

Meeting Agenda

Joint MTC ABAG Legislation Committee

Jesse Arreguin, Chair Vacant, Vice Chair

Members

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

Non-Voting Members

Dorene M. Giacomini and Vacant

Friday, March 12, 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/89023120816>

iPhone One-Tap: US: +14086380968,,89023120816# or +16699006833,,89023120816#

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: 890 2312 0816

International numbers available: <https://bayareametro.zoom.us/u/knfZe1UwP>

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 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. [21-0315](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the February 12, 2021 Meeting
- Action:** Committee Approval
- Attachments:** [2a_Joint LEGIS_Minutes_Feb 12 2021.pdf](#)
- 2b. [21-0316](#) Legislative History
- Detailed list of bills the ABAG and MTC are tracking in Sacramento, including those ABAG or MTC supports or opposes.
- Action:** Information
- Presenter:** Rebecca Long
- Attachments:** [2b_Mar Leg History.pdf](#)
- 2c. [21-0355](#) MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment
- Action:** MTC Commission Approval
- Presenter:** Marti Paschal
- Attachments:** [2c_MTC Res. 3931_Council Appointment Frank Welte.pdf](#)

3. State Legislation

- 3a. [21-0318](#) Advocacy Principles to Guide Legislation Aimed at Improving the Bay Area's Transit System
- Advocacy principles to guide MTC's legislative advocacy regarding Assemblymember Chiu's anticipated 2021 legislation aimed at improving the performance and connectivity of the Bay Area's public transit system.
- Action:** Support / Commission Approval
- Presenter:** Rebecca Long
- Attachments:** [3a_Principles for Transit Transformation Legislation.pdf](#)
[3a_Correspondence_Principles for Transit Transformation Legislation.pdf](#)

- 3b.** [21-0346](#) Assembly Bill 455 (Bonta): Bay Bridge Fast Forward Program
- Requires the Bay Area Toll Authority (BATA) to identify, plan and deliver a set of projects and plans to speed up bus and very high occupancy vehicle (HOV) travel in the San Francisco-Oakland Bay Bridge corridor.
- Action:** Support and Seek Amendments / MTC Commission Approval
- Presenter:** Rebecca Long
- Attachments:** [3b AB 455 Bonta Support and Seek Amends.pdf](#)
[3b Corrospodence Part 1 MTC ABAG Legislative Committee - Agenda #3b /](#)
[3b Corrospodence-Part 2 MTC ABAG Legislative Committee - Agenda #3b /](#)
- 3c.** [21-0391](#) Senate Bill 623 (Newman): Electronic Toll and Transit Fare Collection Systems
- Clarifies provisions in state law to affirm the ability of transportation agencies to use and share information necessary for the operation of toll facilities and electronic transit fare collection systems in California.
- Action:** Support / MTC Commission Approval
- Presenter:** Rebecca Long
- Attachments:** [3c SB 623 Toll Collection Support.pdf](#)
- 3d.** [21-0393](#) Resiliency/Climate Adaptation Advocacy Principles
- Adopt advocacy principles to guide legislative engagement on climate adaptation legislation, including but not limited to: Assembly Bill 11 (Ward), Assembly Bill 50 (Boerner-Horvath), and Assembly Bill 51 (Quirk) and Assembly Bill 897 (Mullin) as well as resilience-related bond proposals, Assembly Bill 1500 (Garcia) and Senate Bill 45 (Portantino).
- Action:** Support / ABAG Executive Board Approval
Support / MTC Commission Approval
- Presenter:** Rebecca Long
- Attachments:** [3d Adaptation Principles.pdf](#)

4. Federal Legislation

4a. [21-0317](#) Washington D.C. Legislative Update

Report on key legislative, funding and political developments over the past month from Washington, D.C. prepared by the Summit Strategies team.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [4a MTC February Washington Report.pdf](#)

5. 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.*

6. Adjournment / Next Meeting

The next meeting of the Joint MTC ABAG Legislation Committee will be Friday, April 9, 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) 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 #: 21-0315 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 2/2/2021 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 3/12/2021 **Final action:**
Title: Approval of Joint MTC ABAG Legislation Committee Minutes of the February 12, 2021 Meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a_Joint LEGIS_Minutes_Feb 12 2021.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Approval of Joint MTC ABAG Legislation Committee Minutes of the February 12, 2021 Meeting

Recommended Action:

Committee Approval

Attachments:

Meeting Minutes - Draft

Joint MTC ABAG Legislation Committee

Jesse Arreguin, Chair Jake Mackenzie, Vice Chair

Members

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

Non-Voting Members

Dorene M. Giacopini and Vacant

Friday, February 12, 2021

9:45 AM

Board Room - 1st Floor (REMOTE)

1. Roll Call / Confirm Quorum

Present: 15 - Committee Member Spering, Committee Member Ahn, Committee Member Rabbitt, Committee Member Mitchoff, Committee Member Ramos, Committee Member Chavez, Committee Member Canepa, Vice Chair Mackenzie, Committee Member Liccardo, Committee Member Hudson, Acting Chair Arreguin, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly and Committee Member Haggerty

Absent: 2 - Committee Member Pedroza and Committee Member Mar

Non-Voting Member Present: Commissioner Giacopini

Ad Hoc Non-Voting Members Present: Commissioner Worth

2. Consent Calendar

Upon the motion by Committee Member Hudson and second by Vice Chair Mackenzie, the Consent Calendar was unanimously approved. The motion carried by the following vote:

Aye: 15 - Committee Member Spering, Committee Member Ahn, Committee Member Rabbitt, Committee Member Mitchoff, Committee Member Ramos, Committee Member Chavez, Committee Member Canepa, Vice Chair Mackenzie, Committee Member Liccardo, Committee Member Hudson, Acting Chair Arreguin, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly and Committee Member Haggerty

Absent: 2 - Committee Member Pedroza and Committee Member Mar

2a. [21-0187](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the January 8, 2021 Meeting

Action: Committee Approval

Attachments: [2a Joint LEGIS Minutes Jan 8 2021.pdf](#)

2b. [21-0188](#) 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_Feb Leg History.pdf](#)

3. State Legislation

3a. [21-0240](#) Governor's Fiscal Year (FY) 2021-22 State Budget

Overview of transportation, housing, and resilience provisions in Governor's proposed budget.

Action: Information

Presenter: Rebecca Long

Attachments: [3a_State Budget.pdf](#)

3b. [21-0242](#) Senate Bill 10 (Wiener): Housing Approval Streamlining Tool

Optional tool for local governments to streamline a parcel's upzoning located in transit-rich or jobs-rich locations or on urban infill sites.

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

Presenter: Rebecca Long

Attachments: [3b_SB 10_Wiener.pdf](#)

Ken Bukowski spoke on this item.

Upon the motion by Committee Member Spering and second by Vice Chair Mackenzie, a Support position on Senate Bill 10 (Wiener): Housing Approval Streamlining Tool was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

Aye: 12 - Committee Member Spering, Committee Member Ahn, Committee Member Rabbitt, Committee Member Mitchoff, Committee Member Ramos, Committee Member Chavez, Committee Member Canepa, Vice Chair Mackenzie, Committee Member Liccardo, Acting Chair Arreguin, Committee Member Halliday and Committee Member Haggerty

Nay: 2 - Committee Member Eklund and Committee Member Connolly

Absent: 3 - Committee Member Pedroza, Committee Member Mar and Committee Member Hudson

3c. [21-0243](#) Senate Bill 7 (Atkins): Extension of California Environmental Quality Act (CEQA) Judicial Review Streamlining Authority

Restores an expired authorization for streamlined judicial review and adds eligible specified housing projects consistent with a region's sustainable communities strategy, and dedicates at least 15 percent of the units to lower-income households.

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

Presenter: Rebecca Long

Attachments: [3c SB 7 Atkins CEQA-2 Corrected.pdf](#)

Upon the motion by Committee Member Haggerty and second by Committee Member Liccardo, a Support position on Senate Bill 7 (Atkins): Extension of California Environmental Quality Act (CEQA) Judicial Review Streamlining Authority was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

Aye: 13 - Committee Member Spering, Committee Member Ahn, Committee Member Rabbitt, Committee Member Mitchoff, Committee Member Ramos, Committee Member Chavez, Committee Member Canepa, Vice Chair Mackenzie, Committee Member Liccardo, Committee Member Hudson, Acting Chair Arreguin, Committee Member Halliday and Committee Member Haggerty

Nay: 2 - Committee Member Eklund and Committee Member Connolly

Absent: 2 - Committee Member Pedroza and Committee Member Mar

4. Federal Legislation

4a. [21-0190](#) Washington D.C. Legislative Update

Report from Washington, D.C. advocates.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [4ai MTC January Washington Report.pdf](#)
[4aii_Handout-Coronavirus Relief Package.pdf](#)

5. Public Comment / Other Business

Roland Lebrun was called to speak.

6. Adjournment / Next Meeting

The next meeting of the Joint MTC ABAG Legislation Committee will be Friday, March 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.

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0316	Version:	1	Name:	
Type:	Report	Status:		Consent	
File created:	2/2/2021	In control:		Joint MTC ABAG Legislation Committee	
On agenda:	3/12/2021	Final action:			
Title:	Legislative History				

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

Sponsors:

Indexes:

Code sections:

Attachments: [2b_Mar Leg History.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Legislative History

Detailed list of bills the ABAG and MTC are 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
AB 11 Ward	Amended 1/21/2021	Assembly Natural Resources	Climate change: regional climate change authorities. Would require the Strategic Growth Council, by January 1, 2023, to establish up to 12 regional climate change authorities to coordinate climate adaptation and mitigation activities in their regions, and coordinate with other regional climate adaptation authorities, state agencies, and other relevant stakeholders.		
AB 16 Chiu	Amended 1/12/2021	Assembly Housing and Community Development	Tenancies: COVID-19 Tenant, Small Landlord, and Affordable Housing Provider Stabilization Act of 2021. Would establish the Tenant, Small Landlord, and Affordable Housing Provider Stabilization Program. The bill would authorize the Director of Housing and Community Development to direct an existing office or program within the Department of Housing and Community Development to implement the program. The bill would establish in the State Treasury the COVID-19 Tenant, Small Landlord, and Affordable Housing Provider Stabilization Fund, and, upon appropriation by the Legislature, distribute all moneys in the fund to the department to carry out the purposes of the program.		
AB 50 Boerner Horvath	Introduced 12/7/2020	Assembly Natural Resources	Climate change: Climate Adaptation Center and Regional Support Network: sea level rise. 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.		
AB 51 Quirk	Introduced 12/7/2020	Assembly Natural Resources	Climate change: adaptation: regional climate adaptation planning groups: regional climate adaptation plans. 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.		

AB 52 Frazier	Introduced 12/7/2020	Assembly Natural Resources	California Global Warming Solutions Act of 2006: scoping plan updates: wildfires. 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.		
AB 67 Petrie-Norris	Introduced 12/7/2020	Assembly Natural Resources	Sea level rise: working group: economic analysis. 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.		
AB 68 Salas	Introduced 12/7/2020	Assembly Print	Affordable housing: California State Auditor's Report. 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.		

AB 71 Rivas, Luz	Amended 1/12/2021	Assembly Revenue and Taxation	Homelessness funding: Bring California Home Act. Would, for taxable years beginning on or after January 1, 2022, include a taxpayer's global low-taxed income in their gross income for purposes of the Personal Income Tax Law, in modified conformity with the above-described federal provisions. The bill would exempt any standard, criterion, procedure, determination, rule, notice, or guideline established or issued by the Franchise Tax Board to implement its provisions from the rulemaking provisions of the Administrative Procedure Act.		
AB 113 Boerner Horvath	Introduced 12/17/2020	Assembly Print	Transportation electrification: electric vehicles: grid integration. 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.		
AB 115 Bloom	Introduced 12/18/2020	Assembly Housing and Community Development	Planning and zoning: commercial zoning: housing development. 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.		
AB 117 Boerner Horvath	Introduced 12/18/2020	Assembly Transportation	Air Quality Improvement Program: electric bicycles. 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.		

AB 118 Kamlager	Introduced 12/18/2020	Assembly Emergency Management	Emergency services: community response: grant program. Would, until January 1, 2026, enact the Community Response Initiative to Strengthen Emergency Systems Act or the C.R.I.S.E.S. Act for the purpose of creating, implementing, and evaluating the 3-year C.R.I.S.E.S. Grant Pilot Program, which the act would establish. The bill would require the office to establish rules and regulations for the program with the goal of making grants to community organizations, over 3 years, for the purpose of expanding the participation of community organizations in emergency response for specified vulnerable populations. The bill would require that grantees receive a minimum award of \$250,000 per year. The bill would require a community organization receiving funds pursuant to the program to use the grant to stimulate and support involvement in emergency response activities that do not require a law enforcement officer, as specified. The bill would require the Director of Emergency Services (director) to assemble staff and resources to carry out certain duties in support of the program.		
AB 122 Boerner Horvath	Introduced 12/18/2020	Assembly Transportation	Vehicles: required stops: bicycles. 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.		
AB 215 Chiu	Introduced 1/11/2021	Assembly Housing and Community Development	Housing element. The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the Department of Housing and Community Development (HCD) to determine whether the housing element is in substantial compliance with specified provisions of that law. That law also requires HCD to notify a city, county, or city and county, and authorizes HCD to notify the office of the Attorney General, that the city, county, or city and county is in violation of state law if HCD finds that the housing element or an amendment to the housing element does not substantially comply with specified provisions of the Planning and Zoning Law, or that the local government has taken action or failed to act in violation of specified provisions of law. This bill would add the Housing Crisis Act of 2019 to those specified provisions of law.		

AB 261 Seyarto	Introduced 1/15/2021	Assembly Transportation	Authorized emergency vehicles. Would permit an authorized emergency vehicle to operate on an HOV lane if specified conditions are met, including, among others, that the vehicle is being driven while responding to, or returning from, an urgent or emergency call and the driver of the vehicle determines that the use of the HOV lane will likely improve the arrival time of the authorized emergency vehicle and its delivery of essential public safety services.		
AB 267 Valladares	Introduced 1/15/2021	Assembly Natural Resources	California Environmental Quality Act: exemption: prescribed fire, thinning, and fuel reduction projects. Current law, until January 1, 2023, exempts from the requirements of CEQA prescribed fire, thinning, or fuel reduction projects undertaken on federal lands to reduce the risk of high-severity wildfire that have been reviewed under the federal National Environmental Policy Act of 1969, as provided. Current law requires the Department of Forestry and Fire Protection, beginning December 31, 2019, and annually thereafter until January 1, 2023, to report to the relevant policy committees of the Legislature the number of times the exemption was used. This bill would extend the exemption from CEQA and the requirement on the department to report to the relevant policy committees of the Legislature indefinitely.		
AB 294 Santiago	Introduced 1/21/2021	Assembly Transportation	Vehicle Tow and Storage Act. Would establish the Vehicle Towing and Storage Board in the Department of Consumer Affairs and would empower the board to, among other things, regulate and resolve disputes involving vehicle towing businesses. The bill would require the board to maintain a public database on its internet website on vehicle towing businesses. The bill would require a business to obtain a Vehicle Tow and Storage Permit and pay an annual fee before operating a tow truck or tow vehicle in California. The bill would establish various penalties for violations of these provisions. The bill also would require a permit applicant or permitholder to submit specified information to the board under penalty of perjury.		

AB 306 O'Donnell	Introduced 1/25/2021	Assembly Education	School districts and community college districts: employee housing. The Field Act requires the Department of General Services to supervise the design and construction of any school building or, if the estimated cost exceeds \$100,000, the reconstruction or alteration of or addition to any school building, to ensure that plans and specifications comply with the rules and regulations adopted pursuant to the act and with relevant building standards, and to ensure that the work of construction has been performed in accordance with the approved plans and specifications. Current law defines "school building" for these purposes and excludes from that definition certain buildings. Current law requires the Department of General Services to approve the plans, specifications, and methods of construction of certain factory-built school buildings. Current law requires the Department of General Services, for purposes relating to access and use by persons with disabilities, to issue a written approval of the plans and specifications of certain buildings and facilities, as provided. This bill would exclude from these requirements any building or facility that serves or is intended to serve as residential housing for school district and community college district teachers and employees, and their families.		
AB 328 Chiu	Introduced 1/26/2021	Assembly Housing and Community Development	Reentry Housing Program. Would establish the Reentry Housing Program. The bill would require the Department of Housing and Community Development to, on or before July 1, 2022, take specified actions to, upon appropriation by the Legislature, provide grants to counties and continuums of care, as defined, for evidence-based housing and housing-based services interventions to allow people with recent histories of incarceration to exit homelessness and remain stably housed.		
AB 339 Lee	Introduced 1/28/2021	Assembly Print	State and local government: open meetings. Current law requires all meetings, as defined, of a house of the Legislature or a committee thereof to be open and public, and requires all persons to be permitted to attend the meetings, except as specified. This bill would require all meetings, including gatherings using teleconference technology, to include an opportunity for all persons to attend via a call-in option or an internet-based service option that provides closed captioning services and requires both a call-in and an internet-based service option to be provided to the public.		

<u>AB 345</u> <u>Quirk-Silva</u>	Amended 3/9/2021	Assembly Housing and Community Development	Accessory dwelling units: separate conveyance. The Planning and Zoning Law authorizes a local agency to provide, by ordinance, for the creation of accessory dwelling units in single-family and multifamily residential zones and requires a local agency that has not adopted an ordinance to ministerially approve an application for an accessory dwelling unit, and sets forth required ordinance standards, including that the ordinance prohibit the sale or conveyance of the accessory dwelling unit separately from the primary residence. Current law, notwithstanding the prohibition described above, authorizes a local agency to, by ordinance, allow an accessory dwelling unit to be sold or conveyed separately from the primary residence to a qualified buyer if certain conditions are met. This bill would require each local agency to allow an accessory dwelling unit to be sold or conveyed separately from the primary residence to a qualified buyer if the above-described conditions are met.		
<u>AB 357</u> <u>Kamlager</u>	Introduced 2/1/2021	Assembly Print	Affordable housing. Current law, the Planning and Zoning Law, requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. This bill would declare the intent of the Legislature to enact legislation that would address the need to build more affordable housing units.		
<u>AB 363</u> <u>Medina</u>	Introduced 2/1/2021	Assembly Transportation	Carl Moyer Memorial Air Quality Standards Attainment Program. Would require the State Air Resources Board, by January 1, 2023, to adopt an online application process for the submission of grant applications under the Carl Moyer Memorial Air Quality Standards Attainment Program. The bill would require the state board and local air districts administering the program to use the online application process. The bill would require the state board, by January 1, 2023, to review the program and to submit to the Legislature a report on the review containing certain information. The bill would prohibit the state board from amending or adopting regulations making changes to the program until it has submitted the report.		
<u>AB 371</u> <u>Jones-Sawyer</u>	Introduced 2/1/2021	Assembly P. & C.P.	Shared mobility devices: insurance and tracking. Current law defines shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. Current law requires a city or county that authorizes a shared mobility device provider to operate within its jurisdiction to adopt operation, parking, and maintenance rules, as provided, regarding the use of the shared mobility devices in its jurisdiction before the provider may offer shared mobility devices for rent or use. This bill would require a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille, as specified, to identify the device for the purpose of tracking and reporting.		

