchoff, Alfredo Pedroza,  
David Rabbitt, Belia Ramos, Warren Slocum, and Jim Spering*

#### *Non-Voting Members*

*Dorene M. Giacomini and Jimmy Stracner*

---

Friday, December 11, 2020

9:45 AM

Board Room - 1st Floor (REMOTE)

---

#### 1. Announcement

#### 2. Roll Call / Confirm Quorum

**Present:** 15 - Vice Chair Mackenzie, Committee Member Liccardo, Committee Member Hudson, Committee Member Arreguin, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Haggerty, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Rabbitt, Committee Member Mitchoff, Committee Member Ramos and Committee Member Mar

**Absent:** 1 - Committee Member Slocum

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

### 3. Consent Calendar

- 3a. [20-1697](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the November 6, 2020 Meeting

**Action:** Committee Approval

**Attachments:** [3a Joint LEGIS Minutes Nov 6 2020.pdf](#)

**Upon the motion by Committee Member Hudson and second by Committee Member Mitchoff, the Joint MTC ABAG Legislation Committee Minutes of the November 6, 2020 Meeting were unanimously approved. The motion carried by the following vote:**

**Aye:** 15 - Vice Chair Mackenzie, Committee Member Liccardo, Committee Member Hudson, Committee Member Arreguin, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Haggerty, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Rabbitt, Committee Member Mitchoff, Committee Member Ramos and Committee Member Mar

**Absent:** 1 - Committee Member Slocum

- 3b. [21-0020](#) MTC Resolution No. 3931, Revised - Policy Advisory Council Term Extension

**Action:** MTC Commission Approval

**Presenter:** Marti Paschal

**Attachments:** [6m - 21-0020 - Reso-3931 Council Terms.pdf](#)

**Upon the motion by Committee Member Spering and second by Vice Chair Mackenzie, MTC Resolution No. 3931, Revised - Policy Advisory Council Term Extension was unanimously approved by MTC Commissioners. The motion carried by the following vote:**

**Aye:** 7 - Vice Chair Mackenzie, Committee Member Liccardo, Committee Member Connolly, Committee Member Haggerty, Committee Member Spering, Committee Member Ahn and Committee Member Pedroza

**Absent:** 2 - Committee Member Slocum and Committee Member Rabbitt

**Abstain:** 7 - Committee Member Hudson, Committee Member Arreguin, Committee Member Halliday, Committee Member Eklund, Committee Member Mitchoff, Committee Member Ramos and Committee Member Mar

Commissioner Rabbitt arrived after the approval of the Consent Calendar.

#### 4. State and Federal Legislation

4a. [20-1701](#) Proposed Final 2021 Joint Advocacy Program

Proposed Final 2021 Joint Advocacy Program for MTC and ABAG, expressing the agencies' state and federal legislative priorities.

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

**Presenter:** Rebecca Long

**Attachments:** [9a - 20-1701 - Final Advocacy Program.pdf](#)

Roland Lebrun spoke on this item.

Upon the motion by Committee Member Eklund and second by Committee Member Halliday, the Proposed Final 2021 Joint Advocacy Program was unanimously approved as amended with the proposed changes in the following areas: Item 3B - To strike the words local jurisdiction in the left-hand column, clarify that the High resource area reference is to places that are in close proximity to transit or jobs, add a sentence articulating that we want to see legislation that also mitigates displacement and emphasizes affordable housing, not just luxury housing; Item 3C – Increase ask amount from \$5 million to \$18.5 million; and Item 8B - Exploring opportunities to convert to clean diesel and generally electrifying the vehicles fleet, not limited to passenger fleet. The motion carried by the following vote:

**Aye:** 15 - Vice Chair Mackenzie, Committee Member Liccardo, Committee Member Hudson, Committee Member Arreguin, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Haggerty, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Rabbitt, Committee Member Mitchoff, Committee Member Ramos and Committee Member Mar

**Absent:** 1 - Committee Member Slocum

4b. [20-1703](#) Washington D.C. Legislative Update

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

**Action:** Information

**Presenter:** Randy Rentschler, MTC; Mark Dedrick, Summit Strategies; and Devon Barnhart, Capitol Transportation

**Attachments:** [4b MTC November Report.pdf](#)

**4c.**     [20-1698](#)     2021 State and Federal Legislative Advocacy Activities

Information about legislative advocacy activities being planned for  
Sacramento & Washington D.C. in 2021.

**Action:** Information

**Presenter:** Rebecca Long

**Attachments:** [4c\\_Summary Sheet\\_SacWashingtonDCVisits.pdf](#)

**5. Public Comment / Other Business**

Roland Lebrun spoke on this item.

**6. Adjournment / Next Meeting**

The next meeting of the Joint MTC ABAG Legislation Committee will be Friday, January 8, 2020 at 9:45 a.m. 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

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

---

**File #:** 21-0141      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Consent  
**File created:** 12/27/2020      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 1/8/2021      **Final action:**  
**Title:** Legislative History  
  
Detailed list of bills the Commission is tracking in Sacramento, including those ABAG or MTC supports or opposes.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2b\\_Leg\\_History\\_State\\_with\\_Calendar.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 5</a> <a href="#">Fong</a>	Introduced 12/7/2020	Assembly Print	<b>Greenhouse Gas Reduction Fund: High Speed Rail Authority: K-12 education: transfer and loan.</b> The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2021-22 and 2022-23 fiscal years and would require the transfer of those amounts from moneys collected by the state board to the General Fund		
<a href="#">AB 9</a> <a href="#">Wood</a>	Introduced 12/7/2020	Assembly Print	<b>Wildfires.</b> Current law establishes various programs for the prevention and reduction of wildfires. This bill would state the intent of the Legislature to enact subsequent legislation that would increase California's capacity to prevent and reduce the impact of wildfires, and would make related findings and declarations.		
<a href="#">AB 11</a> <a href="#">Ward</a>	Introduced 12/7/2020	Assembly Print	<b>Climate change: regional climate change coordinating groups.</b> Would require the Strategic Growth Council, by January ____, 2023, to establish up to 12 regional climate change coordinating groups to develop and work on climate adaptation for their communities. The bill would authorize the regional climate change coordinating groups to engage in certain activities to address climate change.		