AB 387 Lee	Introduced 2/2/2021	Assembly Print	Social Housing Act of 2021. Would declare the intent of the Legislature to subsequently amend this bill to include provisions that would enact the Social Housing Act of 2021 to establish the California Housing Authority for the purpose of developing mixed-income rental and limited equity homeownership housing and mixed-use developments to address the shortage of affordable homes for low and moderate-income households.		
AB 411 Irwin	Amended 3/1/2021	Assembly Housing and Community Development	Veterans Housing and Homeless Prevention Bond Act of 2022. Would enact the Veterans Housing and Homeless Prevention Bond Act of 2022 to authorize the issuance of bonds in an amount not to exceed \$600,000,000 to provide additional funding for the VHHPA. The bill would provide for the handling and disposition of the funds in the same manner as the 2014 bond act.		
AB 413 Ting	Introduced 2/3/2021	Assembly Housing and Community Development	Foster youth: housing. Current law, subject to an annual appropriation in the annual Budget Act, requires the Department of Housing and Community Development to provide funding to counties for allocation to child welfare services agencies to help young adults who are 18 to 24 years of age secure and maintain housing, with priority given to young adults formerly in the state's foster care or probation systems. Current law suspends this program on December 31, 2021, unless the Department of Finance makes a specified finding. This bill would delete the provisions conditionally suspending that program and subjecting the requirements of the program to an annual appropriation in the Budget Act.		
AB 418 Valladares	Introduced 2/4/2021	Assembly Emergency Management	Emergency services: grant program. Would establish the Community Power Resiliency Program (program), to be administered by the Office of Emergency Services, to support local governments in priority areas including schools, elections offices, food storage reserves, COVID-19 testing sites, and traffic signals and street lamps. The bill would authorize the office to allocate specified sums, pursuant to an appropriation by the Legislature, to local governments, special districts, and tribes for various purposes relating to power resiliency, and would require those entities applying for funding to either describe the portion of their emergency plan that includes power outages or provide an attestation that power outages will be included when the entity revises any portion of their emergency plan.		
AB 428 Mayes	Introduced 2/4/2021	Assembly Print	Local government planning. Current law, the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, makes certain findings and declarations relating to local government organizations, including, among other things, the encouragement of orderly growth and development, and the logical formation and modification of the boundaries of local agencies. This bill would make nonsubstantive changes to these findings and declarations.		

<u>AB 455</u> <u>Bonta</u>	Introduced 2/8/2021	Assembly Transportation	Bay Bridge Fast Forward Program. Would require the Bay Area Toll Authority, in consultation with the Metropolitan Transportation Commission, Department of Transportation, and certain transit entities, to identify, plan, and deliver a comprehensive set of operational, transit, and infrastructure investments for the San Francisco-Oakland Bay Bridge corridor, which would be known collectively as the Bay Bridge Fast Forward Program. The bill would require the authority, in consultation with the commission, department, and certain transit operators, on or before January 1, 2023, to prepare and submit to the Legislature a comprehensive plan to improve bus and very high occupancy vehicle speed and travel time reliability along the San Francisco-Oakland Bay Bridge corridor in a manner that maximizes the number of people that can cross the bridge during congested periods.		
<u>AB 476</u> <u>Mullin</u>	Introduced 2/8/2021	Assembly Transportation	San Francisco Bay area county transportation authorities: contracting. Would require each county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$150,000, rather than \$75,000, either to the lowest responsible bidder or to the responsible bidder whose proposal provides the best value, as defined, on the basis of the factors identified in the solicitation, except in a declared emergency, as specified. The bill would specify that the requirement does not apply to construction contracts.		
<u>AB 525</u> <u>Chiu</u>	Introduced 2/10/2021	Assembly U. & E.	Energy: offshore wind generation. Would require the Energy Commission, in coordination with specified agencies, to develop a strategic plan to achieve a goal of at least 10,000 megawatts of offshore wind energy developments installed off the California coast by 2040, with an interim target of 3,000 megawatts installed by 2030. The bill would require the Energy Commission to submit the strategic plan to the Natural Resources Agency and the Legislature on or before June 1, 2022. The bill would impose various requirements on the Energy Commission in relation to the strategic plan and would require the strategic plan to include specified information relating to identification of sea space, economic and workforce development, transmission planning, and permitting.		
<u>AB 550</u> <u>Chiu</u>	Introduced 2/10/2021	Assembly Print	Pedestrian safety. Current law imposes various requirements relating to pedestrian safety, including requiring the driver of a vehicle to yield the right-of-way to a pedestrian crossing the roadway within a marked crosswalk or within an unmarked crosswalk at an intersection, except as specified. This bill would make technical, nonsubstantive changes to those provisions.		

AB 561 Ting	Introduced 2/11/2021	Assembly Housing and Community Development	Help Homeowners Add New Housing Program: accessory dwelling unit financing. Current law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units in areas zoned to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions. This bill would require the Treasurer, within 6 months of the effective date of these provisions, to develop the Help Homeowners Add New Housing Program with the purpose of assisting homeowners, as defined, in qualifying for loans to construct additional housing units on their property, including accessory dwelling units and junior accessory dwelling units. The bill would, with regard to the development of the program, require the Treasurer to consult with the California Housing Financing Agency and the Department of Housing and Community Development and would authorize the Treasurer to consult with private lenders.		
AB 571 Mayes	Introduced 2/11/2021	Assembly Housing and Community Development	Planning and zoning: density bonuses: affordable housing. The Density Bonus Law requires a city or county to provide a developer that proposes a housing development in the city or county with a density bonus and other incentives or concessions for the production of lower income housing units, or for the donation of land within the development, if the developer agrees to, among other things, construct a specified percentage of units for very low income, low-income, or moderate-income households or qualifying residents, including lower income students. Current law requires the amount of a density bonus and the number of incentives or concessions a qualifying developer receives to be pursuant to a certain formula based on the total number of units in the housing development, as specified. This bill would prohibit affordable housing impact fees, including inclusionary zoning fees, in-lieu fees, and public benefit fees, from being imposed on a housing development's affordable units or bonus units.		
AB 585 Rivas, Luz	Introduced 2/11/2021	Assembly Natural Resources	Climate change: Extreme Heat and Community Resilience Program. Would establish the Extreme Heat and Community Resilience Program to coordinate the state's efforts to address extreme heat and to facilitate the implementation of regional and state climate change planning into effective projects through the awarding of competitive grants to eligible entities for implementation of those projects. The bill would require the Office of Planning and Research to administer the program. The bill would establish the Extreme Heat and Community Resilience Fund in the State Treasury and would require the office, upon appropriation by the Legislature, to expend moneys in the fund for the implementation of the program.		

AB 602 Grayson	Introduced 2/11/2021	Assembly Print	Development fees. The Mitigation Fee Act, among other things, prohibits a fee or exaction imposed as a condition of approval of a proposed development or development project from exceeding the estimated reasonable cost of providing the service or facility for which the fee or exaction is imposed. The act defines various terms for these purposes. This bill would make nonsubstantive changes to the definitions under the act.		
AB 604 Daly	Introduced 2/11/2021	Assembly Transportation	Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest. Would continuously appropriate interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program.		
AB 605 Villapudua	Introduced 2/12/2021	Assembly Print	Affordable housing funding: affordable housing targets. Would declare the intent of the Legislature to subsequently amend this bill to include provisions that would improve the competitive application process for housing-related funding by awarding additional points to areas that meet the state's affordable housing targets.		
AB 617 Davies	Introduced 2/12/2021	Assembly Housing and Community Development	Planning and zoning: regional housing needs: exchange of allocation. Would authorize a city or county, by agreement, to transfer all or a portion of its allocation of regional housing need to another city or county. The bill would allow the transferring city to pay the transferee city or county an amount determined by that agreement, as well as a surcharge to offset the impacts and associated costs of the additional housing on the transferee city. The bill would also require the transferring city or county and the transferee city or county to report to the council of governments and the department specified information about the transfer, as provided.		
AB 621 Rivas, Robert	Introduced 2/12/2021	Assembly Print	California Environmental Quality Act: streamlined environmental review: master environmental impact reports. 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 authorizes the preparation of a master EIR to evaluate project impacts, and expresses the intent of the Legislature that environmental review of subsequent projects be substantially reduced to the extent that project impacts have been reviewed and appropriate mitigation measures are set forth in a certified master EIR. This bill would make nonsubstantive changes to that latter provision.		

AB 629 Chiu	Introduced 2/12/2021	Assembly Print	Subdivisions: local ordinances. The Subdivision Map Act provides that when a local ordinance requires improvements for a division of land which is not a subdivision of 5 or more lots, regulations must be limited to the dedication of rights-of-way, easements, and the construction of reasonable offsite and onsite improvements of the parcels being created. Current law provides that a subdivider is not required to fulfill those construction requirements until a permit or other grant of approval for development of the parcel is issued, unless otherwise provided by ordinance. This bill would make nonsubstantive changes to those provisions.		
AB 642 Friedman	Introduced 2/12/2021	Assembly Natural Resources	Wildfires. Would require the Director of Forestry and Fire Protection to identify areas in the state as moderate and high fire hazard severity zones. The bill would additionally require the director classify areas into fire hazard severity zones based on additional factors including possible lightning caused ignition. The bill would require a local agency, within 30 days of receiving a transmittal from the director that identifies fire hazard severity zones, to make the information available for public comment.		
AB 648 Fong	Introduced 2/12/2021	Assembly Natural Resources	Greenhouse Gas Reduction Fund: healthy forest and fire prevention: appropriation. Would continuously appropriate, beginning in the 2021–22 fiscal year and ending in the 2028–29 fiscal year, \$200,000,000 of the annual proceeds from the Greenhouse Gas Reduction Fund to the Department of Forestry and Fire Protection for (1) healthy forest and fire prevention programs and projects that improve forest health and reduce greenhouse gas emissions caused by uncontrolled wildfires and (2) prescribed fire and other fuel reduction projects through proven forestry practices consistent with the recommendations of the California Forest Carbon Plan, including the operation of year-round prescribed fire crews and implementation of a research and monitoring program for climate change adaptation.		
AB 678 Grayson	Introduced 2/12/2021	Assembly Print	Land use: development fees. Current law, the Mitigation Fee Act, imposes various requirements with respect to the establishment, increase, or imposition of a fee by a local agency as a condition of approval of a development project, including requiring a local agency, in any action establishing, increasing, or imposing such a fee, to determine how there is a reasonable relationship between the fee's use and the type of development on which the fee is imposed. This bill would make nonsubstantive changes to this requirement.		

AB 680 Burke	Introduced 2/12/2021	Assembly Labor and Employment	Greenhouse Gas Reduction Fund: California Just Transition Act. Would enact the California Just Transition Act, which would require the Labor and Workforce Development Agency to work with the state board to update, by July 1, 2023, the funding guidelines for administering agencies to ensure that all applicants to grant programs funded by the Greenhouse Gas Reduction Fund meet specified standards, including fair and responsible employer standards and inclusive procurement policies, as defined. The bill would require administering agencies to give preference to applicants that demonstrate a partnership with an educational institution or training program targeting residents of disadvantaged, tribal, and low-income communities.		
AB 682 Bloom	Introduced 2/12/2021	Assembly Housing and Community Development	Planning and zoning: cohousing buildings. Would require a city or county with a population of more than 400,000 people to permit the building of cohousing buildings, as defined, in any zone where multifamily residential buildings are permitted. The bill would require that cohousing buildings be permitted on the same basis as multifamily dwelling units. The bill would set minimum standards for the construction of cohousing buildings, including floor-space ratios and setback requirements. The bill would require that specified percentages of cohousing buildings be set aside for affordable housing, as specified.		
AB 712 Calderon	Introduced 2/16/2021	Assembly Local Government	Local Agency Public Construction Act: change orders. The Local Agency Public Construction Act regulates contracting by local agencies, including counties and special districts. The act, for a county, imposes a \$5,000 cap when the total amount of the original contract does not exceed \$50,000. For any original contract that exceeds \$50,000, but does not exceed \$250,000, the cap is 10% of the amount of the original contract. For contracts whose original cost exceeds \$250,000, the cap is \$25,000 plus 5% of the amount of the original contract cost in excess of \$250,000, and prohibits a change or alteration cost from exceeding \$210,000. This bill would require that the existing caps be adjusted annually to reflect the percentage change in the California Consumer Price Index. The bill would modify the cap applicable to contracts exceeding \$250,000 to apply only to contracts exceeding that amount but not exceeding \$25,000,000. The bill would add a new change order cap of \$500,000 for contracts whose original cost exceeds \$25,000,000 and of \$1,000,000 for contracts whose original cost exceeds \$50,000,000, both of which would be adjusted annually to reflect the percentage change in the California Consumer Price Index.		

AB 713 Garcia, Cristina	Introduced 2/16/2021	Assembly Print	Greenhouse gases: market-based compliance mechanism: price ceiling. The California Global Warming Solutions Act of 2006 authorizes the state board to adopt regulations that establish a system of market-based declining annual aggregate emissions limits for sources or categories of sources that emit greenhouse gases that the state board determines will achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions, in the aggregate, from those sources or categories of sources. The act requires the state board, in adopting those regulations, to establish a price ceiling for the market-based compliance mechanism, with consideration of various factors, including the full social cost associated with emitting a metric ton of greenhouse gases. The act defines "social cost" for these purposes. The bill would make nonsubstantive changes to this definition of "social cost."		
AB 758 Nazarian	Introduced 2/16/2021	Assembly Print	Marks-Roos Local Bond Pooling Act of 1985. Current law, the Marks-Roos Local Bond Pooling Act of 1985, authorizes certain joint powers authorities, among other powers, to issue bonds and loan the proceeds to local agencies to finance specified types of projects and programs. Current law defines various terms for purposes of the act. This bill would make nonsubstantive changes to those provisions.		
AB 773 Nazarian	Introduced 2/16/2021	Assembly Local Government	Street closures and designations. Would authorize a local authority to adopt a rule or regulation to close a portion of a street under its jurisdiction to through vehicular traffic if it determines closure is necessary for the safety and protection of persons who are to use that portion of the street during the closure. The bill would also authorize a local authority to adopt a rule or regulation to designate a local street within its jurisdiction as a slow street.		
AB 784 Quirk	Introduced 2/16/2021	Assembly Local Government	Alameda-Contra Costa Transit District. The Transit District Law authorizes any city together with unincorporated territory, or 2 or more cities, with or without unincorporated territory, in either the Counties of Alameda or Contra Costa or both, to organize and incorporate as a transit district divided into 5 wards with specified powers and duties relative to providing public transit service. This bill would repeal the authority to form a transit district under these provisions and would recognize the Alameda-Contra Costa Transit District as the district formed pursuant to this authority.		

AB 838 Friedman	Introduced 2/17/2021	Assembly Housing and Community Development	State Housing Law: enforcement response to complaints. 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. Existing 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, except as specified, to inspect the building, portion of the building intended for human occupancy, or premises of the building, document the lead hazard violations that would be discovered based upon a reasonably competent and diligent visual inspection of the property and identify any building, portion of a building intended for human occupancy, or premises on which such a building is located that is determined to be substandard, as applicable.		
AB 880 Aguiar-Curry	Introduced 2/17/2021	Assembly Housing and Community Development	Affordable Disaster Housing Revolving Development and Acquisition Program. Would, upon appropriation of the Legislature, establish the Affordable Disaster Housing Revolving Development and Acquisition Program to fund the predevelopment expenses, acquisition, construction, reconstruction, and rehabilitation of property to develop or preserve affordable housing in the state's declared disaster areas that have experienced damage and loss of homes occupied by or affecting lower income households. The bill would require the department to administer the program. The bill would require the department to establish an application process for community development financial institutions, as defined, to apply for emergency short-term or temporary loans under the program.		

AB 897 Mullin	Introduced 2/17/2021	Assembly Natural Resources	Office of Planning and Research: regional climate networks: climate adaptation action plans. Current law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state's climate adaptation strategy, known as the Safeguarding California Plan. Current law establishes the Office of Planning and Research in state government in the Governor's office. Current law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office to encourage the inclusion of agencies with land use planning authority into regional climate networks.		
AB 917 Bloom	Introduced 2/17/2021	Assembly Transportation	Vehicles: video imaging of parking violations. Current law authorizes the City and County of San Francisco (San Francisco) and, until January 1, 2022, the Alameda-Contra Transit District, to enforce parking violations in specified transit-only traffic lanes through the use of video imaging and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Current law requires a designated employee, who is qualified by San Francisco, or a contracted law enforcement agency for the Alameda-Contra Costa Transit District, who is qualified by the city and county or the district to issue parking citations, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Current laws makes these video image records confidential, and provides that these records are available only to public agencies to enforce parking violations. Current law provides that if the Alameda-Contra Costa Transit District implements an automated enforcement system as described above, the district is required to submit a report to specified committees of the Legislature by no later than January 1, 2021. This bill would extend the authorization described above to any public transit operator in the state indefinitely.		

AB 965 Levine	Introduced 2/17/2021	Assembly Housing and Community Development	Building standards: electric vehicle charging infrastructure. Would require the Department of Housing and Community Development and the commission, by July 1, 2024, or the publication of the next interim California Building Code, whichever comes first, to research, develop, and propose building standards regarding the installation of future electric vehicle charging infrastructure for parking spaces for existing multifamily dwellings and nonresidential development, as specified. The bill would also require the Department of Housing and Community Development and the commission to review the standards for multifamily dwellings and nonresidential development every 18 months to update the standards as needed pursuant to that review.		
AB 970 McCarty	Introduced 2/18/2021	Assembly Local Government	Planning and zoning: electric vehicle charging stations: permit application: approval. Would require an application to install an electric vehicle charging station to be deemed complete if, 5 business days after the application was submitted, the city, county, or city and county has not deemed the application to be incomplete, as specified. The bill would require an application to install an electric vehicle charging station to be deemed approved if 15 business days after the application was submitted, (1) the city, county, or city and county has not approved the application, as specified, (2) the building official has not made a finding that the proposed installation could have an adverse impact upon the public health or safety or required the applicant to apply for a use permit, as specified, and (3) all required approvals from the local publicly owned electric utility or electrical cooperative have been obtained.		
AB 978 Quirk-Silva	Introduced 2/18/2021	Assembly Housing and Community Development	Mobilehome parks: rent caps. Would, until January 1, 2030, prohibit the management of a mobilehome park from increasing the gross rental rate for a tenancy for a mobilehome space more than 5% plus the percentage change in the cost of living, as defined, or 10%, whichever is lower, of the lowest gross rental rate charged for the immediately preceding 12 months, as specified. The bill would prohibit management of a mobilehome park from increasing the gross rental rate for a tenancy in more than 2 increments over a 12-month period, after the tenant maintains a tenancy over a 12-month period. The bill would exempt specified mobilehome spaces from these provisions, including, among others, mobilehome spaces restricted by deed, regulatory restriction contained in an agreement with a government agency, or other recorded document as affordable for very low, low-, or moderate-income persons and families and mobilehome spaces within a resident-owned mobilehome park.		

AB 981 Frazier	Introduced 2/18/2021	Assembly Natural Resources	Forestry: California Fire Safe Council. Would establish the California Fire Safe Council in the Natural Resources Agency consisting of 11 members, as specified. The bill would require the council to identify programs administered by public agencies to address and minimize the risks of wildfire and to coordinate the implementation of those programs, to identify public and private programs that may be leveraged to facilitate structure-hardening and community resilience to minimize the impacts of wildfire to habitable structures, to conduct public outreach efforts to regional and local wildfire mitigation groups, and to recommend to the Legislature on how the programs identified by the council can be coordinated to increase the effectiveness of those programs.		
AB 983 Garcia, Eduardo	Introduced 2/18/2021	Assembly Labor and Employment	Public contracts: construction projects: community workforce agreements. Current law requires the California Workforce Development Board to report to the Legislature on the need for workforce development resources, including the use of community workforce agreements, among other things, to help industry, workers, and communities transition to economic and labor-market changes related to statewide greenhouse gas emissions reduction goals. This bill would authorize a public entity to use, enter into, or require contractors to enter into, a community workforce agreement for specified construction projects, including projects related to renewable energy and installation of emission controls in refineries.		
AB 1028 Seyarto	Introduced 2/18/2021	Assembly Labor and Employment	Telework Flexibility Act. Current law, with various exceptions, generally establishes 8 hours as a day's work and a 40-hour workweek and requires the payment of prescribed overtime compensation for additional hours worked. This bill would permit an individual nonexempt employee to request an employee-selected remote work flexible work schedule providing for workdays up to 10 hours per day within a 40-hour workweek and would allow an employer to implement this schedule without the obligation to pay overtime compensation for those additional hours in a workday, except as specified.		
AB 1029 Mullin	Introduced 2/18/2021	Assembly Housing and Community Development	Housing elements: prohousing local policies. Would add the preservation of affordable housing units through the extension of existing project-based rental assistance covenants to avoid the displacement of affected tenants and a reduction in available affordable housing units to the list of specified prohousing local policies.		