<a href="#"><b>AB 15</b></a> <a href="#">Chiu</a>	Introduced 12/7/2020	Assembly Print	<b>COVID-19 relief: tenancy: Tenant Stabilization Act of 2021.</b> Would extend the definition of "COVID-19 rental debt" as unpaid rent or any other unpaid financial obligation of a tenant that came due between March 1, 2020, and December 31, 2021. The bill would also extend the repeal date of the act to January 1, 2026. The bill would make other conforming changes to align with these extended dates. By extending the repeal date of the act, the bill would expand the crime of perjury and create a state-mandated local program.		
<a href="#"><b>AB 16</b></a> <a href="#">Chiu</a>	Introduced 12/7/2020	Assembly Print	<b>Tenancies: Tenant, Small Landlord, and Affordable Housing Provider Stabilization Act of 2021.</b> Would state the intent of the Legislature to enact the Tenant, Small Landlord, and Affordable Housing Provider Stabilization Act of 2021 to address the long-term financial impacts of the COVID-19 pandemic on renters, small landlords, and affordable housing providers, ensure ongoing housing stability for tenants at risk of eviction, and stabilize rental properties at risk of foreclosure. This bill would include legislative findings and declarations in support of the intended legislation.		
<a href="#"><b>AB 41</b></a> <a href="#">Wood</a>	Introduced 12/7/2020	Assembly Print	<b>Broadband infrastructure</b> Current law provides that the Department of Transportation has full possession and control of state highways and associated property. Current law requires the department to develop guidelines to facilitate the installation of a broadband conduit on state highway rights-of-way. This bill would state the intent of the Legislature to enact future legislation that will improve California's "Dig Once" policy and expedite the deployment of broadband infrastructure in communities that are currently unserved and underserved.		
<a href="#"><b>AB 43</b></a> <a href="#">Friedman</a>	Introduced 12/7/2020	Assembly Print	<b>Traffic safety.</b> Would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual.		
<a href="#"><b>AB 49</b></a> <a href="#">Petrie-Norris</a>	Introduced 12/7/2020	Assembly Print	<b>California Debt Limit Allocation Committee: elimination and allocation of duties.</b> Would state the intent of the Legislature to enact future legislation that would eliminate the California Debt Limit Allocation Committee and that would transfer the duties and authority of that committee to the California Tax Credit Allocation Committee.		
<a href="#"><b>AB 50</b></a> <a href="#">Boerner</a> <a href="#">Horvath</a>	Introduced 12/7/2020	Assembly Print	<b>Climate change: Climate Adaptation Center and Regional Support Network: sea level rise.</b> Current law requires the Natural Resources Agency, in collaboration with the Ocean Protection Council, to create, and update biannually, a Planning for Sea Level Rise Database describing steps being taken throughout the state to prepare for, and adapt to, sea level rise. This bill would establish the Climate Adaptation Center and Regional Support Network in the Ocean Protection Council to provide local governments facing sea level rise challenges with information and scientific expertise necessary to proceed with sea level rise mitigation.		

<a href="#">AB 51</a> <a href="#">Quirk</a>	Introduced 12/7/2020	Assembly Print	<b>Climate change: adaptation: regional climate adaptation planning groups: regional climate adaptation plans.</b> Would require the Strategic Growth Council, by July 1, 2022, to establish guidelines for the formation of regional climate adaptation planning groups. The bill would require the council, by July 1, 2023, and in consultation with certain state entities, to develop criteria for the development of regional climate adaptation plans.		
<a href="#">AB 52</a> <a href="#">Frazier</a>	Introduced 12/7/2020	Assembly Print	<b>California Global Warming Solutions Act of 2006: scoping plan updates: wildfires.</b> The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include in its regulation of emissions of greenhouse gases the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund (fund) and to be available upon appropriation by the Legislature. Current law continuously appropriates 35% of the annual proceeds of the fund for transit, affordable housing, and sustainable communities programs and 25% of the annual proceeds of the fund for certain components of a specified high-speed rail project. This bill would require the state board, in each scoping plan update prepared by the state board after January 1, 2022, to include, consistent with the act, recommendations for achieving the maximum technologically feasible and cost-effective reductions of emissions of greenhouse gases and black carbon from wildfires.		
<a href="#">AB 64</a> <a href="#">Quirk</a>	Introduced 12/7/2020	Assembly Print	<b>Electricity: renewable energy and zero-carbon resources: state policy: strategy.</b> Current requires the PUC, the State Energy Resources Conservation and Development Commission (Energy Commission), and the State Air Resources Board (state board) to, in consultation with all California balancing authorities, issue a joint report to the Legislature by January 1, 2021, and at least every 4 years thereafter, that includes specified matters. The bill would require the PUC, Energy Commission, and state board, in consultation with all balancing authorities, to additionally develop a strategy, by an unspecified date, on how to achieve the above-described state policy in a cost-effective and environmentally beneficial manner. The bill would require the strategy to include, among other things, a plan to promote the development of technologies that can help achieve that state policy.		

<a href="#"><u>AB 67</u></a> <a href="#"><u>Petrie-Norris</u></a>	Introduced 12/7/2020	Assembly Print	<b>Sea level rise: working group: economic analysis.</b> Would require a state agency to take into account the current and future impacts of sea level rise when planning, designing, building, operating, maintaining, and investing in infrastructure located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, or when otherwise approving the allocation of state funds for those purposes. The bill would require, by March 1, 2022, the Ocean Protection Council, in consultation with the Office of Planning and Research, to establish a multiagency working group, consisting of specified individuals, on sea level rise to provide recommended policies, resolutions, projects, and other actions to address sea level rise, the breadth of its impact, and the severity of its anticipated harm. The bill would require the council, in consultation with the working group to, among other things, develop a standardized methodology and template for conducting economic analyses of risks and adaptation strategies associated with sea level rise, as provided.		
<a href="#"><u>AB 68</u></a> <a href="#"><u>Salas</u></a>	Introduced 12/7/2020	Assembly Print	<b>Affordable housing: California State Auditor's Report.</b> Would state the intent of the Legislature to enact legislation that would implement recommendations made in the California State Auditor's Report 2020-108, issued on November 17, 2020, relating to affordable housing.		
<a href="#"><u>AB 71</u></a> <a href="#"><u>Rivas, Luz</u></a>	Introduced 12/7/2020	Assembly Print	<b>Statewide homelessness solutions program.</b> Would state the intent of the Legislature to enact legislation to create a comprehensive, statewide homelessness solutions program. This bill would create the Bring California Home Fund in the State Treasury for the purpose of providing at least \$2,400,000 annually to fund a comprehensive, statewide homeless solutions program upon appropriation by the Legislature. The bill would require the Bring California Home Fund to contain revenues derived from specified changes to the Personal Income Tax Law or the Corporation Tax Law that are enacted on or after the effective of the date of this bill.		
<a href="#"><u>AB 72</u></a> <a href="#"><u>Petrie-Norris</u></a>	Introduced 12/7/2020	Assembly Print	<b>Environmental protection: Natural Resources Agency: coastal adaptation projects: sea level rise: regulatory review and permitting: report.</b> Would enact the Coastal Adaptation Permitting Act of 2021. The bill would require the agency to explore, and authorize it to implement, options within the agency's jurisdiction to establish a more coordinated and efficient regulatory review and permitting process for coastal adaptation projects, as defined. The bill would require the agency to submit, by July 1, 2023, a report to the Legislature with suggestions and recommendations for improving and expediting the regulatory review and permitting process for coastal adaptation projects.		

<a href="#">AB 96</a> <a href="#">O'Donnell</a>	Introduced 12/7/2020	Assembly Print	<b>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</b> The California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, upon appropriation from the Greenhouse Gas Reduction Fund, funds zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies and related projects. The program provides that projects eligible for funding include, among others, technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology, and requires, until December 31, 2021, no less than 20% of funding made available for that purpose to support early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology. The program defines "zero- and near-zero-emission" for its purposes. This bill would extend the requirement that 20% of funding be made available to support early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology until December 31, 2026.		
<a href="#">AB 113</a> <a href="#">Boerner</a> <a href="#">Horvath</a>	Introduced 12/17/2020	Assembly Print	<b>Transportation electrification: electric vehicles: grid integration.</b> The Public Utilities Commission has regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities are under the direction of their governing boards. Current law also requires each local publicly owned electric utility serving more than 700 gigawatthours of annual electrical demand, in each integrated resource plan updated adopted on and after January 1, 2020, to consider establishing electric vehicle grid integration strategies and evaluating how its existing and planned programs further those strategies, as specified. This bill would make nonsubstantive changes to those provisions.		
<a href="#">AB 115</a> <a href="#">Bloom</a>	Introduced 12/18/2020	Assembly Print	<b>Planning and zoning: commercial zoning: housing development.</b> Would, 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 local agency's zoning code or maps for commercial uses 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.		

<a href="#"><u>AB 117</u></a> <a href="#"><u>Boerner Horvath</u></a>	Introduced 12/18/2020	Assembly Print	<b>Air Quality Improvement Program: electric bicycles.</b> Would specify projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the Air Quality Improvement Program. The bill would require the State Air Resources Board, by July 1, 2022, to establish and implement and administer, until January 1, 2028, the Electric Bicycle Rebate Pilot Project to provide rebates for purchases of electric bicycles. The bill would require the state board to submit to the Legislature a midcycle evaluation of the pilot project by July 1, 2025, and an end-of-program evaluation of the pilot project by January 1, 2028. The bill would repeal the pilot project as of January 1, 2029. The bill would appropriate from the Greenhouse Gas Reduction Fund \$10,000,000 to the state board for purposes of the pilot project.		
<a href="#"><u>AB 122</u></a> <a href="#"><u>Boerner Horvath</u></a>	Introduced 12/18/2020	Assembly Print	<b>Vehicles: required stops: bicycles.</b> Would require a person riding a bicycle, when approaching a stop sign at the entrance of an intersection, to yield the right-of-way to any vehicles that have stopped at the entrance of the intersection, have entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and shall continue to yield the right-of-way to those vehicles until reasonably safe to proceed.		
<a href="#"><u>ACA 1</u></a> <a href="#"><u>Aguar-Curry</u></a>	Introduced 12/7/2020	Assembly Print	<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.		

<a href="#">SB 1</a> <a href="#">Atkins</a>	Introduced 12/7/2020	Senate Rules	<b>Coastal resources: sea level rise.</b> The California Coastal Act of 1976 establishes the California Coastal Commission and provides for planning and regulation of development in the coastal zone, as defined. The act requires the commission, within 90 days after January 1, 1977, to adopt, after public hearing, procedures for the preparation, submission, approval, appeal, certification, and amendment of a local coastal program, including a common methodology for the preparation of, and the determination of the scope of, the local coastal programs, as provided. This bill would also include, as part of the procedures the commission is required to adopt, recommendations and guidelines for the identification, assessment, minimization, and mitigation of sea level rise within each local coastal program, as provided. The bill would delete the timeframe specified above by which the commission is required to adopt these procedures.		
<a href="#">SB 4</a> <a href="#">Gonzalez</a>	Introduced 12/7/2020	Senate Rules	<b>Communications: California Advanced Services Fund.</b> Current law establishes the Governor's Office of Business and Economic Development, known as "GO-Biz," within the Governor's office to serve the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. This bill would require the office to coordinate with other relevant state and local agencies and national organizations to explore ways to facilitate streamlining of local land use approvals and construction permit processes for projects related to broadband infrastructure deployment and connectivity.		
<a href="#">SB 5</a> <a href="#">Atkins</a>	Introduced 12/7/2020	Senate Rules	<b>Housing: bond act.</b> Would state the intent of the Legislature to enact legislation that would authorize the issuance of bonds and would require the proceeds from the sale of those bonds to be used to finance housing-related programs that serve the homeless and extremely low income and very low income Californians.		
<a href="#">SB 6</a> <a href="#">Caballero</a>	Introduced 12/7/2020	Senate Rules	<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 allowable use on a neighborhood lot, which is defined as a parcel within an office or retail commercial zone that is not adjacent to an industrial use. 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.		

<a href="#"><u>SB 7</u></a> <a href="#"><u>Atkins</u></a>	Introduced 12/7/2020	Senate Rules	<b>Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.</b> The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also 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 specific plan for housing projects where the state has provided funding for the preparation of the master EIR.		
<a href="#"><u>SB 8</u></a> <a href="#"><u>Skinner</u></a>	Introduced 12/7/2020	Senate Rules	<b>Density Bonus Law.</b> Would make a nonsubstantive change to the definition of "development standard" for purposes of the Density Bonus Law.		
<a href="#"><u>SB 9</u></a> <a href="#"><u>Atkins</u></a>	Introduced 12/7/2020	Senate Rules	<b>Housing development: approvals.</b> Would require a proposed housing development containing 2 residential units within a single-family residential zone to be considered ministerially, without discretionary review or hearing, if the proposed housing development meets certain requirements, including, but not limited to, that the proposed housing development would not require demolition or alteration of housing 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, that the proposed housing development does not allow for the demolition of more than 25% of the existing exterior structural walls, except as provided, and that the development is not located within a historic district, is not included on the State Historic Resources Inventory, or is not within a site that is legally designated or listed as a city or county landmark or historic property or district.		

<a href="#"><b>SB 10</b></a> <a href="#">Wiener</a>	Introduced 12/7/2020	Senate Rules	<b>Planning and zoning: housing development: density.</b> Would, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to pass an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified 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. The bill would specify that an ordinance adopted under these provisions is not a project for purposes of the California Environmental Quality Act. The bill would prohibit a residential or mixed-use residential project consisting of 10 or more units that is located on a parcel rezoned pursuant to these provisions from being approved ministerially or by right.		
<a href="#"><b>SB 12</b></a> <a href="#">McGuire</a>	Introduced 12/7/2020	Senate Rules	<b>Local government: planning and zoning: wildfires.</b> 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 July 1, 2024, 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="#"><b>SB 15</b></a> <a href="#">Portantino</a>	Introduced 12/7/2020	Senate Rules	<b>Housing development: incentives: rezoning of idle retail sites.</b> Current law establishes, among other housing programs, the Workforce Housing Reward Program, which requires the Department of Housing and Community Development to make local assistance grants to cities, counties, and cities and counties that provide land use approval to housing developments that are affordable to very low and low-income households. This bill, upon appropriation by the Legislature in the annual Budget Act or other statute, would require the department to administer a program to provide incentives in the form of grants allocated as provided to local governments that rezone idle sites used for a big box retailer or a commercial shopping center to instead allow the development of workforce housing		