<u>AB 1035</u> <u>Salas</u>	Introduced 2/18/2021	Assembly Transportation	Transportation: Road Maintenance and Rehabilitation Program: recycled material standards. Current law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Current law requires the Department of Transportation and cities and counties receiving funds under the program, to the extent possible and cost effective, and where feasible, to use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating the streets and highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method. This bill would delete the condition in that requirement imposed on the department and those cities and counties to use advanced technologies and material recycling techniques to the extent possible.		
<u>AB 1047</u> <u>Daly</u>	Introduced 2/18/2021	Assembly Transportation	Road Repair and Accountability Act of 2017: reporting internet website. Would require the Transportation Agency to oversee the development and implementation of a comprehensive one-stop reporting interface available to the public through an internet website maintained by the agency. The bill would require the interface to provide timely fiscal information regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from the Road Repair and Accountability Act of 2017.		
<u>AB 1049</u> <u>Davies</u>	Introduced 2/18/2021	Assembly Transportation	Public Transportation Account: loan repayment. Current law requires the transfer of a specified portion of the sales tax on diesel fuel to the Public Transportation Account, a trust fund in the State Transportation Fund. Current law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) Program. Current law provides for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require \$54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic.		

AB 1056 Grayson	Introduced 2/18/2021	Assembly Print	Local agencies: fees and zoning standards. Current law requires a city, county, or special district that has an internet website to make specified information available on its internet website, as applicable, including a current schedule of fees, exactions, affordability requirements it has imposed that are applicable to a proposed housing development project, and an archive of impact fee nexus studies, cost of service studies, or equivalent, conducted by that city, county, or special district on or after January 1, 2018. Current law requires a city, county, or special district to update this information within 30 days of any changes. This bill would make a nonsubstantive change to these provisions.		
AB 1075 Wicks	Introduced 2/18/2021	Assembly Print	Housing element. Current law, the Planning and Zoning Law, requires each city, county, or city and county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. Current law requires the housing element to identify the current and projected housing needs of all economic segments of the community. This bill would make nonsubstantive changes to those provisions.		
AB 1076 Kiley	Introduced 2/18/2021	Assembly Transportation	Automated license plate recognition systems: model policy. Current law defines an automated license plate recognition (ALPR) system as a searchable computerized database resulting from the operation of one or more mobile or fixed cameras combined with computer algorithms to read and convert images of registration plates and the characters they contain into computer-readable data. Current law imposes specified requirements on an ALPR operator and an ALPR end-user including, among others, maintaining reasonable security procedures and practices to protect ALPR information and implementing a usage and privacy policy with respect to that information, as specified. This bill would require the Department of Justice to draft and make available on its internet website an ALPR system policy template for local law enforcement agencies.		

AB 1078 Patterson	Introduced 2/18/2021	Assembly Natural Resources	Energy: building standards: photovoltaic requirements. Current law, until January 1, 2023, specifies that residential construction intended to repair, restore, or replace a residential building damaged or destroyed as a result of a disaster in an area in which a state of emergency has been proclaimed by the Governor, before January 1, 2020, is required to comply with the photovoltaic requirements, if any, that were in effect at the time the damaged or destroyed residential building was originally constructed and is not required to comply with any additional or conflicting photovoltaic requirements in effect at the time of repair, restoration, or replacement. Current law provides that this provision applies if certain requirements are met with respect to the owner's income and insurance coverage and the location and square footage of the construction. This bill would extend the operation of the above-described exemption from the State Energy Resources Conservation and Development Commission's requirements for the installation of photovoltaic systems until January 1, 2024, and would make the exemption inapplicable to emergencies declared by the Governor on and after January 1, 2021, thereby extending the exemption to residential buildings damaged or destroyed as a result of a disaster declared during the 2020 calendar year.		
AB 1083 Nazarian	Introduced 2/18/2021	Assembly Aging and Long-Term Care	Senior affordable housing: nursing pilot program. Would require the California Department of Aging to establish and administer the Housing Plus Services Nursing Pilot Program in the Counties of Los Angeles, Orange, Riverside, Sacramento, and Sonoma. The program would provide grant funds to qualified nonprofit organizations that specialize in resident services for the purposes of hiring one full-time registered nurse to work at 3 senior citizen housing developments in each county to provide health education, navigation, coaching, and care to residents. The bill would require the department to submit a report to specified legislative committees and state agencies on or before January 1, 2026, and would repeal the program as of January 1, 2027.		

AB 1091 Berman	Introduced 2/18/2021	Assembly Local Government	Santa Clara Valley Transportation Authority: board of directors. Current law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Current law vests the government of the VTA in a 12-member board of directors whose terms of office are two years. Under existing law, only members of the county board of supervisors and city council members and mayors of cities in the county are authorized to serve on the board. Current law provides for the appointment of the board members by those local governments, as specified. This bill, on and after July 1, 2022, would reduce the size of the board to 9 members, increase their terms of office to 4 years, and provide for residents living in the county, rather than local officials, to serve on the board, as specified.		
AB 1099 Rivas, Robert	Introduced 2/18/2021	Assembly Print	State funding: environmental equity. Current law establishes the Strategic Growth Council in state government consisting of various state agency heads and 3 public members. Current law requires the council to identify and review activities and funding programs of state agencies that may be coordinated to improve air and water quality, improve natural resource protection, increase the availability of affordable housing, improve transportation, meet greenhouse gas emissions reduction goals, encourage sustainable land use planning, and revitalize urban and community centers in a sustainable manner. This bill would state the intent of the Legislature to enact subsequent legislation to provide new approaches and considerations for directing investments and allocating funds, as well as increasing accountability for how those funds are expended to achieve key objectives.		

AB 1110 Rivas, Robert	Introduced 2/18/2021	Assembly Jobs, Economic Development and the Economy	Zero-emission vehicles: California Clean Fleet Accelerator Program: sales and use tax exemption: Climate Catalyst Revolving Loan Fund Program. Would establish the California Clean Fleet Accelerator Program, administered by the Department of General Services (DGS). The bill would require the Governor's Office of Business and Economic Development (GO-Biz), in consultation with specified state agencies and regional and local entities, to develop a nonmandatory master service agreement to solicit bids from eligible vendors for standardized, bulk purchase options for the acquisition of zero-emission fleet vehicles, as defined, by a public agency, as defined. The bill would require that the master service agreement, at minimum, establish standard pricing for bulk purchases of zero-emission fleet vehicles, taking into consideration applicable financial incentives and low-cost financing options. The bill would require GO-Biz to provide for the first round of zero-emission fleet vehicle acquisitions under the master service agreement no later than January 31, 2022, to the extent feasible, or otherwise as soon thereafter as is reasonably practicable.		
AB 1111 Berman	Introduced 2/18/2021	Assembly Housing and Community Development	Department of Housing and Community Development: regional housing need allocation: low-income community college students. Current law establishes the Local Government Planning Supports Grant Program and requires the Department of Housing and Community Development to distribute, upon appropriation, \$250,000,000 under that program in the form of grants to regions and jurisdictions for technical assistance, preparation and adoption of planning documents, and process improvements to accelerate housing production and facilitate compliance to implement the 6th cycle of the regional housing need assessment, as provided. As part of that program, current law, by December 31, 2022, requires the department to develop a recommended improved regional housing need allocation process and methodology that promotes and streamlines housing development and substantially addresses California's housing shortage, as provided, and to submit a report on its findings to the Legislature. This bill would require that the department's recommendations for an improved regional housing need allocation process and methodology additionally promote and streamline the developing of housing for low-income community college students.		
AB 1135 Grayson	Introduced 2/18/2021	Assembly Print	Accessory dwelling units. Current law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions. Current law, with certain exceptions, prohibits a local agency from using or imposing any additional standards, including, until January 1, 2025, owner-occupant requirements. This bill would make nonsubstantive changes to the latter provisions.		

AB 1143 Berman	Introduced 2/18/2021	Assembly Housing and Community Development	Local governments: affordable housing: local tenant preference. Would establish a state policy supporting local tenant preferences for lower income households, as defined, that are subject to displacement risk, and, further, permits local governments and developers in receipt of local or state funds, federal or state tax credits, or an allocation of tax-exempt private activity bonds designated for affordable rental housing to restrict occupancy by creating a local housing preference for lower income households subject to displacement risk. The bill would authorize a local government to allow a local tenant preference in an affordable housing rental development to reduce displacement of lower income households with displacement risk beyond local government boundaries by adopting a program that allows preferences in affordable rental housing acquired, constructed, preserved or funded with state or local funds or tax programs.		
AB 1147 Friedman	Introduced 2/18/2021	Assembly Transportation	Regional transportation plan: electric bicycles. Current law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Current law authorizes a transportation planning agency with a population that exceeds 200,000 persons to use as part of that policy element, among others, measures of means of travel, including the percentage share of all trips made by single occupant vehicles, multiple occupant vehicles, carpools, public transit, walking, and bicycling. This bill would expressly authorize those transportation planning agencies to also use as part of that policy element the percentage share of trips made by bicycling using an electric bicycle.		
AB 1157 Lee	Introduced 2/18/2021	Assembly Transportation	Local transportation funds: State Transit Assistance Program: reports. 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.		

AB 1174 Grayson	Introduced 2/18/2021	Assembly Print	Planning and zoning: housing: development application modifications. The Planning and Zoning Law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards, including, among other things, that the development and the site on which it is located that satisfy specified location, urbanization, and zoning requirements. Current law authorizes a development proponent to request a modification to a development that has been approved under the streamlined, ministerial approval process if the request is submitted before the issuance of the final building permit required for construction of the development. This bill would update cross-references in those provisions.		
AB 1188 Wicks	Introduced 2/18/2021	Assembly Housing and Community Development	Rental registry online portal. Would require cities and counties to create and administer a rental registry online portal, which would be designed to receive specified information from landlords, including state and local governmental agencies that own or operate public housing, that own or operate 5 or more rental dwelling units regarding their residential tenancies and to disseminate this information to the general public. The bill would require that the rental registry online portal, and the form necessary to support it, be completed by January 1, 2024. The bill would require landlords, under penalty of perjury, to provide a variety of information regarding the location of rental property, its ownership, and its occupancy, among other things.		
AB 1209 McCarty	Introduced 2/19/2021	Assembly Transportation	Transportation planning: Sacramento Area Council of Governments: Green Means Go Grant and Loan Program. Would require the Sacramento Area Council of Governments, upon appropriation by the Legislature, to develop and administer the Green Means Go Grant and Loan Program to award competitive grants and revolving loans to cities, counties, and special districts within the Sacramento region for qualifying projects within and benefitting green zones, as defined. The bill would require SACOG, on or before November 1, 2023, and annually thereafter, to submit a report to the Legislature describing the development and administration of that program, amount of moneys awarded pursuant to that program, and status of projects for which that program's moneys were awarded.		
AB 1226 McCarty	Introduced 2/19/2021	Assembly Transportation	Capitol Corridor rail line: capital improvements: appropriation. Would appropriate an unspecified amount from the General Fund without regard to fiscal years to the Capitol Corridor Joint Powers Authority to invest in capital improvements for the Capitol Corridor.		

AB 1238 Ting	Introduced 2/19/2021	Assembly Print	Transportation. Current law establishes the Transportation Agency, which consists of various departments and state entities, including the California Transportation Commission and the Department of Transportation. Current law provides that the department shall have full possession and control of all state highways and associated property. Current law provides various sources of revenue for transportation projects undertaken by state and local agencies. This bill would express the intent of the Legislature to enact legislation relating to transportation.		
AB 1255 Bloom	Introduced 2/19/2021	Assembly Natural Resources	Fire prevention: Department of Forestry and Fire Protection: grant programs. Would require the Department of Forestry and Fire Protection, in coordination with the Secretary of the Natural Resources Agency, to facilitate regional, habitat-specific, and area-specific approaches to fire risk reduction, prevention, and restoration of projects that improve community safety, protect sites and structures, restore burned habitat, reduce catastrophic wildfires, and protect natural resources. The bill would require the department to develop policies, funding programs for which the funding shall be contingent upon subsequent appropriation in the annual Budget Act or a similar statute for this purpose, and relevant program guidelines that promote specified objectives. The bill would require various state entities, as specified, to establish grant programs, for which funding shall be contingent upon subsequent appropriation, to fulfill the specified objectives.		
AB 1258 Nguyen	Introduced 2/19/2021	Assembly Housing and Community Development	Housing element: regional housing need plan: judicial review. Current law requires each city, county, or city and county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. Under existing law, a part of the housing element is an assessment of housing needs, which includes the locality's share of the regional housing need. Under existing law the appropriate council of governments, or for cities and counties without a council of governments, the Department of Housing and Community Development, adopts a final regional housing need plan that allocates a share of the regional housing need to each locality in the region. This bill would subject the final regional housing need plan to judicial review.		

AB 1277 Rubio, Blanca	Introduced 2/19/2021	Assembly Natural Resources	California Environmental Quality Act: student housing development projects: expedited judicial review. 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 establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA and a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would authorize a public university, as defined, carrying out a project to certify the project as a student housing development project if the project meets certain requirements.		
AB 1295 Muratsuchi	Introduced 2/19/2021	Assembly Local Government	Residential development agreements: very high fire risk areas. Current law requires the Director of Forestry and Fire Protection to identify areas in the state as very high fire hazard severity zones based on the severity of fire hazard that is expected to prevail in those areas, as specified, and requires each local agency to designate, by ordinance, the very high fire hazard severity zones in its jurisdiction. Current law additionally requires the director to classify lands within state responsibility areas into fire hazard severity zones. This bill, beginning on or after January 1, 2022, would prohibit the legislative body of a city or county from entering into a residential development agreement for property located in a very high fire risk area. The bill would define "very high fire risk area" for these purposes to mean a very high fire hazard severity zone designated by a local agency or a fire hazard severity zone classified by the director.		

AB 1297 Holden	Introduced 2/19/2021	Assembly Jobs, Economic Development and the Economy	California Infrastructure and Economic Development Bank: public and economic development facilities: housing. The Bergeson-Peace Infrastructure and Economic Development Bank Act defines “public development facilities” for specified purposes to mean real and personal property, structures, conveyances, equipment, thoroughfares, buildings, and supporting components thereof, excluding any housing, that are directly related to providing, among other things, housing-related infrastructure, as specified. The act defines “economic development facilities” for these purposes to mean real and personal property, structures, buildings, equipment, and supporting components thereof that are used to provide industrial, recreational, research, commercial, utility, goods movement, or service enterprise facilities, community, educational, cultural, or social welfare facilities and any parts or combinations thereof, and all necessary facilities or infrastructure, excluding any housing. This bill would specify that public development and economic development facilities do not include housing that is financed by any tax-exempt bonds issued by the California Infrastructure and Economic Development Bank and subject to a state allocation of private activity bond volume.		
AB 1304 Santiago	Introduced 2/19/2021	Assembly Housing and Community Development	Affirmatively further fair housing: housing element: inventory of land. Current law requires a public agency, as defined, to administer its programs and activities relating to housing and community development in a manner to affirmatively further fair housing, and to not take any action that is materially inconsistent with this obligation. This bill would clarify that a local agency has a mandatory duty to comply with the obligation described above. The bill would specify that this provision is a clarification of current law and not to be deemed a change in previous law.		
AB 1322 Bonta	Introduced 2/19/2021	Assembly Local Government	Land use: charter cities: single-family homes. Would, commencing January 1, 2022, prohibit enforcement of single-family zoning provisions in a charter city’s charter if more than 90% of residentially zoned land in the city is for single-family housing or if the city is characterized by a high degree of zoning that results in excluding persons based on their rate of poverty, their race, or both. The bill would also include findings and declarations with regard to, among other things, the lack of adequate and affordable housing available in this state being a matter of statewide concern.		

<u>AB 1327</u> <u>Ting</u>	Introduced 2/19/2021	Assembly Housing and Community Development	Housing trust funds. Current law establishes the Local Housing Trust Fund Matching Grant Program for the purpose of supporting local housing trust funds dedicated to the creation or preservation of affordable housing. Under the grant program, the Department of Housing and Community Development, subject to availability of funds, is required to make matching grants available, through the issuance of a Notice of Funding Availability, to cities, counties, cities and counties, tribes, and existing charitable nonprofit organizations that have created and are operating or will operate housing trust funds. Current law requires recipients of grants from the program to file periodic reports with the department regarding the use of grant funds received. This bill would require recipients of grants to file annual reports instead of periodic reports.		
<u>AB 1329</u> <u>Nazarian</u>	Introduced 2/19/2021	Assembly Housing and Community Development	Building codes: earthquakes: functional recovery standard. Would, in addition to making specified findings and declarations, require the Building Standards Commission to develop, adopt, and publish building standards that would require new construction of buildings, except for buildings regulated by the Office of Statewide Health Planning and Development or the Division of the State Architect, to be designed and built to a functional recovery standard, as defined, for earthquake loads. The bill would specify that if a functional recovery standard is not completed in time for inclusion in the building code with an effective date of January 1, 2026, engineered buildings, as defined, will be assigned to Risk Category IV, as defined in the building code.		
<u>AB 1337</u> <u>Lee</u>	Introduced 2/19/2021	Assembly Public Safety	Transportation: transit district policing responsibilities. Under current law, a person who enters or remains upon any land, facilities, or vehicles owned, leased, or possessed by specified transit entities that are used to provide public transportation by rail or passenger bus, or are directly related to that use, without permission, or whose entry, presence, or conduct upon the property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility, is guilty of a misdemeanor. This bill would specify that a person who enters or remains upon any property, facilities, or vehicles upon which the applicable transit entity owes policing responsibilities to a local government pursuant to an operations and maintenance agreement or similar interagency agreement without permission, or whose entry, presence, or conduct upon that property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility, is guilty of a misdemeanor.		
<u>AB 1358</u> <u>Bonta</u>	Introduced 2/19/2021	Assembly Print	Homelessness: state programs: Housing First. Current law requires any agency or department administering state programs to adopt guidelines and regulations to incorporate core components of Housing First, as defined. This bill would make technical, nonsubstantive changes to that provision.		

AB 1365 Bonta	Introduced 2/19/2021	Assembly Print	Public contracts: clean concrete. Current law, the Buy Clean California Act, requires, among other things, the Department of General Services to establish and publish in the State Contracting Manual or a department management memorandum, or make available on the department's internet website, a maximum acceptable global warming potential for each category of eligible materials, as defined, in accordance with certain requirements. This bill would state the intent of the Legislature to enact future legislation to incorporate concrete into the state's buy clean framework and take other specified actions.		
AB 1370 Quirk-Silva	Introduced 2/19/2021	Assembly Print	Affordable housing. Under current law the Department of Housing and Community Development is tasked with endeavoring to obtain federal community development funds for the purposes of providing affordable housing, and administering various state programs intended to provide affordable housing, including, but not limited to, the CalHome Program, the Multifamily Housing Program, and the Affordable Housing Revolving Development and Acquisition Program. This bill would express the intent of the Legislature to enact legislation that would relate to affordable housing development.		
AB 1372 Muratsuchi	Introduced 2/19/2021	Assembly Housing and Community Development	Right to temporary shelter. Would require every city, or every county in the case of unincorporated areas, to provide every person who is homeless, as defined, with temporary shelter, mental health treatment, resources for job placement, and job training until the person obtains permanent housing if the person has actively sought temporary shelter in the jurisdiction for at least 3 consecutive days and has been unable to gain entry into all temporary shelters they sought for specified reasons. The bill would require the city or county, as applicable, to provide a rent subsidy, as specified, if it is unable to provide temporary shelter. The bill would authorize a person who is homeless to enforce the bill's provisions by bringing a civil action.		

AB 1384 Gabriel	Introduced 2/19/2021	Assembly Print	Resiliency Through Adaptation, Economic Vitality, and Equity Act of 2022. Would require the Strategic Growth Council to develop and coordinate a strategic resiliency framework that makes recommendations and identifies actions that are necessary to prepare the state for the most significant climate change impacts modeled for 2025, 2050, and beyond, among other goals. The bill would require state agencies identified in the strategic resiliency framework to collaboratively engage with regional entities to enhance policy and funding coordination and promote regional solutions and implementation and to proactively engage vulnerable communities whose planning and project development efforts have been disproportionately impacted by climate change, as provided. The bill would authorize the Treasurer, and the financing authorities that the Treasurer chairs, to assist state agencies by leveraging public and private capital investment to help with loans and other incentives to attain the goals identified in the strategic resiliency framework.		
AB 1395 Muratsuchi	Introduced 2/19/2021	Assembly Print	Greenhouse gases: carbon neutrality. Would declare the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045, and to achieve and maintain net negative greenhouse gas emissions thereafter. The bill would require the state board to work with relevant state agencies to develop a framework for implementation and accounting that tracks progress toward achieving carbon neutrality, to set and manage targets and accounting for negative emissions separately from existing and future greenhouse gas emissions reduction targets, and to ensure that updates to the scoping plan identify and recommend measures to achieve carbon neutrality. The bill would require a specified plan prepared by the state board and other specified agencies to include sequestration targets consistent with achieving carbon neutrality, and would impose other requirements on state agencies relating to working toward carbon neutrality.		
AB 1398 Bloom	Introduced 2/19/2021	Assembly Print	Housing. The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. This bill would declare the intent of the Legislature to enact legislation that would promote housing production by requiring cities and counties to rezone in a timely manner to meet their housing needs. The bill would also make related findings.		

AB 1401 Friedman	Introduced 2/19/2021	Assembly Print	Residential and commercial development: parking requirements. Would prohibit a local government from imposing a minimum parking requirement, or enforcing a minimum parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile walking distance of public transit, as defined, or located within a low-vehicle miles traveled area, as defined.		
AB 1409 Levine	Introduced 2/19/2021	Assembly Print	Planning and zoning: general plan: safety element. Current law, upon the next revision of a local hazard mitigation plan on or after January 1, 2022, or beginning on or before January 1, 2022, if a local jurisdiction has not adopted a local hazard mitigation plan, requires the safety element to be reviewed and updated as necessary to identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios. This bill would also require the safety element to be reviewed and updated to identify evacuation locations. By increasing the duties of local planning officials with respect to the update of general plans, this bill would impose a state-mandated local program.		
AB 1442 Ting	Introduced 2/19/2021	Assembly Print	Accessory dwelling units. Current law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions. Current law, with certain exceptions, prohibits a local agency from using or imposing any additional standards, including, until January 1, 2025, owner-occupant requirements. This bill would make nonsubstantive changes to the latter provisions.		

AB 1445 Levine	Introduced 2/19/2021	Assembly Print	Planning and zoning: regional housing need allocation: climate change impacts. The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other mandatory elements, a housing element. For the 4th and subsequent revisions of the housing element, current law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region. Current law requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Current law requires that the final regional housing plan adopted by a council of governments, or a delegate subregion, as applicable, be based on a methodology that includes specified factors, and similarly requires that the department take into consideration specified factors in distributing regional housing need, as provided. This bill would require that a council of governments, a delegate subregion, or the department, as applicable, additionally consider among these factors emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change.		
AB 1449 Wicks	Introduced 2/19/2021	Assembly Print	Housing. The State Housing Law establishes statewide construction and occupancy standards for buildings used for human habitation. That law requires the building department of every city or county to enforce within its jurisdiction the provisions of the State Building Standards Code, the provisions of the State Housing Law, and specified other rules and regulations promulgated pursuant to that law. This bill would make nonsubstantive changes to the provision naming the State Housing Law.		
AB 1459 Patterson	Introduced 2/19/2021	Assembly Print	Home hardening and defensible space clearance. Would state the intent of the Legislature to enact legislation that would provide funding for grants to homeowners in very high fire hazard severity zones for home hardening and defensible space clearance efforts.		

AB 1462 Fong	Introduced 2/19/2021	Assembly Print	Affordable housing: grant programs: progress payments. Current law establishes various housing programs administered by the Department of Housing and Community Development, including, among others, the CalHome Program to enable low- and very low income households to become or remain homeowners and the California Emergency Solutions Grants Program the purpose of addressing the crisis of homelessness in California. This bill would require the department to establish and administer a progress payment option for grants distributed pursuant to any program administered by the department that relates to the development of affordable housing, including, among other, the CalHome Program and the California Emergency Solutions Grants Program described above.		
AB 1486 Carrillo	Introduced 2/19/2021	Assembly Print	Land use and planning: housing element: Housing Accountability Act. Housing Accountability Act imposes the burden of proof on the local legislative body during any court action in which the jurisdiction denies approval or imposes conditions that have a substantial adverse effect on the viability or affordability of a housing development for very low, low-, or moderate-income households, as specified. Subject to certain provisions, and until January 1, 2025, the act requires a housing development project to be subject only to the ordinances, policies, and standards adopted and in effect when a preliminary application was submitted. The act requires the local agency to base its decision regarding a housing development upon written specified findings when a proposed housing development project complies with applicable, objective general plan, zoning, and subdivision standards and criteria at the time that the application was deemed complete, but the local agency proposes to disapprove the project or to impose a condition that the project be developed at a lower density. The act authorizes the applicant, a person who would be eligible to apply for residency in the housing development project or emergency shelter, or a housing organization to bring an action in accordance with certain procedural requirements, to enforce the act; specifies the conditions under which a court should enter an order compelling compliance; and specifies fines on the local agency for lack of compliance. Existing law makes findings and declarations in this regard. This bill would make a nonsubstantive change to those provisions.		

<u>AB 1492</u> <u>Bloom</u>	Introduced 2/19/2021	Assembly Print	Department of Housing and Community Development: high-opportunity areas. Current law establishes the Department of Housing and Community Development within the Business, Consumer Services, and Housing Agency and sets forth its powers and duties, including, among other things, responsibility for coordinating federal-state relationships in housing and community development and assisting communities and persons to avail themselves of state housing programs. This bill would require the department to designate areas in this state as high-opportunity areas, as provided, by January 1, 2023, in accordance with specified requirements and to update those designations within 6 months of the adoption of new Opportunity Maps by the California Tax Credit Allocation Committee.		
<u>AB 1499</u> <u>Daly</u>	Introduced 2/19/2021	Assembly Print	Transportation: design-build: highways. Current law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Current law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system, as specified. Current law repeals these provisions on January 1, 2024, or one year from the date that the Department of Transportation posts on its internet website that the provisions described below related to construction inspection services for these projects have been held by a court to be invalid. This bill would delete the January 1, 2024, repeal date, thus extending the above provisions indefinitely.		
<u>AB 1500</u> <u>Garcia,</u> <u>Eduardo</u>	Introduced 2/19/2021	Assembly Print	Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022. Would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$6,700,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, and workforce development programs.		

<u>AB 1521</u> <u>Kamlager</u>	Introduced 2/19/2021	Assembly Print	Earthquake protection standards. Current law requires that every building or structure, and every portion thereof, be designed and constructed to resist stresses produced by lateral forces as provided in the State Building Standards Code. Current law requires city and county building departments to enforce these provisions and prohibits a person from constructing a building subject to these requirements without obtaining a written permit for that purpose from the appropriate enforcement agency. Current law excludes certain buildings from these requirements, including a building not intended primarily for occupancy by human beings and located entirely outside the limits of a city or city and county. This bill would make nonsubstantive changes to these exclusions.		
<u>ACA 1</u> <u>Aguiar-Curry</u>	Introduced 12/7/2020	Assembly Print	Local government financing: affordable housing and public infrastructure: voter approval. The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.		
<u>ACR 33</u> <u>Friedman</u>	Introduced 2/19/2021	Assembly Print	Wildfire mitigation. This measure would state the Legislature's commitment to improving wildfire outcomes in the State of California by investing in science-based wildfire mitigation strategies that will benefit the health of California forests and communities. The measure would also state that the Legislature calls upon public and private stakeholders to work jointly to identify, discuss, and refine, as necessary, procedures concerning treatment of forested lands for the purpose of, among other things, wildfire risk mitigation.		

SB 1 Atkins	Introduced 12/7/2020	Senate Natural Resources and Water	Coastal resources: sea level rise. 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.		
SB 7 Atkins	Amended 2/18/2021	Assembly Desk	Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021. Would enact the Jobs and Economic Improvement Through Environmental Leadership Act of 2021, which would reenact the former leadership act, with certain changes, and would authorize the Governor, until January 1, 2024, to certify projects that meet specified requirements for streamlining benefits related to CEQA. The bill would additionally include housing development projects, as defined, meeting certain conditions as projects eligible for certification. The bill would, except for those housing development projects, require the quantification and mitigation of the impacts of a project from the emissions of greenhouse gases, as provided. The bill would revise and recast the labor-related requirements for projects undertaken by both public agencies and private entities. The bill would provide that the Governor is authorized to certify a project before the lead agency certifies the final EIR for the project.	Support	
SB 10 Wiener	Amended 2/24/2021	Senate Housing	Planning and zoning: housing development: density. 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, 2023, based on specified criteria. The bill would specify that an ordinance adopted under these provisions, and any resolution adopted to amend the jurisdiction's General Plan to be consistent with that ordinance, is not a project for purposes of the California Environmental Quality Act.	Support	

SB 12 McGuire	Introduced 12/7/2020	Senate Gov. & F.	Local government: planning and zoning: wildfires. 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.		
SB 36 Skinner	Introduced 12/7/2020	Senate Rules	Energy efficiency. Current law authorizes the State Energy Resources Conservation and Development Commission to prescribe, by regulation, energy efficiency standards, including appliance efficiency standards. This bill would make nonsubstantive revisions to these provisions.		
SB 45 Portantino	Introduced 12/7/2020	Senate Natural Resources and Water	Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022. 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.		
SB 51 Durazo	Amended 3/8/2021	Assembly Housing and Community Development	Surplus residential property. Current law prescribes requirements for the disposal of surplus land by a local agency, as defined. This bill, except in the case of specified property, would additionally provide that the surplus land disposal procedures as they existed on December 31, 2019, apply if a local agency, as of September 30, 2019, has issued a competitive request for proposals that seeks development proposals seeking development proposals for the property that includes a residential component of at least 100 residential units and 25% of the total units developed comply with specified affordability criteria, provided that a disposition and development agreement, as defined, is entered into not later than December 31, 2024. If the property is not disposed of pursuant to a qualifying disposition and development agreement before March 31, 2026, or if no disposition and development agreement is entered into before December 31, 2024, the bill would require that future negotiations for and disposition of the property comply with the surplus land disposal procedures then in effect.		

SB 69 McGuire	Amended 3/10/2021	Senate Transportation	North Coast Railroad Authority: right-of-way: Great Redwood Trail Agency: Sonoma-Marín Area Rail Transit District. 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.		
SB 99 Dodd	Introduced 12/28/2020	Senate Energy, Utilities and Communications	Community Energy Resilience Act of 2021. Would set forth guiding principles for plan development, including equitable access to reliable energy, as provided, and integration with other existing local planning documents. The bill would require a plan to, among other things, ensure that a reliable electricity supply is maintained at critical facilities and identify areas most likely to experience a loss of electrical service. This bill contains other related provisions.		
SB 222 Dodd	Introduced 1/14/2021	Senate Energy, Utilities and Communications	Water Affordability Assistance Program. Would establish the Water Affordability Assistance Fund in the State Treasury to help provide water affordability assistance, for both drinking water and wastewater services, to low-income ratepayers and ratepayers experiencing economic hardship in California. The bill would make moneys in the fund available upon appropriation by the Legislature to the state board to provide, as part of the Water Affordability Assistance Program established by the bill, direct water bill assistance, water bill credits, water crisis assistance, affordability assistance, and short-term assistance to public water systems to administer program components.		
SB 234 Wiener	Amended 3/2/2021	Senate Housing	Transition Aged Youth Housing Program. Would establish the Transition Aged Youth Housing Program for the purpose of creating housing for transition aged youth under 26 years of age, who have been removed from their homes, are experiencing homelessness unaccompanied by a parent or legal guardian, or are under the jurisdiction of a court, as specified, and would require the council to develop, implement, and administer the program.		

SB 261 Allen	Introduced 1/27/2021	Senate Environmental Quality	Regional transportation plans: sustainable communities strategies. current law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires that each regional transportation plan include a sustainable communities strategy developed to achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035 established by the State Air Resources Board. This bill would require that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the board. The bill would make various conforming changes to integrate those additional targets into regional transportation plans.		
SB 290 Skinner	Introduced 2/1/2021	Senate Housing	Density Bonus Law: qualifications for incentives or concessions: student housing for lower income students: moderate-income persons and families: local government constraints. Current law requires the amount of a density bonus and the number of incentives or concessions a qualifying developer receives to be pursuant to a certain formula based on the total number of units in the housing development, as specified. This bill would require a unit designated to satisfy the inclusionary zoning requirements of a city or county to be included in the total number of units on which a density bonus and the number of incentives or concessions are based. The bill would require a city or county to grant one incentive or concession for a student housing development project that will include at least 20% of the total units for lower income students.		

SB 330 Durazo	Amended 3/2/2021	Senate Appropriations	California Community Colleges: affordable housing. Current law authorizes the governing board of a community college district to let to any private person, firm, or corporation, any real property that belongs to the community college district if the instrument by which the property is let requires the lessee to construct on the demised premises, or provide for the construction on the real property of, a building or buildings for the joint use of the community college district and the private person, firm, or corporation during the term of the lease or agreement if certain conditions are met, including that no rental fee or other charge for the use of the building or buildings is paid by the community college district. Current law defines "public works," for the purposes of regulating public works contracts, as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. This bill would authorize the community college district to agree to a rental fee or other charge for that use if the constructed building or buildings are developed and operated as affordable housing for students or employees of the community college district, or for both those students and employees.		
SB 339 Wiener	Introduced 2/8/2021	Senate Transportation	Vehicles: road usage charge pilot program. Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2023. This bill would extend the operation of these provisions until January 1, 2027.		
SB 345 Becker	Introduced 2/9/2021	Senate Energy, Utilities and Communications	Energy programs and projects: nonenergy benefits. Would require the Public Utilities Commission to (1) establish common definitions of nonenergy benefits, as defined, and attempt to determine consistent values for use in all distributed energy resource, as defined, programs, (2) incorporate nonenergy benefits in distributed energy resource programs and projects, and (3) track the nonenergy benefits produced in distributed energy resource programs during program evaluations.		

SB 381 Portantino	Amended 3/9/2021	Senate Rules	Surplus residential property: priorities and procedures: City of South Pasadena. Current law establishes priorities and procedures that any state agency disposing of surplus residential property is required to follow. Under existing law, specified single-family residences must first be offered to their former owners or present occupants, as specified. Current law then requires the property to be offered to housing-related entities, as provided, prior to placing the property up for sale for fair market value, subject to specified priorities. This bill would, with respect to surplus residential properties located within the State Route 710 corridor in the City of South Pasadena, require surplus single-family residential properties to be offered to the City of South Pasadena after the properties are offered to present occupants pursuant to the provisions described above and the present occupants either decline to purchase or do not qualify and close on the property within 180 days of the effective date of the bill's provisions.		
SB 440 Dodd	Introduced 2/16/2021	Senate Energy, Utilities and Communications	Earthquake and wildfire loss mitigation. Would require the Wildfire Fund Administrator, the Office of Emergency Services, and the Office of Energy Infrastructure Safety to create the California Wildfire Residential Loss Mitigation Program as a joint powers authority. The bill would require that program to provide mitigation against wildfire risk, including a grant program to assist qualifying owners to retrofit their structures to protect against wildfire or to create a defensible space around their structures. The bill would establish the Wildfire Loss Mitigation Fund as a continuously appropriated subaccount in the Wildfire Fund to fund the program.		
SB 449 Stern	Introduced 2/16/2021	Senate Banking and Financial Institutions	Climate-related financial risk. Would require a bank, corporation, credit union, finance lender, insurer, investment advisor, real estate investment trust, and mortgage lender, as those terms are defined, to, before January 1, 2023, and annually thereafter, prepare a climate-related financial risk report, as defined, and to submit to the Department of Financial Protection and Innovation, and make available to the public on its own internet website, a copy of that report. The bill would also require those financial institutions to submit to the department a statement affirming that the climate-related financial risk report discloses all climate-related financial risk.		

SB 475 Cortese	Amended 3/10/2021	Senate Rules	Transportation planning: sustainable communities strategies. Would require the State Air Resources Board, on or before June 30, 2023, and in coordination with the California Transportation Commission and the Department of Housing and Community Development, to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at least every 4 years. The bill would delete the provisions related to the Regional Targets Advisory Committee and instead require the State Air Resources Board to appoint, on or before January 31, 2022, the State-Regional Collaborative for Climate, Equity, and Resilience, consisting of representatives of various entities. The bill would require the State-Regional Collaborative for Climate, Equity, and Resilience to develop a quantitative tool for metropolitan planning organizations to use to evaluate a transportation plan's consistency with long-range greenhouse gas emission reduction targets and recommend guidelines for metropolitan planning organizations to use when crafting long-range strategies that integrate state goals related to climate resilience and social equity.		
SB 477 Wiener	Introduced 2/17/2021	Senate Housing	General plan: annual report. The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the planning agency of a city or county to provide, by April 1 of each year, an annual report to, among other entities, the Department of Housing and Community Development that includes, among other specified information, the number of applications submitted, the location and total number of developments approved, the number of building permits issued, and the number of units constructed pursuant to a specific streamlined, ministerial approval process. This bill would, commencing January 1, 2023, require a planning agency to include in that annual report specified information on costs, standards, and applications for proposed housing development projects and specified information on housing development projects within the jurisdiction.		

SB 478 Wiener	Introduced 2/17/2021	Senate Gov. & F.	Planning and Zoning Law: housing development projects. The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. The law also requires the Department of Housing and Community Development to notify the city, county, or city and county, and authorizes the department to notify the Attorney General, that the city, county, or city and county is in violation of state law if the department finds that the housing element or an amendment to that element, or any specified action or failure to act, does not substantially comply with the law as it pertains to housing elements or that any local government has taken an action in violation of certain housing laws. This bill would prohibit a local agency, as defined, from imposing specified standards, including a minimum lot size that exceeds an unspecified number of square feet on parcels zoned for at least 2, but not more than 4, units or a minimum lot size that exceeds an unspecified number of square feet on parcels zoned for at least 5, but not more than 10, units.		
SB 499 Leyva	Introduced 2/17/2021	Senate Gov. & F.	General plan: land use element: uses adversely impacting health outcomes. Would prohibit the land use element from designating land uses that have the potential to significantly degrade local air, water, or soil quality or to adversely impact health outcomes in disadvantaged communities to be located, or to materially expand, within or adjacent to a disadvantaged community or a racially and ethnically concentrated area of poverty. By expanding the duties of cities and counties in the administration of their land use planning duties, the bill would impose a state-mandated local program.		
SB 500 Min	Introduced 2/17/2021	Senate Transportation	Autonomous vehicles: zero emissions. Would, beginning January 1, 2025, require an autonomous vehicle operating on a public road to be a zero-emission vehicle. The bill would define "zero-emission vehicle" to mean a vehicle that produces no emissions of criteria pollutants, toxic air contaminants, and greenhouse gases when stationary or operating, as determined by the State Air Resources Board.		

SB 548 Eggman	Introduced 2/18/2021	Senate Transportation	Tri-Valley-San Joaquin Valley Regional Rail Authority: transit connectivity. Current law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity, between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley, as defined, region of California. Current law gives the authority all of the powers necessary for planning, acquiring, leasing, developing, jointly developing, owning, controlling, using, jointly using, disposing of, designing, procuring, and constructing facilities to achieve transit connectivity, including, among other powers, the power to enter into cooperative or joint development agreements with local governments or private entities necessary to achieve transit connectivity. This bill would additionally give the authority the power to enter into design-build contracts, as specified, and would exempt the authority from provisions that preclude the inclusion of long-term maintenance and operations obligations in a design-build contract.		
SB 563 Allen	Introduced 2/18/2021	Senate Gov. & F.	Second Neighborhood Infill Finance and Transit Improvements Act: housing developments: homelessness prevention programs: enhanced infrastructure financing plan adoption process. Current law authorizes the legislative body of a city or county to propose the establishment of an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Current law requires the proceedings for the establishment of the district to be instituted by the adoption of a specified resolution and requires an infrastructure financing plan to be prepared, as specified. Current law requires a copy of the resolution and the plan to be sent to each landowner within the district. Current law requires the public financing authority to consider the adoption of the plan at 3 public hearings and, at the 3rd hearing, terminate the proceedings, adopt the plan, or call an election depending on the percentage of the combined number of landowners and residents in the area who are at least 18 years of age who file a protest. If an election is called, existing law makes adoption of the plan dependent on the vote of that population. This bill, instead, would make the above-described plan adoption process dependent on the percentage of the combined number of registered voters in the area and landowners who file a protest and on the vote of that population.		