<a href="#"><b>SB 17</b></a> <a href="#">Pan</a>	Introduced 12/7/2020	Senate Rules	<b>Public health crisis: racism.</b> Current law requires the Office of Health Equity to develop department-wide plans to close the gaps in health status and access to care among the state's diverse racial and ethnic communities, women, persons with disabilities, and the lesbian, gay, bisexual, transgender, queer, and questioning communities, as specified. Current law requires the office to work with the Health in All Policies Task Force to assist state agencies and departments in developing policies, systems, programs, and environmental change strategies that have population health impacts by, among other things, prioritizing building cross-sectoral partnerships within and across departments and agencies to change policies and practices to advance health equity. This bill would state the intent of the Legislature to enact legislation to require the department, in collaboration with the Health in All Policies Program, the Office of Health Equity, and other relevant departments, agencies, and stakeholders, to address racism as a public health crisis.		
<a href="#"><b>SB 18</b></a> <a href="#">Skinner</a>	Introduced 12/7/2020	Senate Rules	<b>Green hydrogen.</b> Would require the State Air Resources Board, by December 31, 2022, as a part of the scoping plan and the state's goal for carbon neutrality, to prepare a strategic plan for accelerating the production and use of green hydrogen, as defined, in California and an analysis of how curtailed power could be better utilized to help meet the state's greenhouse gas emissions reduction goals.		
<a href="#"><b>SB 27</b></a> <a href="#">Skinner</a>	Introduced 12/7/2020	Senate Rules	<b>Carbon sequestration: state goals: natural and working lands: registry of projects.</b> Would require, no later than July 1, 2022, the Natural Resources Agency, in coordination with the California Environmental Protection Agency, the State Air Resources Board, and the Department of Food and Agriculture, to establish carbon sequestration goals for natural and working lands, as provided. The bill would require the state board, as part of its scoping plan, to establish specified carbon dioxide removal targets for 2030 and beyond.		
<a href="#"><b>SB 30</b></a> <a href="#">Cortese</a>	Introduced 12/7/2020	Senate Rules	<b>Building decarbonization.</b> Would, on or after January 1, 2022, prohibit a state agency from designing or constructing a state facility that is connected to the natural gas grid. The bill would require the department to develop the California State Building Decarbonization Plan that will lead to the operational carbon-neutrality of all state-owned buildings by January 1, 2035. The bill would, except as provided, prohibit state agencies from providing funding or other support for projects for the construction of residential and nonresidential buildings that are connected to the natural gas grid.		

<a href="#"><b>SB 31</b></a> <a href="#">Cortese</a>	Introduced 12/7/2020	Senate Rules	<b>Building decarbonization.</b> Would require the State Energy Resources Conservation and Development Commission to identify and implement programs to promote existing and new building decarbonization. The bill would, to the extent clean energy or energy efficiency funds are made available from the federal government to address economic recovery and development due to the COVID-19 pandemic, authorize the commission to expend federal moneys, to the extent authorized by federal law, for projects for existing and new building decarbonization. The bill would additionally require the commission, under the EPIC program, to award funds for projects that will benefit electricity ratepayers and lead to the development and deployment of commercial and residential building decarbonization technologies and investments that reduce or eliminate greenhouse gas generation in those buildings.		
<a href="#"><b>SB 32</b></a> <a href="#">Cortese</a>	Introduced 12/7/2020	Senate Rules	<b>Energy: general plan: building decarbonization requirements.</b> Would require a city or county to amend, by January 1, 2023, the appropriate elements of its general plan to include goals, policies, objectives, targets, and feasible implementation strategies, as specified, to decarbonize newly constructed commercial and residential buildings. The bill would require a city or county to submit these draft general plan amendments to the commission at least 45 days prior to the adoption of the amendments. The bill would require the legislative body of the city or county to consider the commission's advisory comments, if any, prior to adopting the amendments.		
<a href="#"><b>SB 44</b></a> <a href="#">Allen</a>	Introduced 12/7/2020	Senate Rules	<b>California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.</b> Would require the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project. The bill would require the environmental leadership transit project to meet certain labor requirements.		
<a href="#"><b>SB 45</b></a> <a href="#">Portantino</a>	Introduced 12/7/2020	Senate Rules	<b>Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022.</b> Would enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022, 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="#">SB 55</a> <a href="#">Stern</a>	Introduced 12/7/2020	Senate Rules	<b>Very high fire hazard severity zone: state responsibility area: development prohibition.</b> Would, in furtherance of specified state housing production and wildfire mitigation goals, prohibit the creation or approval of a new development, as defined, in a very high fire hazard severity zone or a state responsibility area. By imposing new duties on local governments with respect to the approval of new developments in very high fire hazard severity zones and state responsibility areas, this bill would impose a state-mandated local program.		
<a href="#">SB 63</a> <a href="#">Stern</a>	Introduced 12/7/2020	Senate Rules	<b>Fire prevention: vegetation management: public education: grants: defensible space: fire hazard severity zones: forest management.</b> Would, among other things, require the Director of Forestry and Fire Protection to identify areas of the state as moderate and high fire hazard severity zones and would require a local agency to make this information available for public review and comment, as provided. By expanding the responsibility of a local agency, the bill would impose a state-mandated local program.		
<a href="#">SB 66</a> <a href="#">Allen</a>	Introduced 12/7/2020	Senate Rules	<b>California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.</b> Would require the Secretary of Transportation 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 as autonomous vehicles are deployed, they enhance the state's efforts to increase road safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of at least 22 additional members, selected by the chair or designated, as specified, who represent, among others, transportation workers, various state and local agencies, and a disability rights organization.		
<a href="#">SB 69</a> <a href="#">McGuire</a>	Introduced 12/8/2020	Senate Rules	<b>North Coast Railroad Authority: right-of-way: Great Redwood Trail Agency: Sonoma-Marín Area Rail Transit District.</b> Current law creates, within the Counties of Sonoma and Marin, the Sonoma-Marín Area Rail Transit District, which is governed by a 12-member board of directors, with specified duties and powers. Existing law requires the district to work with specified authorities, including the North Coast Railroad Authority, to achieve a safe, efficient, and compatible system of passenger and freight rail service and authorizes the district to, among other things, provide a rail transit system for the provision of freight service by rail and own, operate, manage, and maintain a passenger rail system within the territory of the district. This bill would require the authority, or a successor agency, to convey and transfer all of its rights, interests, privileges, and title, lien free, relating to the southern portion of a specified right-of-way to the district, as provided.		

<a href="#"><b>SB 83</b></a>  <a href="#">Allen</a>	Introduced 12/15/2020	Senate Rules	<p><b>California Infrastructure and Economic Development Bank: Sea Level Rise Revolving Loan Program.</b> Would create the Sea Level Rise Revolving Loan Program within the I-Bank to provide low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property. The bill would require the California Coastal Commission, before January 1, 2023, in consultation with the California Coastal Commission, the State Lands Commission, and any other applicable state, federal, and local entities with relevant jurisdiction and expertise, to determine criteria and guidelines for the identification of vulnerable coastal properties eligible for participation in the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program if the local jurisdiction develops and submits to the bank a vulnerable coastal property plan.</p>		
<a href="#"><b>SCA 2</b></a>  <a href="#">Allen</a>	Introduced 12/7/2020	Senate Rules	<p><b>Public housing projects.</b> The California Constitution prohibits the development, construction, or acquisition of a low-rent housing project, as defined, in any manner by any state public body until a majority of the qualified electors of the city, town, or county in which the development, construction, or acquisition of the low-rent housing project is proposed approve the project by voting in favor at an election, as specified. This measure would repeal these provisions.</p>		