SB 621 Eggman	Introduced 2/18/2021	Senate Environmental Quality	Conversion of motels and hotels: streamlining. Would authorize a development proponent to submit an application for a development for the complete conversion, as defined, of a structure with a certificate of occupancy as a motel or hotel into multifamily housing units to be subject to a streamlined, ministerial approval process, provided that development proponent reserves an unspecified percentage of the proposed housing units for lower income households, unless a local government has affordability requirements that exceed these requirements. The bill would require the structure proposed to be converted be vacant for at least 6 months prior to the submission of the application, except as provided. The bill would require the development proponent to comply with specified requirements regarding the payment of prevailing rate or per diem wages for construction work related to the part of the development that is a public work and the use of a skilled and trained workforce on the development, except as provided. The bill would not apply to a hotel or motel conversion on a site that is in a coastal zone, as defined.		
SB 623 Newman	Introduced 2/18/2021	Senate Transportation	Electronic toll and transit fare collection systems. Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, 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 authorize those operators to provide instead only the information specified in functional specifications and standards adopted by the department and operators of toll facilities in this state on federal-aid highways for purposes of interstate interoperability.		

SB 625 Caballero	Introduced 2/18/2021	Senate B., P. & E.D.	Community development financial institutions: grant program. Would establish the California Investment and Innovation Program, administered by I-Bank, for the purpose of providing grants to qualified community development financial institutions. The bill would establish the California Investment and Innovation Fund and, upon appropriation, require I-Bank to award a grant to an eligible recipient, defined as a community development financial institution that meets specified criteria under the program, as provided. The bill would require, among other things, that an eligible recipient provide matching funds on a dollar-for-dollar basis with moneys received from private, nongovernmental sources. The bill would specify authorized uses of grant funds, including providing loans, grants, equity investments, or technical assistance within low-income communities or for purposes that have a direct and substantial benefit to lower income households.		
SB 649 Cortese	Introduced 2/19/2021	Senate Housing	Local governments: affordable housing: local tenant preference. The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Current law provides for various incentives intended to facilitate and expedite the construction of affordable housing. This bill would establish a state policy supporting local tenant preferences for lower income households, as defined, that are subject to displacement risk, and, further, permits local governments and developers in receipt of local or state funds, federal or state tax credits, or an allocation of tax-exempt private activity bonds designated for affordable rental housing to restrict occupancy by creating a local housing preference for lower income households subject to displacement risk.		
SB 671 Gonzalez	Introduced 2/19/2021	Senate Transportation	Transportation: Clean Freight Corridor Efficiency Program. Would establish the Clean Freight Corridor Efficiency Program, to be jointly administered by the California Transportation Commission and State Air Resources Board, in coordination with other state entities. The bill would require the program to establish criteria for identifying qualifying freight corridors and define minimum requirements for clean truck corridors, surrounding local streets and roads, and associated facilities. The bill would require the program to identify California's 5 most-used freight corridors and objectives for improving the corridors, as specified, and identify projects and funding opportunities in these corridors.		

SB 674 Durazo	Introduced 2/19/2021	Senate L., P.E. & R.	Public Contracts: workforce development: transportation-related contracts. Would require relevant public agencies, as defined, to develop a program, known as the California Jobs Plan Program, to meet specified objectives, including, as a component of applications for covered public contracts, as defined, creation of a form that states the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract, and proposed wages, benefits, and investment in training. That component of the application would be known as the California Jobs Plan, as defined. Other objectives of the program, pursuant to the bill, would include supporting the hiring of displaced workers and individuals facing barriers to employment, as defined; encouraging the development of the state's long-term green transportation and related infrastructure and manufacturing sector; and protecting public health by supporting the adoption of specific protections for worker health and safety.		
SB 695 Ochoa Bogh	Amended 3/7/2021	Senate Rules	Mitigation Fee Act: housing developments. 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 local agency prepare and adopt a nexus study, as specified. The bill, for purposes of these provisions, defines "housing impact requirement" as a fee imposed under the Mitigation Fee Act, dedications of parkland or in-lieu fees imposed under the Quimby Act, or a construction excise tax. This bill would require a local agency to adopt a nexus study that is used to demonstrate compliance with these provisions, subject to specified public participation requirements. This bill would prohibit a housing impact requirement from exceeding the amount necessary to maintain the existing level of service identified in the nexus study for the type of capital facility for which the housing impact requirement is imposed.		

SB 728 Hertzberg	Amended 3/10/2021	Senate Rules	Density Bonus Law: purchase of density bonus units by nonprofit housing organizations. Current law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct, among other options, specified percentages of units for moderate-income or, lower, or very low income households and meets other requirements. Current law requires the developer and the city or county to ensure that the initial occupant of a for-sale unit that qualified the developer for the award of the density bonus is a person or family of very low, low, or moderate income. This bill, as an alternative to ensuring that the initial occupant of a for-sale unit is a person or family of the required income, would authorize the developer and the city or county to ensure that a qualified nonprofit housing organization, as defined, purchases the unit pursuant to a specified recorded contract that includes an affordability restriction, an equity sharing agreement, and a repurchase option that requires a subsequent purchaser that desires to sell or convey the property to first offer the nonprofit corporation the opportunity to repurchase the property.		
SB 735 Rubio	Amended 3/10/2021	Senate Rules	Vehicles: speed safety cameras. Would authorize a local authority to use a traffic speed safety system, as defined, to enforce speed limits in a school zone. The bill would prescribe requirements for the operation of a traffic speed safety system, including, among other things, notice to the public, issuance of citations, and confidentiality of data. The bill would create an administrative proceeding for persons to pay or contest a citation captured by a traffic speed safety system and a procedure to appeal an adverse decision. The bill would impose a civil penalty for a violation. The bill would require the use of the online adjudicatory tool to determine a person's ability to pay that penalty and require that fees be collected pursuant to the process created in the pilot program described above.		

SB 765 Stern	Introduced 2/19/2021	Senate Housing	Accessory dwelling units: setbacks. The Planning and Zoning Law, among other things, provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. Current law prohibits a local agency's accessory dwelling unit ordinance from imposing a setback requirement of more than 4 feet from the side and rear lot lines for an accessory dwelling unit that is not converted from an existing structure or a new structure constructed in the same location and to the same dimensions as an existing structure. This bill would remove the above-described prohibition on a local agency's accessory dwelling unit ordinance, and would instead provide that the rear and side yard setback requirements for accessory dwelling units may be set by the local agency. The bill would authorize an accessory dwelling unit applicant to submit a request to the local agency for an alternative rear and side yard setback requirement if the local agency's setback requirements make the building of the accessory dwelling unit infeasible.		
SB 771 Becker	Introduced 2/19/2021	Senate Gov. & F.	Sales and Use Tax Law: zero emissions vehicle exemption. Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, on or after January 1, 2022, would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, an electric or a hybrid electric vehicle for which the final listing price is not greater than \$25,000.		
SB 780 Cortese	Introduced 2/19/2021	Senate Gov. & F.	Local finance: public investment authorities. Current law establishes enhanced infrastructure financing districts to finance public capital facilities or other specified projects of communitywide significance. Current law provides for the membership of the governing body of the district, referred to as the public financing authority. If a district has only one participating affected taxing entity, existing law requires the public financing authority's membership to consist of 3 members of the legislative body and 2 members of the public chosen by the legislative body. This bill would authorize the legislative bodies to appoint designees to the public financing authority in their stead. If a district has more than 3 participating affected taxing entities, the bill would authorize the legislative bodies of the taxing entities to, upon agreement, appoint only one member of their respective legislative bodies, or their designees, in addition to the public members.		

SB 798 Wieckowski	Introduced 2/19/2021	Senate Rules	Trade Corridor Enhancement Account. Current law creates the Trade Corridor Enhancement Account to receive revenues attributable to 50% of a \$0.20 per gallon increase in the diesel fuel excise tax imposed by the Road Repair and Accountability Act of 2017 for corridor-based freight projects nominated by local agencies and the state. Current law makes these funds and certain federal funds apportioned to the state available upon appropriation for allocation by the California Transportation Commission for trade infrastructure improvement projects that meet specified requirements. This bill would make nonsubstantive changes to this provision.		
SB 809 Allen	Amended 3/10/2021	Senate Rules	Multijurisdictional regional agreements: housing element. Would authorize a city or county to satisfy part of its requirement to identify zones suitable for residential development by adopting and implementing a multijurisdictional regional agreement. The bill would require the multijurisdictional regional agreement to clearly establish the jurisdiction that is contributing suitable land for residential development and the jurisdiction or jurisdictions that are contributing funding for that development. The bill would require that a multijurisdictional regional agreement be between 2 or more cities or counties that are located within the same county or within adjacent counties. This bill would require a jurisdiction that is a party to a multijurisdictional regional agreement under these provisions to provide specified information in its housing element, including how the multijurisdictional regional agreement will satisfy the jurisdiction's housing need for a designated income level.		

California State Legislative Calendar 2021 – Revised December 18, 2020

January 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.	June 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)).
February 15 Presidents' Day 21 Last day for bills to be introduced (J.R. 61(a)(1), J.R. 54(a)).	July 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)).
March 25 Spring Recess begins upon adjournment (J.R. 51(a)(2)). 31 Cesar Chavez Day observed	August 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)).
April 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)).	
May 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	September 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)). October 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*

January 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	July 1-4 House and Senate district work periods 5 Independence Day (Observed) 5-9 House and Senate district work periods
February 15 President's Day 15-19 House and Senate district work periods	August 2-27 House district work period 9-31 Senate district work period
March 29-2 House district work periods 29-9 Senate district work periods	September 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
April 1-9 House and Senate district work periods	October 11 Indigenous Peoples' Day 11-15 Senate district work periods
May 3-7 Senate district work periods 31 Memorial Day 31-4 House and Senate district work periods	November 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
June 1-4 House and Senate district work periods 28-9 Senate district work periods	December 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

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Legislation Details (With Text)

File #: 21-0355 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 2/10/2021 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 3/12/2021 **Final action:**
Title: MTC Resolution No. 3931, Revised - Policy Advisory Council Appointment
Sponsors:
Indexes:
Code sections:
Attachments: [2c_MTC Res. 3931_Council Appointment Frank Welte.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

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

Presenter:

Marti Paschal

Recommended Action:

MTC Commission Approval

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

March 12, 2021

Agenda Item 2c

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

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

Background: Since the appointments to MTC's Policy Advisory Council were approved in October 2017 for a term running through December 2021, several members have resigned. We are bringing a recommendation to fill one vacancy this month, a seat representing persons with disabilities in the City and County of San Francisco.

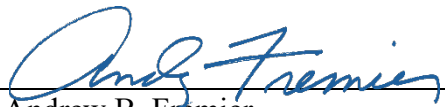
MTC Resolution No. 3931, Revised (Attachment A), which created the Policy Advisory Council, specifies that appointments for advisors representing a particular county be made by that county's Commissioner(s). Vice Chair Josefowitz and Commissioner Ronen have forwarded a recommendation to appoint Frank Welte to fill the vacancy to represent persons with disabilities in the City and County of San Francisco on the Council.

Frank Welte is the Senior Accessible Media and Braille Specialist at Lighthouse for the Blind and Visually Impaired, headquartered in San Francisco. Mr. Welte has been a heavy user of Bay Area public transit services since 1987 and as a blind transit rider, he is extremely interested in the accessibility of the Bay Area's public transit systems. Mr. Welte was employed as the Director of Advocacy and Governmental Affairs for the California Council of the Blind from 2009 to 2011 and was the Program Assistant/Outreach Consultant for the Vista Center for the Blind & Visually Impaired from 2007 to 2009. Mr. Welte is currently a board member and volunteer for the California Council of the Blind and served on the SamTrans Transit Advisory Committee from 2000 to 2007.

Issues: None identified.

Recommendation: Staff requests the Joint MTC ABAG Legislation Committee recommend the appointment of Frank Welte to serve the remainder of the currently vacant term on the Policy Advisory Council (through December 2021), and referral of MTC Resolution No. 3931, Revised, to the Commission for approval.

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



Andrew B. Fremier

Date:	November 18, 2009	
W.I.:	1114	
Referred by:	Legislation	
Revised:	03/24/10-C	02/23/11-C
	02/22/12-C	07/25/12-C
	03/27/13-C	07/24/13-C
	07/23/14-C	11/19/14-C
	03/25/15-C	09/23/15-C
	10/26/16-C	07/26/17-C
	10/25/17-C	04/24/19-C
	07/24/19-C	02/26/20-C
	12/16/20-C	03/24/21-C

ABSTRACT

Resolution No. 3931, Revised

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

This resolution was revised on December 16, 2020 to extend the terms of the advisors identified in Attachment B through December 2021.

This resolution was revised on March 24, 2021, to include revisions to Attachment B and Attachment C.

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

RE: Commission Policy Advisory Council

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3931

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

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

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

Attachment A
Resolution No. 3931
Page 1 of 4

Attachment A
Metropolitan Transportation Commission
Policy Advisory Council

A. Mission Statement

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

B. Roles/Expectations

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

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

2. Responsibilities

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

3. Council Work Plan

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

4. Reporting to the Commission

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

5. Limitations on Advisor Activities

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

6. Conflict of Interest Policy

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

7. Ethics Training

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

C. Membership

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

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

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

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

There shall be no alternates to the appointed membership.

D. Appointment Process

1. General

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

2. Terms of Appointment

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

E. Procedures

Attendance and Participation

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

2. Residency Requirements

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

3. Compensation

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

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

4. Meeting Frequency and Location of Meetings

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

5. Ad Hoc Working Groups

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

6. Quorum Requirements

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

7. Election of Council Chair and Vice Chair

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

8. Public Meetings

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

Date: March 24, 2010
 W.I.: 1114
 Referred by: Legislation
 Revised: 02/23/11-C 02/22/12-C 07/25/12-C
 07/24/13-C 07/23/14-C 11/19/14-C
 03/25/15-C 09/23/15-C 10/26/16-C
 07/26/17-C 10/25/17-C 04/24/19-C
 07/24/19-C 02/26/20-C 12/16/20-C
 03/24/21-C

Attachment B
 Resolution No. 3931
 Page 1 of 1

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

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

Date: February 23, 2011
W.I.: 1114
Referred by: Legislation
Revised: 07/25/12-C 07/24/13-C
07/23/14-C 11/19/14-C
03/25/15-C 09/23/15-C
10/26/16-C 10/25/17-C
04/24/19-C 07/24/19-C
02/26/20-C 03/24/21-C

Attachment C
Resolution No. 3931
Page 1 of 2

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

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

Former Advisor	Time Served	Representing	Replaced By	Replaced On
Joanne Busenbark	September 2013 – September 2015	Equity	Sudhir Chaudhary, Equity	October 26, 2016
Linda Jeffrey Sailors	July 2013 – May 2016	Environment	Sydney Fang, Environment	October 26, 2016
Gerald Rico	March 2010 – June 2016	Equity	Cathleen Baker, Equity	October 26, 2016
Sandi Galvez	February 2011 – June 2016	Environment	Jonathan Fearn, Economy	October 26, 2016
Cathleen Baker	July 2014 – October 2016	Environment	Anna Lee, Environment	October 26, 2016
Caroline Banuelos	March 2010 – October 2017	Equity	Adrian Mendoza, Equity	October 25, 2017
Naomi Armenta	March 2010 – October 2017	Equity	Abigail Cochran, Equity	October 25, 2017
Elizabeth A. Clary	July 2013 – October 2017	Equity	Rick Coates, Equity	October 25, 2017
Sydney Fang	October 2016 – October 2017	Environment	Wendi Kallins, Environment	October 25, 2017
Jonathan Fearn	October 2016 – October 2017	Economy	Teddy Ky-Nam Miller, Economy	October 25, 2017
Bob Glover	September 2013 – October 2017	Economy	Matt Regan, Economy	October 25, 2017
Charles Kaufman	November 2014 – October 2017	Equity	Marc Madden, Equity	October 25, 2017
Scott Lane	September 2015 – October 2017	Environment	Corinne Winter, Environment	October 25, 2017
Jerry Levine	July 2013 – October 2017	Environment	Adina Levin, Environment	October 25, 2017
Shireen Malekafzali	November 2014 – October 2017	Equity	Daniel Saver, Equity	October 25, 2017
Mark Nicholson	July 2013 – October 2017	Equity	Rahmon Momoh, Equity	October 25, 2017
Mike Pechner	July 2013 – October 2017	Equity	Richard Burnett, Equity	October 25, 2017
Alan R. Talansky	July 2012 – October 2017	Economy	Patrick Wolff, Economy	October 25, 2017
Harriet Wolf	November 2014 – October 2017	Equity	Michael Lopez, Equity	October 25, 2017
Richard Burnett	March 2010 – October 2017	Equity	K. Patrice Williams, Equity	October 25, 2017
Wil Din	September 2013 – October 2017	Equity	Jerri Diep, Equity	October 25, 2017
Corinne Winter	October 2017 – December 2018	Environment	Anne Olivia Eldred, Environment	April 24, 2019
Jerri Diep	October 2017 – January 2019	Minority	Daisy Ozim, Minority	July 24, 2019
Sudhir Chaudhary	October 2017 – March 2019	Senior	Terry Scott, Senior	February 26, 2020
Matt Regan	October 2017 – July 2018	Economy	Bob Glover, Economy	February 26, 2020
Teddy Ky-Nam Miller	October 2017 – July 2019	Economy	Christina Gotuaco, Economy	February 26, 2020
Patrick Wolff	October 2017 – October 2019	Economy	Walter Wilson, Economy	February 26, 2020
Daniel Saver	October 2017 – December 2019	Equity	Michael Baldini, Environment	February 26, 2020
Jim E. Blacksten	July 2012 – July 2020	Equity	Frank Welte, Disable	March 24, 2021
Cathleen Baker	October 2016 – July 2019	Equity		
K. Patrice Williams	October 2017 – June 2020	Equity		
Daisy Ozim	July 2019 – December 2020	Minority		

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	21-0318	Version:	1	Name:	
Type:	Report	Status:		Committee Approval	
File created:	2/2/2021	In control:		Joint MTC ABAG Legislation Committee	
On agenda:	3/12/2021	Final action:			
Title:	Advocacy Principles to Guide Legislation Aimed at Improving the Bay Area's Transit System				
	Advocacy principles to guide MTC's legislative advocacy regarding Assemblymember Chiu's anticipated 2021 legislation aimed at improving the performance and connectivity of the Bay Area's public transit system.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	3a Principles for Transit Transformation Legislation.pdf				
	3a Correspondence Principles for Transit Transformation Legislation.pdf				
Date	Ver.	Action By	Action		Result

Subject:

Advocacy Principles to Guide Legislation Aimed at Improving the Bay Area's Transit System

Advocacy principles to guide MTC's legislative advocacy regarding Assemblymember Chiu's anticipated 2021 legislation aimed at improving the performance and connectivity of the Bay Area's public transit system.

Presenter:

Rebecca Long

Recommended Action:

Support / Commission Approval

Attachments:

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

March 12, 2021

Agenda Item 3a

Advocacy Principles to Guide Legislation Aimed at Improving the Bay Area's Transit System

Subject: Advocacy principles to guide MTC's legislative advocacy regarding Assemblymember Chiu's anticipated 2021 legislation aimed at improving the performance and connectivity of the Bay Area's public transit system.

Overview: The Blue Ribbon Transit Recovery Task Force (Task Force), which was convened last May as part of the Commission's first allocation of CARES Act funds, adopted a bold transit transformation vision:

Design, adequately invest in and effectively manage a public transit network that is equitable, inclusive, frequent, affordable, accessible, reliable; is integrated with unified service, fares, schedules, customer information and identity; and serves all Bay Area populations, resulting in increased transit ridership and reduced growth in vehicle miles traveled.