## California State Legislative Calendar 2021 – Revised December 18, 2020

<b>January</b> 1 Statutes take effect (Art. IV, Sec. 8(c)). 10 Budget must be submitted by Governor (Art. IV, Sec. 12(a)). 11 Legislature reconvenes (J.R. 51(a)(1)). 18 Martin Luther King, Jr. Day 22 Last day to submit bill requests to the Office of Legislative Counsel.	<b>June</b> 1-4 Floor session only. No committee may meet for any purpose except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees (J.R. 61(a)(7)). 4 Last day for each house to pass bills introduced in that house (J.R. 61(a)(8)). 7 Committee meetings may resume (J.R. 61(a)(9)). 15 Budget Bill must be passed by midnight (Art. IV, Sec. 12(c)(3)).
<b>February</b> 15 Presidents' Day 21 Last day for bills to be introduced (J.R. 61(a)(1), J.R. 54(a)).	<b>July</b> 2 Independence Day observed 14 Last day for policy committees to meet and report bills (J.R. 61(a)(10-11)). 16 Summer Recess begins upon adjournment of session, provided Budget Bill has been passed (J.R. 51(a)(3)).
<b>March</b> 25 Spring Recess begins upon adjournment (J.R. 51(a)(2)). 31 Cesar Chavez Day observed	<b>August</b> 16 Legislature reconvenes from Summer Recess (J.R. 51(a)(3)). 27 Last day for fiscal committees to meet and report bills (J.R. 61(a)(11-12)). 30-10 Floor session only. No committees may meet for any purpose, except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees (J.R. 61(a)(12-13)).
<b>April</b> 5 Legislature reconvenes from Spring Recess (J.R. 51(a)(2)). 30 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house (J.R. 61(a)(2)).	
<b>May</b> 7 Last day for policy committees to meet and report to the floor non-fiscal bills introduced in their house (J.R. 61(a)(3)). 14 Last day for policy committees to meet prior to June 7 (J.R. 61(a)(4)). 21 Last day for fiscal committees to meet and report to the floor bills introduced in their house (J.R. 61(a)(5)). Last day for fiscal committees to meet prior to June 7 (J.R. 61(a)(6)). 31 Memorial Day	<b>September</b> 3 Last day to amend bills on the floor (J.R. 61(a)(13-14)). 6 Labor Day 10 Last day for each house to pass bills (J.R. 61(a)(14-15)). Interim Recess begins upon adjournment (J.R. 51(a)(4)).  <b>October</b> 10 Last day for Governor to sign or veto bills passed by the Legislature on or before Sept. 10 and in the Governor's possession after Sept. 10 (Art. IV, Sec. 10(b)(1)).

## 117th United States Congress, First Session (Tentative) Calendar\*

<b>January</b> 1 New Year's Day 3 House and Senate reconvene 4-5 Senate district work period 4 Electoral College 7-19 Senate district work period 11-15 House district work periods 18 Martin Luther King, Jr. Day 20 Inauguration Day	<b>July</b> 1-4 House and Senate district work periods 5 Independence Day (Observed) 5-9 House and Senate district work periods
<b>February</b> 15 President's Day 15-19 House and Senate district work periods	<b>August</b> 2-27 House district work period 9-31 Senate district work period
<b>March</b> 29-2 House district work periods 29-9 Senate district work periods	<b>September</b> 1-10 Senate district work periods 5 Labor Day 6-8 House district work periods 15-17 House district work periods 16-17 Senate district work periods
<b>April</b> 1-9 House and Senate district work periods	<b>October</b> 11 Indigenous Peoples' Day 11-15 Senate district work periods
<b>May</b> 3-7 Senate district work periods 31 Memorial Day 31-4 House and Senate district work periods	<b>November</b> 1-8 House district work period 8-12 Senate district work periods 11 Veterans' Day 21-26 House district work periods 22-26 Senate district work periods 25 Thanksgiving Day
<b>June</b> 1-4 House and Senate district work periods 28-9 Senate district work periods	<b>December</b> 13-31 House empty calendar 13-31 Senate district work periods 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

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	21-0142	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	12/27/2020	<b>In control:</b>		Joint MTC ABAG Legislation Committee	
<b>On agenda:</b>	1/8/2021	<b>Final action:</b>			
<b>Title:</b>	Sacramento Update				
	Sacramento update: new committee assignments, 2021 legislative schedule and state fiscal update.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">3a Sacramento Update .pdf</a>				

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

**Subject:**  
Sacramento Update

Sacramento update: new committee assignments, 2021 legislative schedule and state fiscal update.

**Presenter:**  
Rebecca Long, MTC and Mike Monagan, Carter, Wetch & Associates

**Recommended Action:**  
Information

**Attachments:**

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

January 8, 2021

Agenda Item 3a

## Sacramento Update

---

- Subject:** Sacramento update: new committee assignments, 2021 legislative schedule and state fiscal update.
- Overview:** This memo provides an update on recent committee assignment changes relevant to our 2021 Advocacy Program, the legislative calendar and a high-level update on the state's finances in anticipation of the FY 2021-22 Governor's Budget.
- Discussion:** **New Committee Assignments** State Assembly Speaker Anthony Rendon announced a number of key changes to committee chair and committee memberships for the 2021-22 legislative session.

**Assembly Transportation Committee** Assemblymember Jim Frazier, longtime Chair of the Assembly Transportation Committee has been replaced by Assemblymember Laura Friedman (Glendale, Los Angeles County), who has served on the committee since 2016. Assemblymember Frazier will instead chair the Assembly Government Organization Committee. Friedman has established herself as a champion of roadway safety and authored legislation establishing a Zero Traffic Fatalities Task Force and has introduced AB 43 to implement the panel's findings. In a statement on her website, Friedman is quoted saying, "We need greater investment in mass transit to relieve congestion and improve mobility options. The world during and after this pandemic is going to be very different, and we need to be ready for that." The press release further states: "As Chair, Friedman is likely to influence the committee's efforts away from a focus on freeway and road expansions and towards forward-thinking policies such as investing in mass transit, bicycle and pedestrian infrastructure, zero-emission vehicles, road safety, and sustainability."

Bay Area Assemblymembers on the newly configured committee now include: Marc Berman, Ash Kalra (new to the committee), newly-elected Alex Lee, and Buffy Wicks.

### **Assembly Housing and Community Development Committee**

Assemblymember David Chiu remains the chair of this committee, but two Bay Area Assemblymembers have been added: Ash Kalra and Buffy Wicks.

**Assembly Local Government Committee** Assemblymember Cecilia Aguiar-Curry remains the chair of this committee and no changes were made to its composition.

**Senate Transportation Committee** This committee, which was chaired for many years by former State Senator Jim Beall, will be chaired by Senator Lena A. Gonzalez (Long Beach). The Bay Area does pick up an additional seat in this year's configuration, however, with the appointment of two newly-elected Bay Area members to the committee: Senator Josh Becker and Senator Dave Cortese to the committee. Other Bay Area members on the committee include Senators Bill Dodd, Mike McGuire Nancy Skinner and Bob Wieckowski. An interesting political note, Senator Josh Newman, who was recalled for his support of the SB 1 gas tax increase was reelected in November and now has a seat on the committee.