This ambitious vision is particularly challenged by the prolonged ridership declines resulting from the COVID-19 pandemic and the resultant uncertainty and financial hardship facing operators. Nonetheless, over the last two months, the task force has been working to reach consensus on a problem statement to help guide any discussion of longer-term transit topics that should be addressed in a more coordinated manner. Whereas earlier discussions were focused on establishing a new "network manager" entity, the conversation is now focused on identifying the *functions* that require better management, with subsequent conversation anticipated to cover how decisions would be made and by whom. While transit operators are coordinating like never before, without a more formal structure that requires ongoing collaboration on the topics of greatest relevance to transit riders, there is a high risk this current enhanced voluntary coordination will not be sustained over time.

Recommendation: Support

Discussion: Assemblymember Chiu plans to reintroduce the concept of "seamless transit" in a new bill this year, which is not yet in print. Last year's bill—AB 2057—was an expansive bill focused on supporting the creation of a high ridership, reliable, accessible, seamless public transit system. The bill was supported by SPUR and Seamless Bay Area. It stalled due to COVID and did not receive a hearing.

Nonetheless, it drew significant interest and was a major impetus for the formation of the Blue Ribbon Transit Recovery Task Force. The bill itself called for the formation of a Bay Area Seamless Transit Task Force tasked with assessing and/or making recommendations about 20 different topics, ranging from identifying the goals of the region's public transit system to the appropriate entity to serve as a Network Manager to managed lanes and institutional mergers. Given the formation of the Task Force, we do not expect the bill to call for the formation of a separate one.

AB 2057 also included a number of requirements aimed at accelerating various rider-focused efforts, including:

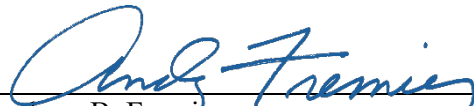
- a. Standardized discount and eligibility discounts for fares and a pilot program for a multi-agency accumulator pass pilot project to cap total daily, weekly or monthly amounts
- b. Clipper integration with Capitol Corridor and ACE
- c. Development & adoption of a regional transit mapping and wayfinding system
- d. Common data formats for route, schedule and fare information to ensure reliable real-time transit information and requirements for operators to report to MTC
- e. Targets for reducing vehicle miles traveled and targets for increased public transit and active transportation mode share

The attached principles propose a framework for this year's legislation that focuses on near-term benefits to riders, as well as a decision-making structure to institutionalize greater interagency coordination and a focus on improvements to the customer experience designed to attract former and new riders to transit.

It is critical that the Commission provide direction to Assemblymember Chiu and the Bay Area legislative delegation regarding our priorities for a transit reform bill this year. Staff will present these principles to the Task Force at its March 22 meeting, two days before they will be presented to the Commission for final approval.

Attachments:

Attachment A: MTC Principles and Proposed Concepts for Seamless Transit Legislation



Andrew B. Fremier,

Draft: 3/2/21

MTC Principles and Proposed Concepts for Seamless Transit Legislation

Background

The Blue-Ribbon Transit Recovery Task Force (Task Force) has a goal of creating a more connected, efficient, equitable, and affordable network that better serves Bay Area residents and our economy. COVID-19 has caused ridership to plummet, but transit ridership was falling even before the pandemic for a variety of reasons. Assemblymember David Chiu plans to introduce legislation in 2021 to transform the region's fragmented transit system into a more integrated one that will help achieve Plan Bay Area 2050's ambitious climate and equity goals, including at least 20 percent of workers commuting via public transit by 2050.

MTC, as the metropolitan planning organization, has a strong interest in this legislation. As a member and convener of the Task Force, we are committed to engaging in that process in good faith. However, we also believe it is critical to engage early in the legislative process. MTC's primary goal in this effort is to secure near-term, customer-facing improvements for Bay Area transit riders as they navigate across the nine counties and between over two dozen operators, while creating a framework for decision-making that will sustain enhanced, ongoing regional transit coordination and accountability for performance over time. Importantly, we believe this can be done by building on existing institutions, expertise, and authority but will require additional, stable resources to be fully implemented.

Proposed Principles

1. Provide Tangible, Near-Term Benefits for Riders

MTC is engaged in two major regional transit planning efforts with the potential to greatly simplify the experience of riding transit in the Bay Area, the Fare Coordination/Integration Study + Business Case (Fare Study) and the Regional Transit Mapping and Wayfinding Study. Given both of these projects are anticipated to be completed this summer, legislation should include provisions to help ensure these studies deliver tangible results. This could be done by requiring that recommendations from the studies are implemented by specific dates, with reasonable flexibility provided, and incorporating a process to facilitate implementation over the long-term. Two priority ideas for inclusion are below.

- a. ***Simplified and More Affordable Transit Fares.*** There appears to be growing consensus in support of fare policies that reward frequent transit riders. One example is a multi-operator pass that gives riders the option to pay per trip, but with the assurance that they won't pay above a certain limit per day, month, or another timeframe, depending on the pass. MTC would seek to include provisions in the legislation requiring that recommendations emerging from the study be implemented on or before a date that is ambitious but also feasible, with details of the fare policies to be determined outside the legislative process in consultation with transit operators.

- b. ***Regional Transit Mapping & Wayfinding.*** For the last two years, MTC has been engaged in an extensive study and business case with extensive consultation with transit operators regarding development of a comprehensive, regional transit mapping and wayfinding system. The legislation should require that MTC develop, in consultation with operators, a transit mapping and wayfinding system and an implementation and maintenance strategy for such system. The legislation should also specify a date certain for when it shall be adhered to by operators, with reasonable flexibility provided for any implementation schedule, conditioned upon the availability of technical and financial resources to effectively deliver the new system.
- c. ***Real-Time Transit Information.*** Support provisions to provide all Bay Area transit riders with consistent and reliable real-time travel information, including arrival and departure predictions, by requiring that every transit operator implements real-time transit information using consistent, open data standards, including routes, schedules, and fares, and makes real-time transit vehicle data available in the industry-standard format.

2. Increase the Priority of Service Coordination

For many transit trips, it is not efficient or effective to provide a one-seat ride and many multiple-seat rides include more than one transit operator. Since the beginning of the COVID-19 pandemic, transit operators have been engaging in enhanced schedule coordination to minimize disruption to riders from service changes when a trip involves multiple operators. Going forward, the region would benefit from clear guidance from the state to ensure that coordination among operators remains a top priority and is incorporated into long-term business practices. Accordingly, support provisions that emerge from the Task Force's network management analyses designed to help reduce trip length and wait times for Bay Area riders taking trips on multiple operators; examples may include:

- a. Require the elimination of transfers created solely by the inability of one operator to operate within the geographic service boundaries of another operator, whenever possible, and remove provisions in state law that may force these unnecessary transfers.
- b. Elevate the importance of service coordination by *requiring* that MTC make operator's compliance with coordination goals a condition for the receipt of STA and TDA funding.
- c. Require timed transfers for all connections between fixed route rail operators, wherever possible.
- d. For multi-operator trips, elevate the priority of timed transfers between major bus routes run by different operators, and between major bus routes and fixed route rail and ferry service run by different operators, with "major" definitions emerging from the network management analyses.
- e. Elevate the priority of routing transfers through regionally designated transit hubs.

3. Give Transit Greater Priority on Local Roads and Highways

Incorporate ideas to enhance transit priority such as those listed below and others that may emerge from future Task Force discussions, such as:

- a. Include provisions ensuring that local jurisdictions take impact on bus speeds into account, consider transit priority improvements, and consult with relevant transit agencies when making changes to their right of way.
- b. Authorize MTC to designate regionally significant transit corridors on Caltrans right of way, in consultation with Caltrans, transit operators, county transportation authorities, stakeholders and the public. Authorize MTC to implement transit priority improvements, including, but not limited to transit bus priority lanes, part-time bus-only lanes, and general-purpose lane or shoulder conversions to bus priority lanes on such corridors.

4. Transit Network Management: Formalize Transit Coordination & Collaboration

- a. Approach the concept of transit network management as a *process* to be made by existing organizations (i.e., transit operators and MTC); oppose the establishment of a new transit network management agency, at this time.
- b. Instead, support establishment of a network management decision-making process that involves existing organizations and facilitates enhanced focus on improving the customer experience from the rider's perspective, with a focus on multi-operator trips.
- c. Structure a new network management decision-making process in a manner that includes transit operators, key stakeholders, and the public in the development of policy recommendations that are forwarded to MTC for action.
- d. Preserve and strengthen MTC's existing authority and responsibility for transit coordination while also avoiding unfunded mandates. While transit coordination is a core MTC function, our current resources cannot support a substantially greater role at this time. Ensure that any new requirements or responsibilities are either: 1) feasible within existing resources; 2) accompanied by additional funding; or 3) conditioned upon when new resources are available.

5. Improve Access to Transit Hubs

There are multiple examples in the region where connectivity between systems, particularly between bus and fixed-guideway (rail or ferry) systems has been designed in a way that forces riders to walk greater distances than necessary, had access between systems been prioritized in the original stations designs. Support provisions in the legislation that require operators to consult and collaborate with each other at transit hubs to minimize transfer distances between systems and prioritize rider access. Require that operators consult with the applicable local jurisdiction in the development of station access plans, particularly for end of line stations. Require that MTC monitor and hold operators accountable for such provisions.

6. Avoid Rushing Complex Items that Require More Evaluation

The Task Force has identified many transit-related items that may benefit from a more coordinated approach, but for which there is not sufficient time between now and June to fully analyze the details in order to develop sound recommendations. This includes items such as mega-project delivery, regional rail governance, joint procurement, and new mobility. For now, support limiting the scope of the legislation to the items mentioned in #1-4, while remaining open to others recommended by the Task Force in the Transformation Action Plan. Advocate that complex items that warrant further examination be deferred altogether or incorporated into the bill for further analysis, but only if sufficient funds are available to conduct such work.



Date: March 12, 2020
Attention: Joint MTC Legislation Committee and ABAG Legislation Committee
Re: Agenda Item 3a., March 12 Meeting - Advocacy Principles to Guide Legislation
Aimed at Improving the Bay Area's Transit System

Dear Committee Members,

We are pleased that MTC and ABAG are considering support for legislation that can bring about a more seamless and integrated transit system. We largely support the advocacy principles developed by staff and wish to suggest a few key changes to ensure the principles are consistent with the spirit of the work of the Blue Ribbon Task Force and a potential upcoming business case that would study network management options.

The MTC advocacy principles are broadly consistent with the Seamless Transit Principles which are supported by thousands of transit riders from across the Bay Area, have also been formally endorsed at nine public agencies (including BART, WETA, Alameda County, SFCTA and the Cities of Millbrae, Berkeley, San Mateo, and Albany) and 32 organizations and businesses. The principles are:



**Run all Bay Area transit as one
easy-to-use system**



**Connect effortlessly with other
sustainable transportation**



Put riders first



**Plan communities and transportation
together**



**Make public transit equitable
and accessible to all**



**Prioritize reforms to create a
seamless network**



**Align transit prices and passes
to be simple, fair, and affordable**

Taking guidance from the principle of "Put Riders First", we request that MTC's advocacy principles support legislation that advance network management concepts that provide the best outcome for riders without a preference of what agency should assume network management responsibilities. Specifically, we request two points within Principle 4 be removed:

- *Remove the phrase in 4A* "Oppose the establishment of a new transit network management agency, at this time"
- *Remove the phrase in 4D:* "Preserve and strengthen MTC's existing authority and responsibility for transit coordination."

Both of these phrases seem to articulate a preference that MTC take on network management responsibilities, either in the short or long term. This is at odds with the spirit of collaboration and trust-building that has been expressed as important at the Blue Ribbon Task Force among transit agencies and advocates.

[Research presented to the Blue Ribbon Task Force](#) has indicated there are several effective models for network management in other high-ridership regions with excellent integrated transit. They include network coordination being led by an entity similar to MTC - but also coordination being led effectively by entities that are structured very differently from MTC, including models led by a dominant or unified transit agency. The Task Force has endorsed the goal to develop a business case; we believe it's in the public's best interest to study all network management options over the course of the next several months, including options that may explore an entity other than MTC overseeing network management. The business case analysis may inform upcoming 2021 legislation, or legislation in future years.

While we understand that these MTC principles are directed toward 2021 legislation, they could be easily interpreted as expressing MTC's preference of longer-term network management options. Given that these advocacy principles will be brought before the Blue Ribbon Task Force for review on March 22, we advise that MTC refrain from advocacy that expresses any preference for a specific long-term network management option. The business case process that is getting underway is the appropriate place to undertake that analysis. MTC should commit to doing what's in the best interest of riders, even if that may involve placing some authorities that currently reside with MTC elsewhere into a different organization, if study and deliberation finds that better poised to succeed with transit integration.

With the removal of the two aforementioned parts of the principles, we believe these principles offer a very good direction for the future of Bay Area transit.

Thank you,

A handwritten signature in black ink, appearing to read "Ian Griffiths", written in a cursive style.

Ian Griffiths
Policy Director, Seamless Bay Area

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 21-0346 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Commission Approval
File created: 2/8/2021 **In control:** Joint MTC ABAG Legislation Committee
On agenda: 3/12/2021 **Final action:**
Title: Assembly Bill 455 (Bonta): Bay Bridge Fast Forward Program

Requires the Bay Area Toll Authority (BATA) to identify, plan and deliver a set of projects and plans to speed up bus and very high occupancy vehicle (HOV) travel in the San Francisco-Oakland Bay Bridge corridor.

Sponsors:

Indexes:

Code sections:

Attachments: [3b AB 455 Bonta Support and Seek Amends.pdf](#)
[3b Corrospodence Part 1 MTC ABAG Legislative Committee - Agenda #3b AB455-Support Bay](#)
[3b Corrospodence-Part 2 MTC ABAG Legislative Committee - Agenda #3b AB455-Support Bay](#)

Date	Ver.	Action By	Action	Result
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Subject:

Assembly Bill 455 (Bonta): Bay Bridge Fast Forward Program

Requires the Bay Area Toll Authority (BATA) to identify, plan and deliver a set of projects and plans to speed up bus and very high occupancy vehicle (HOV) travel in the San Francisco-Oakland Bay Bridge corridor.

Presenter:

Rebecca Long

Recommended Action:

Support and Seek Amendments / MTC Commission Approval

Attachments:

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

March 12, 2021

Agenda Item 3b

Assembly Bill 455 (Bonta): Bay Bridge Fast Forward Program

- Subject:** Requires the Bay Area Toll Authority (BATA) to identify, plan and deliver a set of projects and plans to speed up bus and very high occupancy vehicle (HOV) travel in the San Francisco-Oakland Bay Bridge corridor.
- Overview:** AB 455 would require that BATA, in consultation with the Department of Transportation (Caltrans), several local agencies and public transit operators, “identify, plan, and deliver” various projects to improve travel speeds and reliability for buses and very HOVs (defined as carpools of 5 or more passengers) that would be known as the “Bay Bridge Fast Forward Program” (BBFF). The bill lists the following agencies to be involved in the plan: Alameda County Transportation Commission, City of Oakland, San Francisco County Transportation Authority, and bus operators who provide service from the East Bay into S.F., specifically: AC Transit, WestCat, Solano Express and Amtrak.

Phase 1 Plan Components

The bill specifies two phases for the plan. Phase 1 requires:

1. A detailed set of transit, operational and infrastructure projects to speed up bus and very HOV reliability and speeds in the corridor, including a timeline and funding strategy for each investment.
2. Evaluation and implementation plan for a westbound bus/HOV lane under three scenarios for when the lane would be implemented– a) concurrent with new investments designed to improve bus and HOV travel time reliability and speeds; b) after the investments are made and assuming those investments yield ridership and service growth for buses and very HOVs; c) same as (b) *plus* assumes a toll schedule designed to incentivize bus and very HOV use is implemented.
3. Metering light strategy for morning westbound peak
4. Fare and toll pricing strategy
5. Evaluation and implementation plan for an eastbound dedicated bus/HOV lane
6. An HOV lane enforcement strategy
7. A statement of how the strategies above can maximize the number of people traveling across the Bay Bridge during congested periods.

Travel Speed Reliability Performance Target

The bill sets a “travel speed reliability performance target” for buses and very HOVs to travel at an average of 45 miles per hour during the morning and evening weekday peak commute time except for two days per month.

Phase 2 Plan Components

Phase 2 of the BBFF Program requires a conceptual design for delivering a lane on the Bay Bridge designed exclusively for buses and very HOVs.

Authorization for Bus + HOV Lane Pilot

Most importantly, the bill authorizes BATA, in consultation with Caltrans, to designate during congested periods a lane on the Bay Bridge exclusively for use by buses and very HOVs. The bill does not specify the duration of the pilot program, nor the direction of the lane, suggesting a bus-only/very HOV lane could be designated in both directions.

Annual Report

The bill requires BATA, in consultation with Caltrans and transit operators, submit an annual report to the Legislature on the travel time reliability performance target attainment and strategies deployed in furtherance of the target.

Recommendation: Support and Seek Amendments

Discussion: In June 2019, staff was directed to perform an assessment of implementing a bus-only lane on the bridge deck. Staff performed an initial design and traffic assessment, which was reported to the BATA Oversight Committee in February 2020, the memo for which is attached. Key findings of the analysis are that bus travel was primarily delayed on the approaches to the bridge, rather than the bridge itself and identified \$65 million in various operational and capital projects aimed at speeding up bus and HOV travel and generating increased transit usage in the corridor.

AB 455 is very similar to AB 2824 (Bonta), introduced last year. AB 2824 would have jointly authorized the Commission and Caltrans to implement a bus and very HOV lane on the Bay Bridge for up to one year. AB 455 is more flexible in terms of the timeframe of the pilot program and authorizes BATA to implement the project, in consultation with Caltrans.

Bill Includes Bold Directives That May Not Be Feasible Some of the language in the bill directs BATA, in consultation with partners, to not just plan and evaluate items, but to actually “deliver” them by specified dates despite there being no additional funding, nor BATA having complete control over the speed by which projects are delivered. The bill should be clarified to avoid setting unrealistic expectations but still direct BATA to prioritize and plan for projects that could feasibly be delivered in the near-term.

Implementation Planning Should Follow Evaluation The bill requires evaluation and implementation planning on the same timeline, for all three scenarios examining a westbound dedicated bus/HOV lane. This could require implementation planning for an option that an evaluation indicates would perform poorly on the core goals of improving travel time and reliability. A better approach would be to require an implementation plan only for options that the evaluation identifies as effective.

Travel Speed Reliability Target Unrealistic We support the 45 miles/hour target speed but are concerned that it is not realistic for it to be met on all but two days per month even after improvements are made given the role that incidents play in congestion. We would suggest exceptions be permitted up to six days per month, which would provide some flexibility in recognition that roadway incidents often impact all lanes of travel, especially if HOV lanes aren’t physically separated.

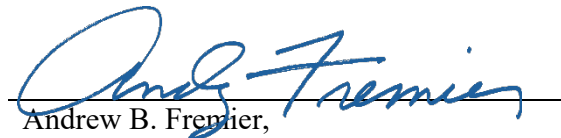
Conceptual Design Requirement is Premature The bill requires a conceptual design for delivering a lane on the Bay Bridge that is used exclusively for bus and very HOVs. Staff has concerns about mandating this work in the bill before the evaluation work or any of the transit, operational, or infrastructure investments identified in Phase 1 are completed. At a cost of approximately \$500,000, such conceptual design work should not be initiated unless clearly warranted based on further study and conditions on the ground. Instead, this provision should be made optional, similar to the option for BATA to conduct a pilot program to designate a lane for exclusive use by buses and very HOVs.

Enforcement Study Outside BATA Authority and Scope of Bill HOV lane occupancy enforcement is a critical issue that must be addressed to ensure travel time savings for bus riders and carpools. However, this is a matter that requires a statewide approach and close engagement and participation from Caltrans, CHP, transit operators and other stakeholders. Secondly, we are concerned that BATA lacks the resources to effectively develop the enforcement strategy described in the bill. Finally, while we would certainly want to participate in any effort on this subject, since Caltrans is ultimately responsible under federal law for maintaining minimum speeds in HOV lanes and CHP is the state's traffic enforcement agency, they are the appropriate lead agencies for the study. We believe the simplest approach would be to remove this component of the study from the bill and instead initiate further conversations on this matter with the California State Transportation Agency.