**Senate Governance & Finance** This committee, which handles local government issues and some housing bills, will continue to be chaired by Senator Mike McGuire. Senator Scott Wiener is the only other Bay Area on this small five-person committee.

**Senate Housing Committee** Senator Scott Wiener remains the chair of this committee. Other Bay Area members on the committee include Senator Dave Cortese, Mike McGuire, Nancy Skinner and Bob Wieckowski.

**Legislative Calendar** Due to COVID-19 cases rising precipitously, session was postponed until January 11. Key house-of-origin deadlines are listed below.

Bill introduction:	February 19
Policy Committee (fiscal bills):	April 30
Policy Committee (non-fiscal bills):	May 7
Fiscal Committee to report house-of-origin bills to floor:	May 21
Last day for each house to pass house-of-origin bills:	June 4
Budget bill must be passed:	June 15

**State Fiscal Update** In late November, the Legislative Analyst's Office (LAO) released [\*The FY 2021-22 Budget: California Fiscal Outlook\*](#) which included some welcome news that the state's economy has rebounded faster than expected. The report noted that the economic picture remains an inequitable one, where "many low-income Californians remain out of work, while most high-income workers have been spared." However, because the state's tax structure is highly progressive and high-income households have seen little negative impact from the pandemic, the state's revenues are well ahead of budget assumptions. In addition, consumer spending fell less than expected and the stock market has reached historic highs.

The LAO estimates a \$26 billion "windfall" for FY 2021-22, which they emphasize is a one-time surplus, clouded by "an unprecedented amount of uncertainty about this fiscal picture." This surplus creates an environment where many interests will be vying for some of these funds. Governor Newsom's FY 2021-22 State budget proposal will be released the second week of January and will set the stage for a debate on priorities. The LAO recommends reserving half of the windfall for the state's reserve to protect budget resilience, while using the remainder "on one-time purposes, focusing on activities that mitigate the adverse economic and health consequences of the public health emergency." Likely to be on the list of items legislators will be considering for one-time investments are funding to assist tenants with rent, including back-rent, homelessness, affordable housing construction, education, climate adaptation investments, and local government fiscal relief.

  
Therese W. McMillan

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	21-0143	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	12/27/2020	<b>In control:</b>		Joint MTC ABAG Legislation Committee	
<b>On agenda:</b>	1/8/2021	<b>Final action:</b>			
<b>Title:</b>	Overview of COVID Relief and Fiscal Year (FY) 2021 Federal Appropriations  Summary of Transportation and Housing Provisions in the consolidated COVID-relief and FY 2021 Appropriations Act.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">3b_Federal COVID Relief and FY 2021 Appropriations.pdf</a>				

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

### Subject:

Overview of COVID Relief and Fiscal Year (FY) 2021 Federal Appropriations

Summary of Transportation and Housing Provisions in the consolidated COVID-relief and FY 2021 Appropriations Act.

### Presenter:

Rebecca Long

### Recommended Action:

Information

### Attachments:

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

January 8, 2021

Agenda Item 3b

## Overview of COVID Relief and Fiscal Year (FY) 2021 Federal Appropriations

---

**Subject:** Summary of Transportation and Housing Provisions in the consolidated COVID-relief and FY 2021 Appropriations Act.

**Overview:** On December 21, 2020, Congress approved a combined \$2.3 trillion COVID relief package and FY 2021 Appropriations bill. The 5,593-page bill was signed by the President December 27, 2020 and provides a significant new infusion of funds in the Bay Area.

### Transit

The COVID-relief portion of the bill provides \$14 billion in supplemental funding to public transit to offset the massive drop in revenue as a result of the pandemic. This will provide about \$975 million to the Bay Area to assist the region's transit operators. Importantly, because the bill caps funding to urbanized areas at the equivalent of 75 percent of their 2018 operating expenses, when funds from the bill are combined with prior funding from the CARES Act, only San Francisco-Oakland, San Jose, and Santa Rosa urbanized areas will qualify for funds from the large formula pot which comprises \$13.3 billion of the total amount. The specific amounts to those urbanized areas are as follows:

- \$819M for San Francisco-Oakland
- \$144M for San Jose
- \$15.4M for Santa Rosa

As a reminder, federal law requires those funds to be expended within these urbanized areas, but determining the distribution to specific operators within each area rests with MTC.

The bill also includes \$678 million in Section 5311 (Formula grants to rural areas) which are distributed directly to Caltrans and \$50 million for the Enhanced Mobility of Seniors & Individuals with Disabilities program, also distributed at the state level.

With regard to the FY 2021 Appropriations, the bill provides \$2 billion for the Capital Investment Grant program, FTA's major transit expansion program, about \$112 million more than FTA's FY 2021 funding recommendations.

### Highways

The COVID-relief portion of the bill includes \$10 billion for Highway Infrastructure Programs. Federal law provides significant flexibility in the use of highway funding, allowing funds from many of the larger formula programs to be "flexed" to public transit and bicycle and pedestrian improvements. While most of the funding coming to California from the \$10 billion COVID relief program will be distributed to Caltrans by formula, a portion will also be suballocated. These COVID relief funds are highly flexible and allowed to be used for operating purposes as well as backfilling for lost toll revenue. A key follow-up item will be determining whether to pursue some of these funds coming to California to backfill lost bridge toll revenue.

The FY 2021 Appropriations bill also includes an extra \$2 billion in General Fund monies for a Highway Infrastructure Program, focused on capital, that includes the key set-asides, among others:

- \$1 billion for bridge replacement and rehabilitation (capped at \$60m per state)
- \$640 million for Surface Transportation Program (STP) supplemental funds and alternative fuel charging infrastructure
- \$50 million for a competitive program for railroad grade crossings

Staff is still analyzing the legislation to determine how much of this supplemental highway funding will come to MTC for programming, but hope to provide additional details at the Programming and Allocations Committee meeting in January.

Finally, the FY 2021 Appropriations bill includes \$1 billion for National Infrastructure Investments, known as the BUILD program during the Trump Administration. While the Bay Area performed poorly under this program over the last four years due to a large share of funds being allocated to rural areas, hopefully this will change with the new Biden Administration. The program has broad multimodal eligibility and offers an opportunity to fund key transit capital shortfalls. The bill sets an award floor of \$5 million, a cap of \$25 million and limits states to receiving no more than 10% of the funds.

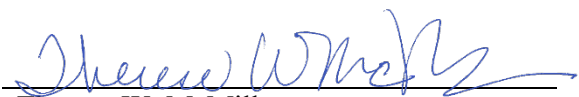
### **Housing**

In addition to this welcome news on the transportation front, the bill includes \$25 billion to help tenants pay for past rent due, future rent payments, and utility bills, and extends the Center for Disease Control's eviction moratorium to the end of January. Eligible recipients must spend 90 percent of funds on rent, rental arrears, utility costs, and any other costs directly associated with COVID-19. States must prioritize low-income households and households with unemployed members.

With regard to homelessness, as part of the FY 2021 appropriations, the bill includes \$3 billion in Homeless Assistance grants, directs Department of Housing and Urban Development (HUD) to clarify that Community Development Block Grant funds can be used for a variety of homeless services expenditures as well as emergency rental assistance, and directs HUD to evaluate homelessness prevention initiatives around the country and issue policy guidance for the adoption and implementation of best practices.

### **Local Government**

While no direct fiscal aid was provided to states or local governments, the bill does extend the deadlines for states and local agencies to expend funds provided by the CARES Act to the end of 2021. In addition, it provides significant funding to K-12 schools and higher education. Specifically, the bill includes \$54 billion for public K-12 schools and nearly \$23 billion for higher education, which should create some relief at the state level.

  
Therese W. McMillan

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

---

**File #:** 21-0061      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 12/6/2020      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 1/8/2021      **Final action:**  
**Title:** Washington D.C. Legislative Update  
Report from Washington, D.C. advocates.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3c\\_MTC December Washington Report.pdf](#)

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

**Subject:**

Washington D.C. Legislative Update

Report from Washington, D.C. advocates.

**Presenter:**

Randy Rentschler, MTC & Mark Dedrick, Summit Strategies

**Recommended Action:**

Information

**Attachments:**

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

**January 8, 2021**

**Agenda Item 3c**

**Washington D.C. Legislative Update**

---

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

**Recommendation:** Information

**Attachments:** **Attachment A:** Summit Strategies Team Report – December 2020

  
Therese W. McMillan



**SUMMIT  
STRATEGIES**

440 1st Street, NW, Suite 440  
Washington, DC 20001  
(202) 638-3307 main  
(202) 595-9192 fax  
[www.summitstrategies.us](http://www.summitstrategies.us)

## **Memorandum**

**From: Summit Strategies Team**

**To: Therese McMillan, Executive Director**

**Date: January 5, 2021**

**Subject: Federal Policy Monthly Report**

- 
- **Overview**
  - **Appropriations Package**
  - **COVID-Relief Package**
  - **Fixing America's Surface Transportation (FAST) Act Reauthorization Update**
  - **Incoming U.S. Department of Transportation (DOT) Secretary Pete Buttigieg**
  - **Transportation Workers and Vaccine**
  - **Competitive Grant Update**
  - **National Transportation News Roundup**
- 

Below is a status update on issues of interest to MTC, and actions we have taken.

## Appropriations Package

With a 359-53 vote total, Congress passed the 5,593-page omnibus bill providing at least \$3.7 trillion in funding – a package containing all twelve annual appropriations bills, about \$900 billion in additional COVID relief, many extensions of expiring tax and health care provisions, and dozens of other pieces of legislation. The President signed the measure on December 27, 2020.

The FY21 omnibus bill includes 30 divisions – the transportation bill, Division L, appropriates \$86.7 billion in total budgetary resources to the U.S. Department of Transportation, which is \$533 million above the 2020 enacted level. The package includes \$1 billion for National Infrastructure Investments (TIGER/BUILD grants), which equals 2020 levels. The bill's language calls for a 50-50 split of the grants to go to urban and rural areas. The Federal Transit Administration (FTA) received \$13 billion, which is \$37 million above the 2020 enacted level. Additional highlights of the FTA appropriations include:

- \$10.8 billion for formula funds
- \$2.014 billion for the Capital Investment Grants program:
  - \$1.17 billion in New Starts funding
  - \$200 million in Small Starts funding
  - \$525 million in Core Capacity funding
  - \$100 million for the Expedited Project Delivery Pilot Program
- \$516 million for transit infrastructure grants:
  - \$243 million for the Bus and Bus Facilities Program
  - \$125 million for the Low or No Emission Bus Program
  - \$40 million for rural area formula grants
  - \$40 million for high density states grants
  - \$40 million for state of good repair grants
  - \$8 million for ferries, with \$4 million designated for low or no emission ferries
  - \$2 million for bus testing facility grants
  - \$16.22 million for grants for areas of persistent poverty
  - \$1 million for innovative mobility grants to develop software to facilitate demand response transit
  - \$1 million for accelerating innovative mobility grants

## COVID-Relief Package

After months of contentious negotiation, lawmakers reached an agreement on the approximately \$900 billion COVID relief measure in time to attach it to the omnibus appropriations package. Congressional leaders finally maneuvered past many contentious issues to finalize the legislation. The bipartisan coalition of moderate Senators who restarted negotiations two weeks ago with a \$908 billion proposal broke the legislation into two pieces. The first portion includes less controversial provisions, such as extending bonus unemployment insurance and many other funding provisions for fighting the virus and vaccine distribution. This framework served as the template for the final package. It also provided more funding for the PPP program to help small businesses. Vehement opposition to the state and local aid from Republicans and Democratic resistance to business liability protections resulted in neither element making it into the bill.

The COVID relief legislation includes \$600 direct payments for individuals, extends \$300 enhanced unemployment insurance until mid-March, \$284 billion for the PPP, \$82 billion for education, \$25 billion for housing assistance, \$15 billion for performance venues, \$69 billion for vaccine distribution and healthcare, \$10 billion for childcare. The bill secures \$45 billion for transportation, including:

- \$16 billion for airlines
- \$10 billion for state U.S. Department of Transportation's
- \$1 billion for Amtrak, including \$655 million for Northeast Corridor Grants and \$344 million for National Network Grants
- \$14 billion for public transit

The funds provided for transportation seek to support the industry until March 31, 2021. We were extremely involved in lobbying the Appropriations Committees, House and Senate Leadership, and the California congressional delegation on the transit components from the very beginning. Through our regular contacts with the key policymakers, we shared the needs facing MTC, and the best formulas to use to address these needs. The majority of the \$14 billion for transit, \$13.27 billion, goes to urban areas, according to FY20 funding for section 5307 urbanized area formula grant and section 5337 state-of-good-repair programs. This differs from the CARES Act by excluding the 5340 "high growth state" formula modifier. Further, the measure differs from the CARES Act in the following way (based on a rather complicated formula):

- Urbanized areas share in this bill combined with CARES Act funding may not exceed 75 percent of the 2018 operating costs as reported to the National Transit Database (NTD).
- Any funding in excess of the 75 percent gets redistributed in the same percentages until every urbanized area receives at least 75 percent of their 2018 operating expenses.
- If any money is left over, it is distributed to those areas between 75 percent and 100 percent of 2018 operating expenses in the proportion that the 2018 operating costs bear to the total operating costs of urbanized areas.
- No urbanized area may receive more than \$4 billion from the amounts allocated in addition to CARES Act funding until 75 percent of the monies provided are obligated and only after the recipient certifies that the use of such funds in excess of this amount is necessary to prevent layoffs or furloughs directly related to demonstrated revenue losses directly attributed to COVID-19.

The remaining funds include \$50 million for section 5310, the elderly/disabled program, and \$678.65 million for section 5311, grants for rural areas.

### **Fixing America's Surface Transportation (FAST) Act Reauthorization Update**

After failing to act in 2020, the 117th Congress will have to address surface transportation reauthorization. The one-year extension of the Fixing America's Surface Transportation (FAST) Act, which authorizes highway, transit, rail, and vehicle safety programs, expires in September 2021.