Summary Staff is supportive of further exploring improvements to bus and HOV speeds in the Bay Bridge corridor as proposed by AB 455 and recommends a position of "support and seek amendment" on the bill. We understand there may be substantial amendments coming that will simplify the bill to focus primarily on authorizing the pilot dedicated lane, but based on what is in print today, we recommend the following friendly amendments which have been shared with Assemblymember Bonta: (1) Authorize project streamlining for projects identified in Phase 1; (2) clarify the Phase 1 provisions so the bill doesn't require BATA to "deliver" items beyond its control; (3) limit the implementation planning to options that perform well in the evaluation; (4) remove the HOV lane enforcement strategy from the study; and (5) make the conceptual design optional rather than required, similar to the authorization to convert the lane, and for consistency with Phase 1, assign the task to BATA.

Bill Positions: See Attachment A

Attachments: Attachment A: Bill Positions
Attachment B: Agenda Item 6a from the February 12, 2020 BATA Oversight Committee Meeting


Andrew B. Fremier,

Bill Positions on AB 455 (Bonta)

Support:

SPUR (sponsor)
Eastbay for Everyone
East Bay Transit Riders Union
Greenbelt Alliance
San Francisco Transit Riders
Seamless Bay Area
The Transbay Coalition
TransForm
Urban Environmentalists
Walk Bike Berkeley

Local Elected Officials:

Oakland Mayor Libby Schaaf
Oakland Councilmember Rebecca Kaplan
Oakland Councilmember Dan Kalb
San Francisco Supervisor Myrna Melgar
Berkeley Councilmember Rigel Robinson
Berkeley Councilmember Rashi Kesarwani
Berkeley Councilmember Terry Taplin
Berkeley Councilmember Lori Droste
Berkeley Councilmember Kate Harrison
El Cerrito Councilmember Tessa Rudnick
El Cerrito Councilmember Lisa Motoyama
Albany Vice Mayor Preston Jordan
Albany Councilmember Peggy McQuaid
San Pablo Councilmember Rita Xavier
Richmond Councilmember Gayle
McLaughlin
Emeryville Mayor Dianne Martinez
Emeryville Vice Mayor Scott Donahue
Emeryville Councilmember John Bauters
AC Transit Director Elsa Ortiz
AC Transit Director Jean Walsh
AC Transit Director Jovanka Beckles
BART Director Janice Li
SF Supervisor Hillary Ronen

Oppose: None on file

Bay Area Toll Authority Oversight Committee

February 12, 2020

Agenda Item 6a

San Francisco-Oakland Bay Bridge: Bus Lane Assessment and Bay Bridge Forward

Subject: Staff to report on: 1) the initial design and traffic assessment of a bus lane on the San Francisco-Oakland Bay Bridge (SFOBB); 2) an update of results from the delivery of Bay Bridge Forward (2016); and 3) a new draft set of recommended Bay Bridge Forward near-term operational, transit, and shared mobility investments to provide additional travel time savings and smoother flows for bus transit and carpool vehicles.

Background: The SFOBB corridor is consistently ranked as one of the most congested corridors in the region. In particular, during the morning commute hours, severe traffic congestion exists at each of the major approaches from I-80, I-580, I-880, and West Grand Avenue, which, in turn, causes delays to buses and carpool vehicles accessing the high-occupancy vehicle (HOV) by-pass lanes at the toll plaza.

Per the direction of Chair Haggerty at the June 14, 2019 Metropolitan Transportation Commission (MTC) Operations Committee meeting, staff was requested to perform an assessment of implementing a bus lane on the bridge deck and report back to this Committee at a later date.

In recent headlines, State Assembly member Rob Bonta expressed interest in a legislative solution in support of a bus-only lane on this bridge. In addition, in January 2020, both AC Transit's and BART's Board of Directors have approved resolutions to support a bus-only lane.

MTC staff has led an initial design and traffic assessment on this subject, which has subsequently been vetted with partner agencies, including Caltrans, Alameda and San Francisco County Transportation Authorities, AC Transit, and Cities of Oakland and Emeryville. In short, here are our key take-aways:

- Buses and carpools/vanpools headed to the SFOBB are stuck in traffic. More must be done to move more people in fewer cars and offer travel times savings and reliability to bus riders.
- MTC's traffic analysis finds that there is more congestion during the AM peak at the westbound approaches to the SFOBB, compared to the bridge itself. Similarly, in the PM peak, there is more congestion in the East Bay corridors than on the bridge.
- Fixing these congested hotspots most affecting bus movement at the West Grand Ave, I-580 and I-80 approaches to SFOBB first is the highest priority, in order to have the most immediate impact for riders. Relieving congestion at hotspots will smooth traffic, reduce delays and result in time savings for bus riders.
- We believe implementing and analyzing the effects of these first order fixes is essential to developing an overall gameplay around bus priority opportunities in the Bay Bridge Corridor, including consideration of a bus only lane on the bridge span itself.

Bay Area Toll Authority Oversight Committee
February 12, 2020
Page 2 of 2

Agenda Item 6a

- Our roadmap to prioritize Transbay buses and shared rides calls for a \$65 million investment in Bay Bridge Forward (2020): near-term operational fixes at bridge approaches, expanded bus fleets and robust Transbay bus services, commuter parking, and demand management to encourage a shift to transit and pooling. These building blocks help us make progress towards a mode shift goal of 20% and enable transit supportive strategies within the next 5+ years such as a dedicated bus lane, higher vehicle occupancy requirements greater than 3 persons per vehicle, and managed lanes.

MTC, Caltrans and partner agencies are committed to expedite the delivery of operational fixes to support buses and carpools/vanpools. Staff asks that the Commission issue a \$20 million challenge to MTC/Bay Area Toll Authority, Caltrans, Alameda County Transportation Authority, and Contra Costa Transportation Authority to pool resources, jump-start the proposed near-term operational improvements identified in Bay Bridge Forward (2020) and advance them through the environmental review and design phase.

Issues: None identified.

Recommendation: None

Attachments: Attachment A: Presentation on SFOBB Bus Lane and Bay Bridge Forward


Therese W. McMillian



Bay Bridge Bus Lane Assessment and Bay Bridge Forward

BATA Oversight Committee

February 12, 2020

Why Consider a Bus Lane on the Bay Bridge?

Persistent congestion within the Bay Bridge corridor has renewed interest in a dedicated bus lane to:

- Move more people in fewer cars
- Offer travel time savings and reliability for bus riders
- Accommodate growing travel demand due to strong economy and long-distance commutes



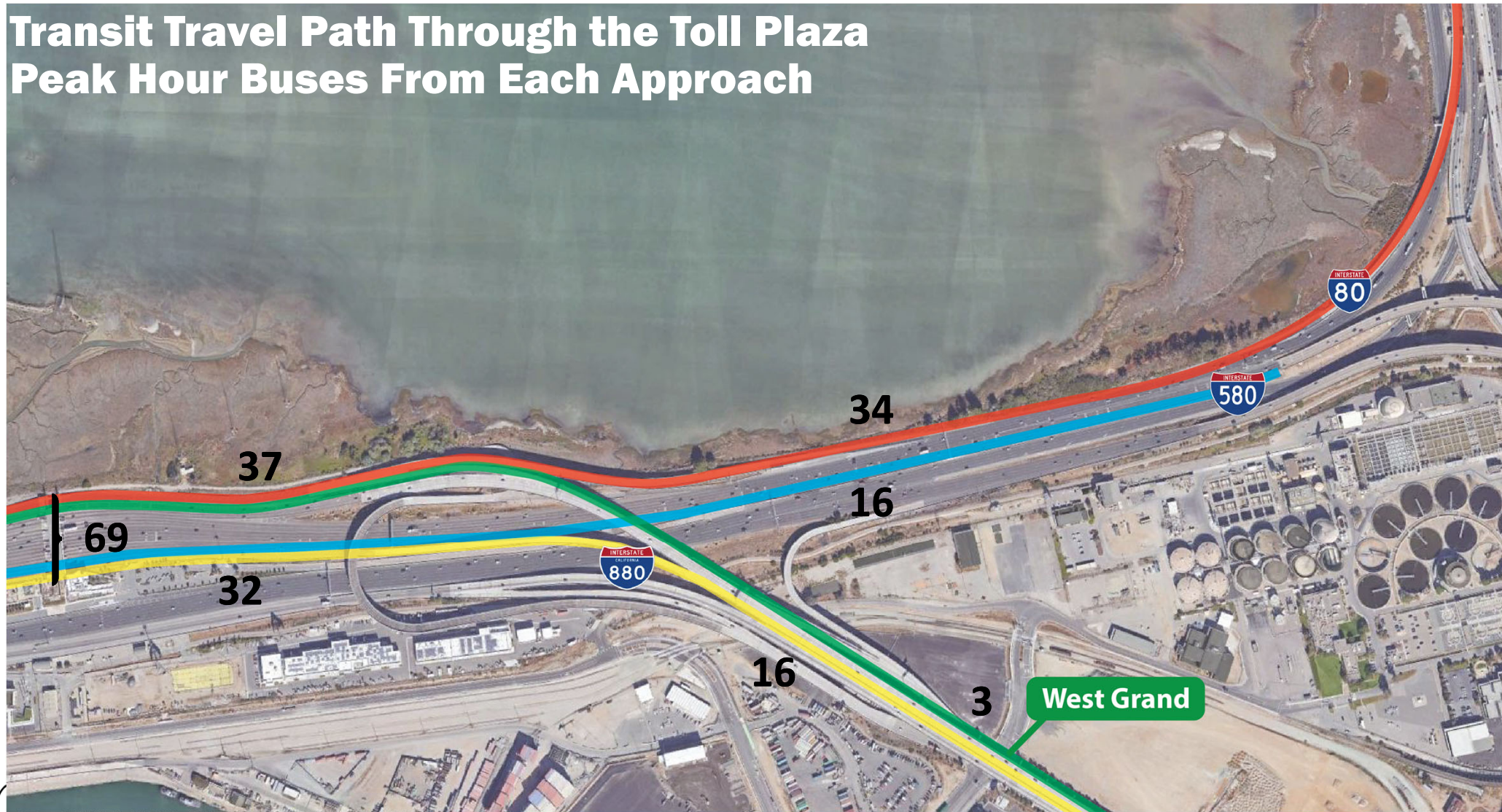
In January 1962, an order was issued restricting the eastbound shoulder for the uses of buses only.

Buses in HOV Lane Has Clear Access through the Toll Plaza and SFOBB

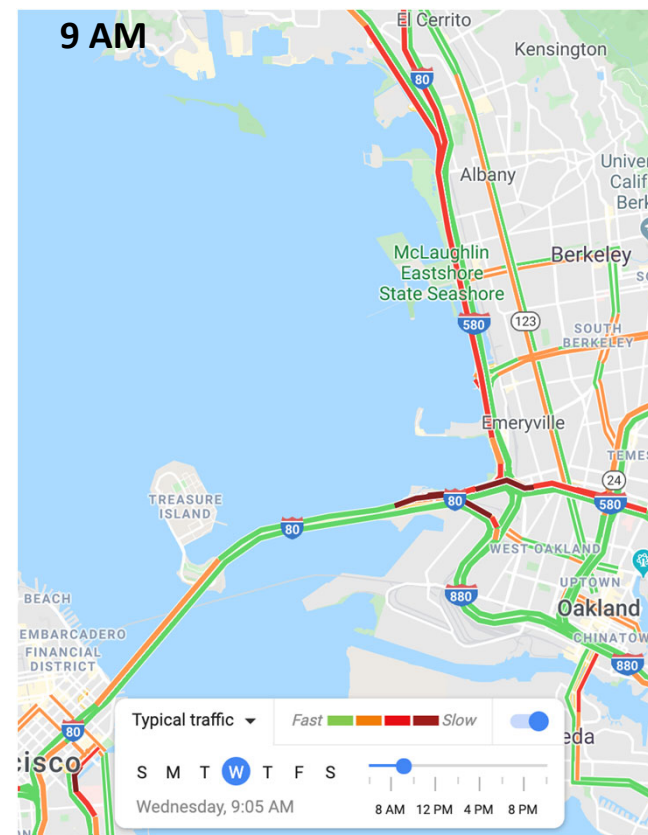
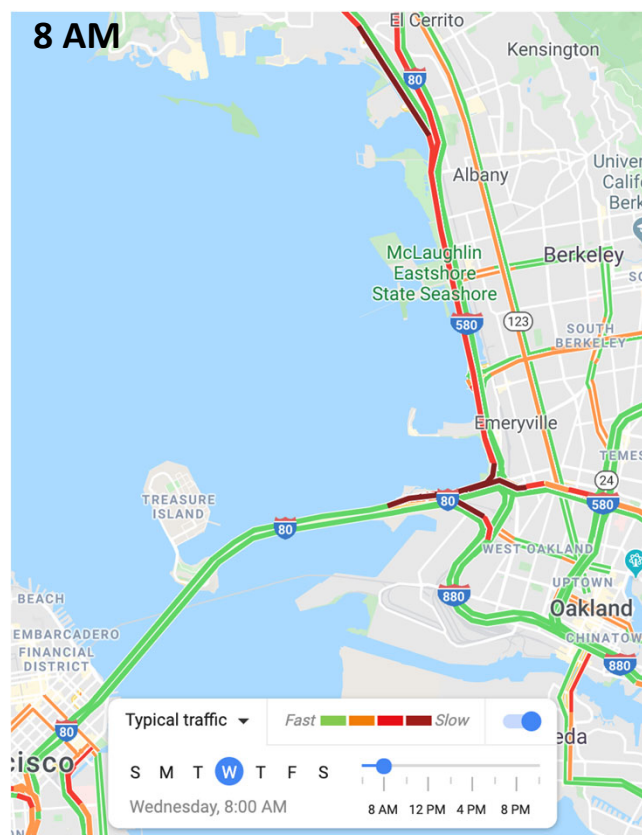
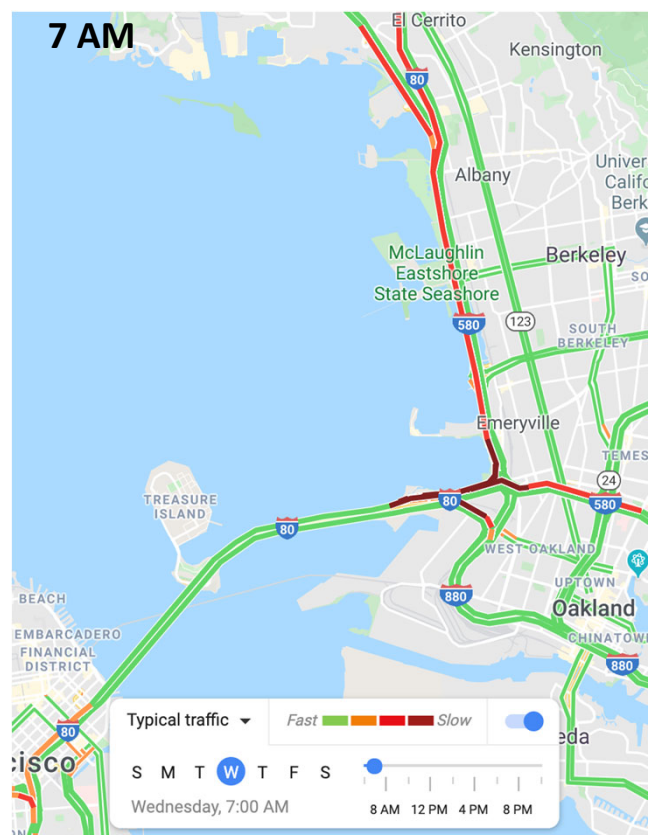
(video footage from Thursday, 1/23/2020, ~ 8 AM)



Transit Travel Path Through the Toll Plaza Peak Hour Buses From Each Approach



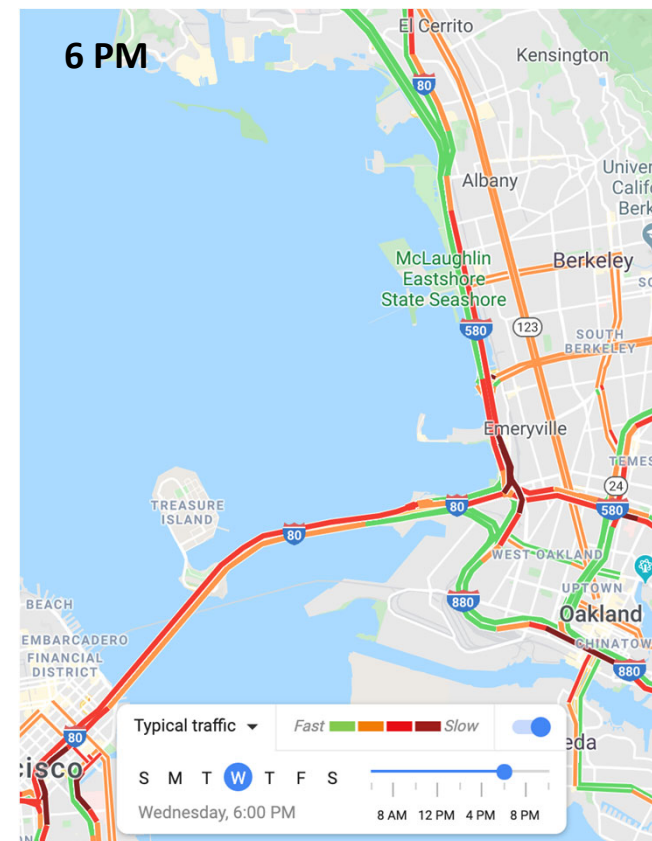
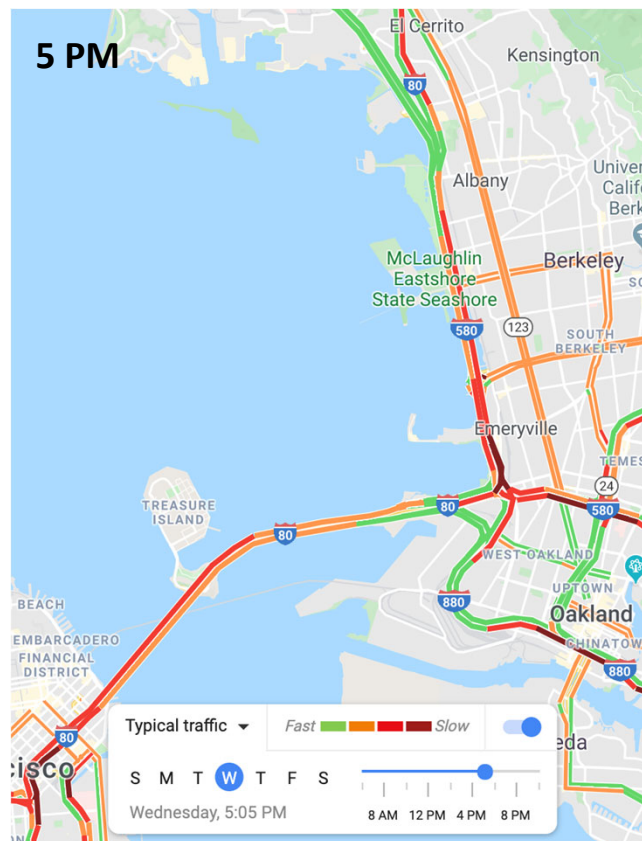
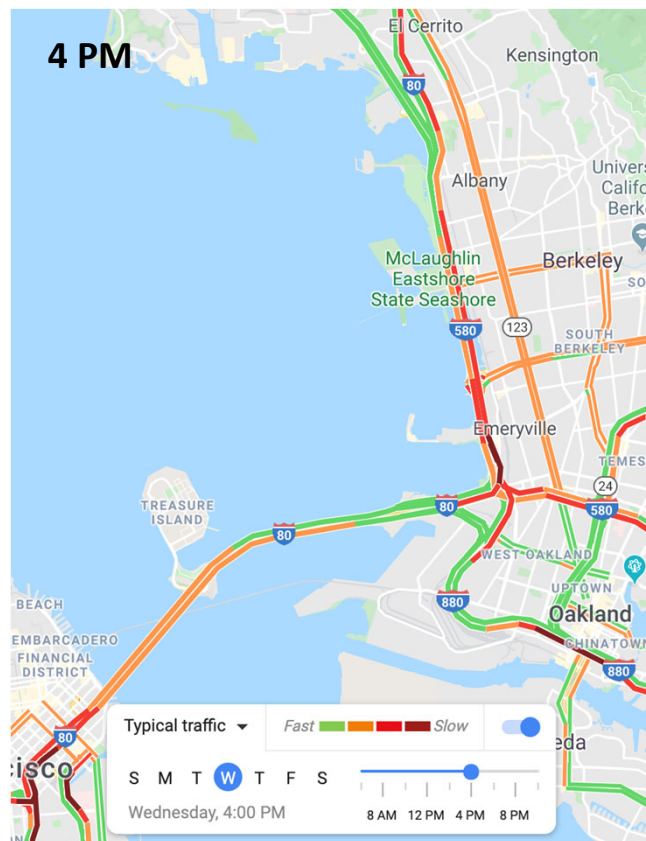
Existing AM Commute to SF: More Congestion on Approaches Than on Bridge