The FAST Act extension within the continuing resolution provides:

- An extension of FAST Act funding and provisions from FY 2020 to all of FY 2021, including contract authority formula apportionments to states.
- A \$10.4 billion general fund transfer to the Highway Trust Funds's Highway Account and a \$3.2 billion transfer to the Mass Transit Account.
- A \$14 billion general fund transfer to the Airport and Airway Trust Fund, making up for the aviation excise tax holiday included in the [\\$2 trillion CARES Act](#) passed in March.
- Suspension of the Rostenkowski fiscal solvency test for the Mass Transit Account for FY 2021. Without suspending that "test" significant reductions in transit obligation funds would occur in FY 2021.

- An increase to the “multimodal cap” within the U.S. Department of Transportation’s Infrastructure for Rebuilding America or INFRA discretionary grant program from an aggregate total of \$500 million to \$600 million.
- An extension of 2017 and 2018 Better Utilizing Investments to Leverage Development or BUILD grant program obligation deadlines through September 30, 2021.

All indications are that moving a surface transportation reauthorization bill will be a top priority of both Congress and the incoming Biden administration. The Biden transition team has been in regular contact with the House Transportation & Infrastructure Committee and with Chairman DeFazio. There has also been contact between the House and Senate on the matter, and the principals would like to get started on this early in the 117<sup>th</sup> Congress. Your team has been in close contact with all of the players about MTC’s federal priorities, and in trying to get a few key changes adopted by the House in this new package and we will continue to work on your behalf.

### **Incoming U.S. Department of Transportation (DOT) Secretary Pete Buttigieg**

President-elect Joe Biden has nominated his former presidential primary rival Pete Buttigieg to be Secretary of transportation. While the former mayor of South Bend, Indiana lacks national expertise on broad transportation policy, his impressive resume and political acumen earned him consideration for a place in the Biden cabinet. As Mayor, Buttigieg viewed transportation as about more than just moving vehicles. He led successful efforts on proposals that focused on improving pedestrian safety and using transportation investment as an economic development tool. His presidential platform included a \$1 trillion infrastructure package with a variety of funding measures, including a vehicle-miles-traveled fee and meaningful discussion of conservation and “green” policy initiatives to combat climate change. If confirmed, Buttigieg would make history as the first openly gay cabinet Secretary.

As Secretary, Buttigieg will face an incredibly challenging situation regarding public transportation systems throughout the country. The COVID pandemic has dramatically reduced transit ridership and curtailed local government tax revenues, leading to potentially disastrous service cuts and layoffs. Biden’s commitment to address infrastructure and provide significant funding for the transportation system means Buttigieg will play an essential role in the coming years. There are also many critical policy areas, including addressing the Highway Trust Fund revenue shortfall, FAST Act reauthorization, various clean energy initiatives, that Buttigieg will need to tackle. Chairman DeFazio

has wholeheartedly endorsed his nomination. In a recent interview, Buttigieg indicated that he will prioritize equity, automation, and agency authority during his upcoming tenure.

### **Transportation Workers and COVID Vaccine**

As transportation workers begin helping to distribute the vaccine across the country, essential sectors — including aviation, transit, trucking and ports — are advocating for vaccine priority for their front-line workers. The Centers for Disease Control and Prevention’s (CDC’s) Advisory Committee on Immunization Practices recommended that essential workers, which includes transit workers according to Clinical Immunization Safety Assessment guidance, receive vaccines in the second tranche, following healthcare workers. In recent days, major trade organizations have requested their workforce follow medical and health care professionals in the early rounds of vaccinations. A coalition of aviation groups sent a letter this month to the CDC requesting early vaccine access for their workers. A separate consortium of surface and maritime transportation groups told senators freight rail, port and waterway, and energy workers needed to get the vaccine to help “keep our critical supply chains operating, reinforce the resilience of our transportation networks, and mitigate the risk of economic downturns and their effects at the local, regional, and national levels.” Already a resurgence of outbreaks at the nation’s ports has longshoremen, their families, and maritime officials worried that if port workers do not receive the vaccine early, it could jam the entire supply chain. However, the decision ultimately rests with each state.

### **Competitive Grants Update**

#### **HUD Announces Section 811 Supportive Housing for Persons with Disabilities Program Grants**

On Monday, November 30, the U.S. Department of Housing and Urban Development announced the award of \$54.7 million in Section 811 Supportive Housing for Persons with Disabilities funds to 15 organizations. The full list of CIG-supported projects can be found [here](#).

#### **FTA Announces Additional Administrative Relief for Transit Agencies**

On Friday, December 11, the U.S. Department of Transportation’s Federal Transit Administration (FTA) announced additional actions to improve access to grant funding and provide relief from certain regulatory and administrative requirements. These actions include extending access to emergency relief funding for operations and allowing more time for transit agencies to meet regulatory requirements for the Public Transportation Agency Safety Plan (PTASP) and Public Transportation Safety Certification

Training Program (PTSCTP) regulations. Additionally, FTA announced the extension of eligibility for formula funding under the Emergency Relief Program to be used to pay for operating expenses, which may now cover operating expenses related to COVID-19 recovery through January 20, 2022, at 100-percent federal share. The full list of adjustments can be found under FTA's recently released [FAQ page](#).

#### **FTA Announces Capital Investment Grants (CIG) Program Grants**

On Monday, December 14, the U.S. Department of Transportation's Federal Transit Administration (FTA) announced the award of \$40.9 million in CIG funding to Milwaukee County to support the East West Bus Rapid Transit (BRT) Project in Milwaukee, Wisconsin. The full list of CIG-supported projects can be found [here](#).

#### **FTA Announces Transit-Oriented Development Planning Pilot Program Grants**

On Tuesday, December 15, the U.S. Department of Transportation's Federal Transit Administration (FTA) announced the award of approximately \$6.2 million in FY20 Transit-Oriented Development (TOD) Planning funds to 9 projects in 7 states. The full list of the awarded projects can be found [here](#).

#### **FTA Announces Additional Capital Investment Grants (CIG) Program Grants**

On Thursday, December 17, the U.S. Department of Transportation's Federal Transit Administration (FTA) announced the award of \$544.3 million in CIG funding to 7 projects in 7 states. The full list of CIG-supported projects can be found [here](#), including TriMet's Red Line project in the anticipated projects section.

#### **HUD Announces Family Self-Sufficiency (FSS) Program Grants**

On Friday, December 18, the U.S. Department of Housing and Urban Development announced the award of \$78 million in Family Self-Sufficiency (FSS) funds. The full list of the awarded projects can be found [here](#).

## **National Transportation News Roundup**

Public Transit Has to Come Back. [The Atlantic](#)

Where transit stands with COVID-19 relief bill and FY21 omnibus legislation. [Mass Transit](#)

Smooth-talking Buttigieg to be Biden's infrastructure salesman in chief. [Politico](#)

Traffic fatalities dropped slightly in 2019: NHTSA. [Smart Cities Dive](#)

'Existential Peril': Mass Transit Faces Huge Service Cuts Across U.S. [New York Times](#)

Agencies tap public surveys to gauge transit trends. [Smart Cities Dive](#)

Biden taps former rival Pete Buttigieg for U.S. transportation secretary. [Reuters](#)

The Jet-Setters Scheming to Break All the COVID Rules. [Daily Beast](#)