AM Peak Hour	Bay Bridge	I-80 Approach	I-580 Approach	I-880 Approach
Delay (minutes)	6	31	13	11
Speed (mph)	36	23	28	14

Source: Google maps 2020, INRIX average data in April, 2019

Existing PM Commute from SF: More Congestion in East Bay than Bridge



Bay Bridge (Eastbound PM)	3 PM	4 PM	5 PM	6 PM
Delay (minutes)	2	2	2	1
Speed (mph)	44	43	43	45

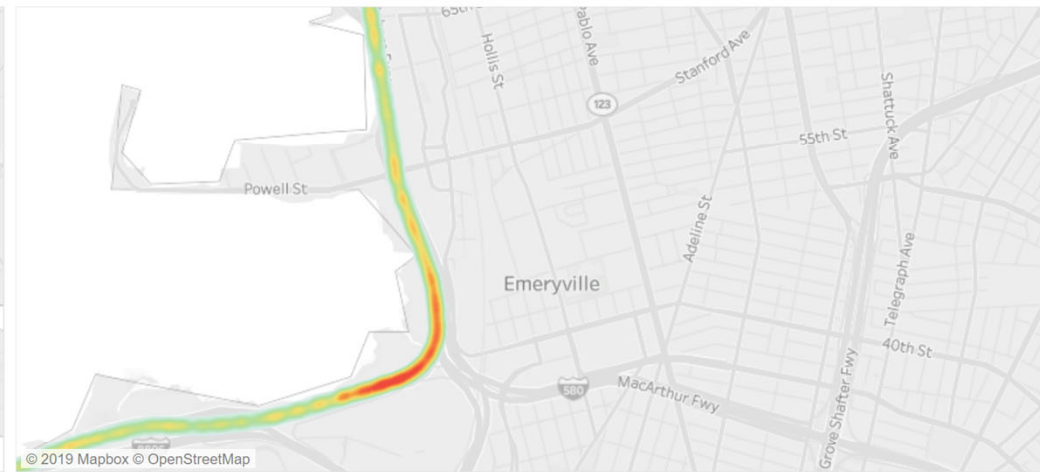
Source: Google maps 2020, INRIX average data in April, 2019

AM Peak: Buses Experience Congestion at the Approaches, not on SFOBB

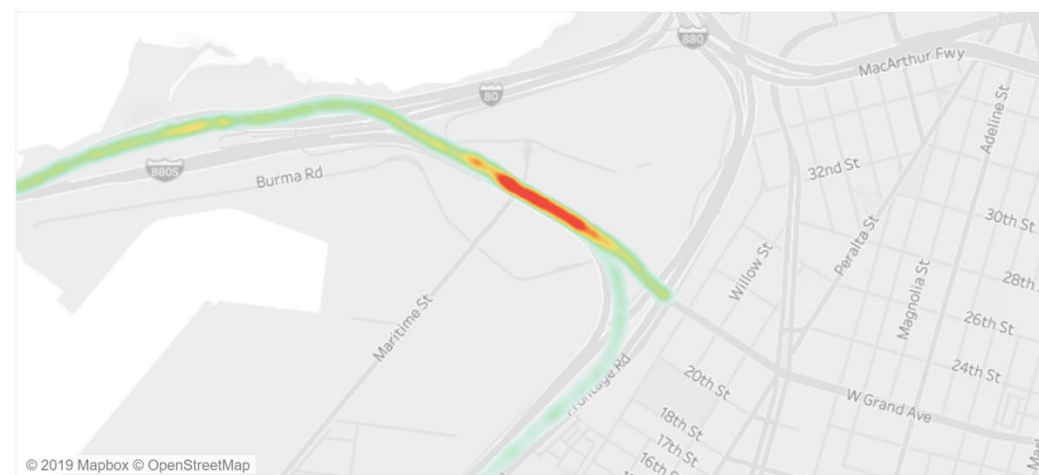
Bay Bridge, West of Toll Plaza



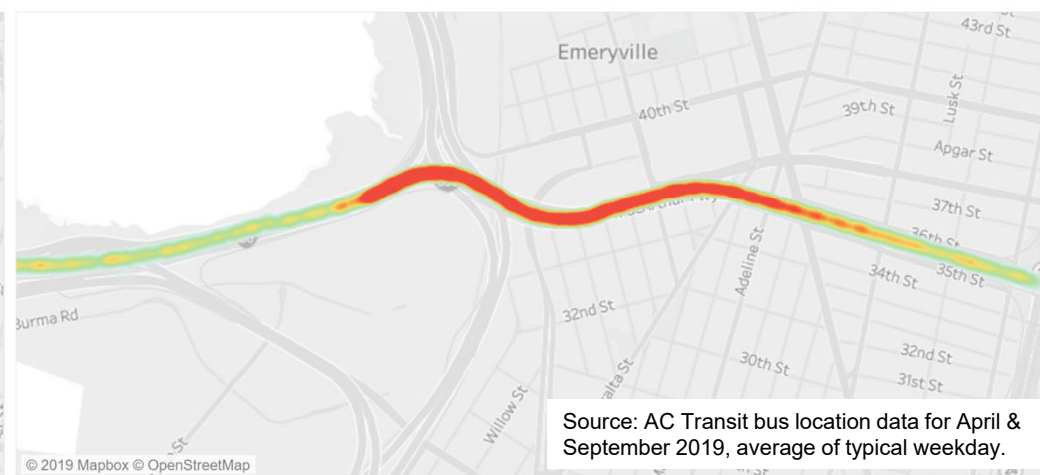
Via I-80



Via I-880 and West Grand



Via I-580



Source: AC Transit bus location data for April & September 2019, average of typical weekday.

Bay Bridge Forward Delivers Results

West Grand Ave On-Ramp HOV/Bus Only Lane



- 21 Minutes Saved



- 109% HOV Volume Increase

Vehicle Occupancy Detection – Pilot Phase 1



- 78% – 88% Overall System Accuracy Rate

Commute Management Platform with Kaiser



- 4900 registered employees

AC Transit Double Deckers + Increased Service



- 50% reduction in overcrowded trips (2017)
- 40% reduction in overcrowded trips (2018)
- 7% increase in ridership (2018)

WestCat Double Decker Transbay Express



- 24% increase in daily passengers in June 2019
- 19% increase in average weekday passengers over 2018

WETA Ferry Service Enhancement



- 28% increase in Alameda/Oakland weekday ridership

Flexible On-Demand Transit Pilot with UCSF



- 10,000+ trips served during pilot
- 780+ unique users



Getting to a 20% Mode Shift

20%

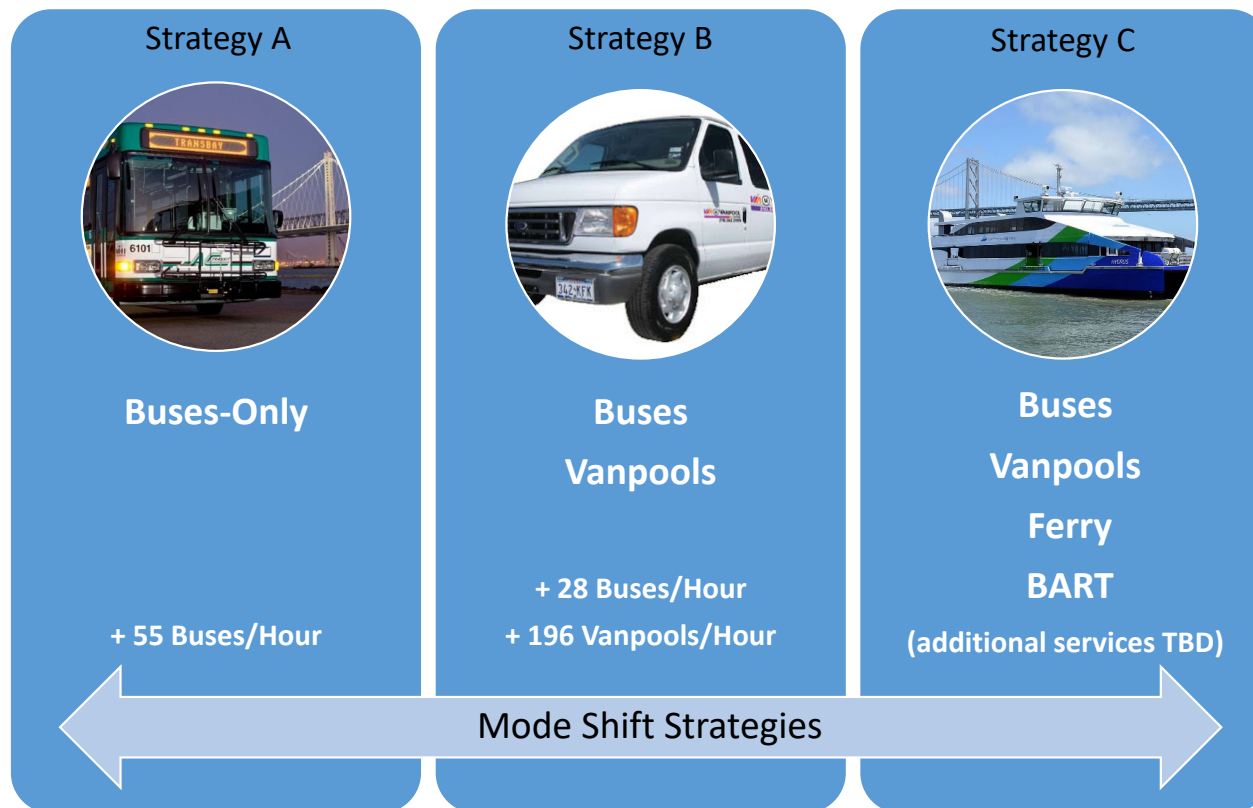
Mode Shift During AM Peak
Period (5 AM – 10 AM)

1,600

Vehicles Per Hour

2,000

Person Trips Per Hour



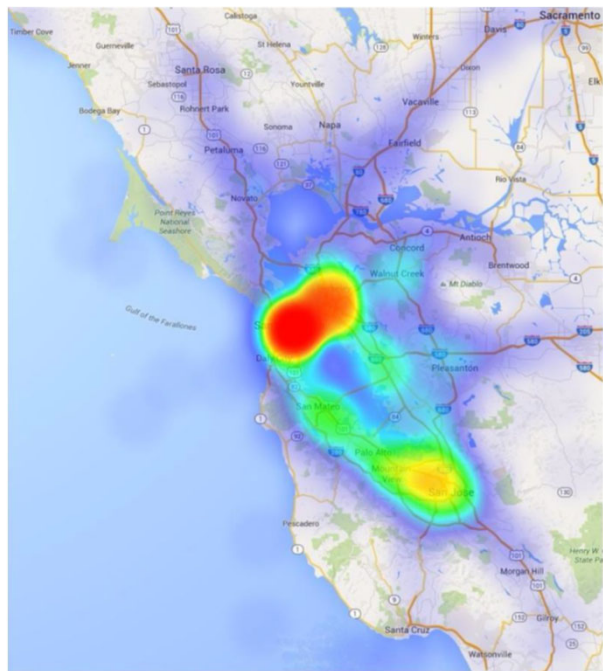
Note: these are example strategies, alternate modes of travel may also include ferry, BART, or other means. In addition, the Salesforce Transit Center has a capacity to operate up to 300 buses per hour, and would be able to accommodate these additional buses.





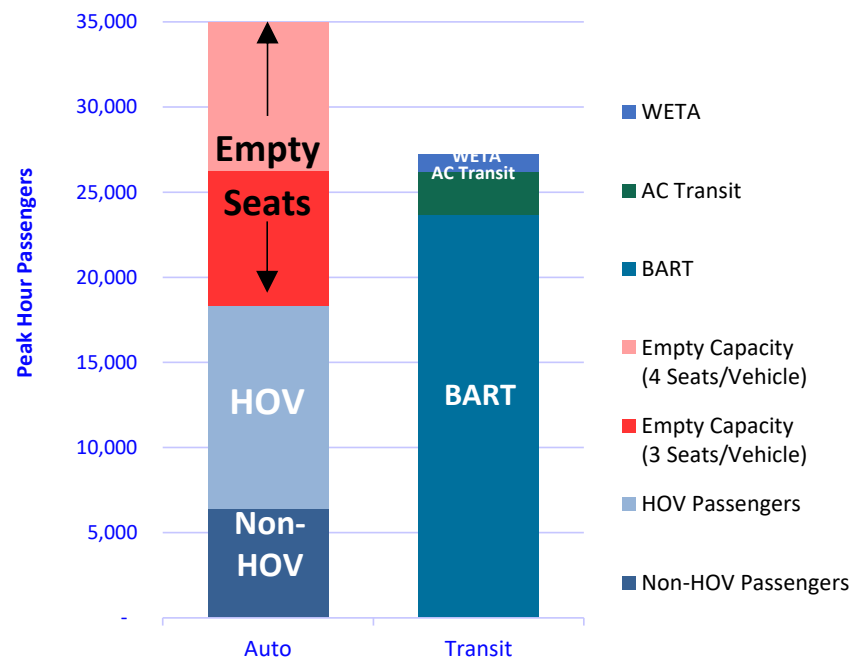
Opportunity: Utilize Empty Seats

Where do Bay Area residents experience the most traffic frustration?



Source: Bay Area Council 2016 Poll

Transbay WB Peak Hour



4 seats/vehicle → 48% seats are empty

16,000+ empty seats/hour = 70% of BART Tube Capacity

Source: BATA 2015, Caltrans 2014, MTC 2015

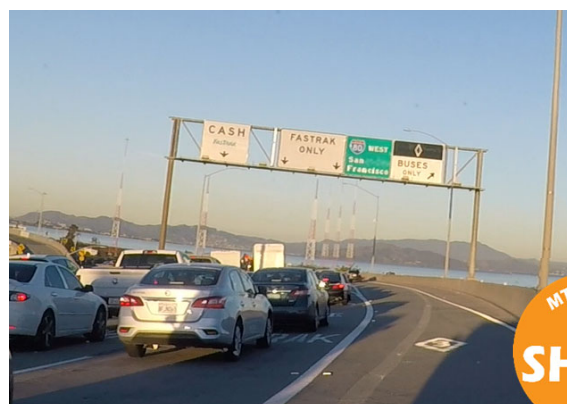


Roadmap to Prioritizing Transit + Shared Mobility in SFOBB Corridor



- Relieve congestion at the West Grand approach
- Commuter Parking
- Grow fleet, Add more Transbay transit services
- Manage travel demand

2016



- Fix bridge approaches (580, 80, etc.)
- Grow fleet, Add more Transbay transit services
- Commuter Parking
- Manage travel demand

2020

20%
Mode
Shift

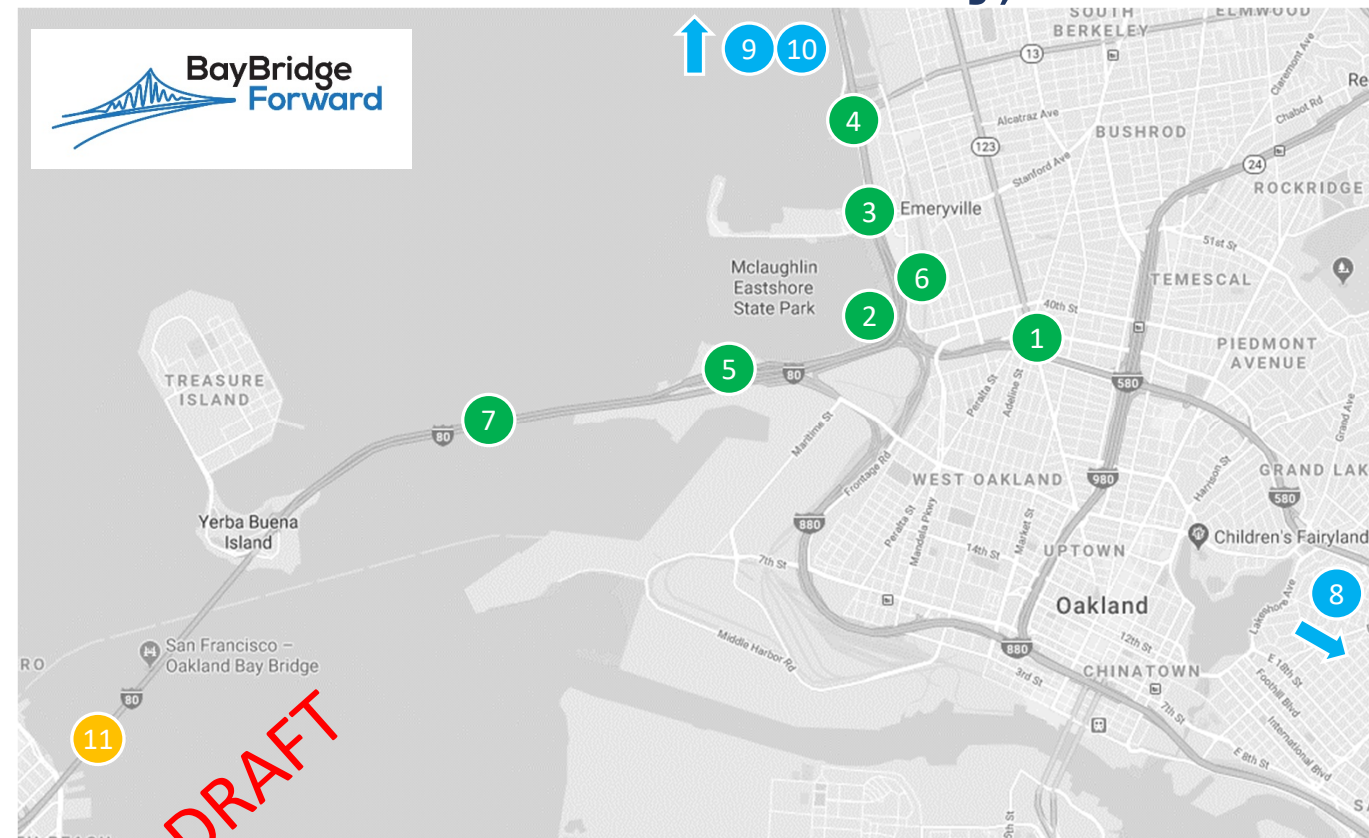


- Advance a bus lane, HOV occupancy policies and managed lanes

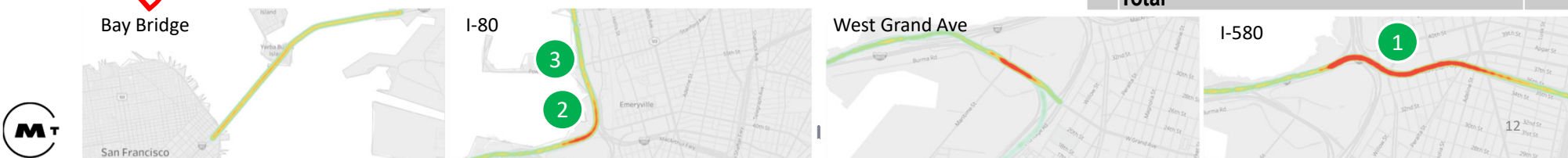
Future



Bay Bridge Forward (2020) \$65M Investment to Reduce Delay, Move More People and Buses



Operational Improvements	Cost (2019\$, M)
1 ALA 580 WB HOV Extension	40
2 I-80 WB BOS/HOV/Bus Lane	
3 I-80 Powell Interchange Mod/Roundabout ALA/CC I-80 Design Alternative	
4 Assessment/Operational Improvements Bridge Approach Bus/HOV Lane Hours of Operations	
5	
6 I-80 EB HOV Lane Buffer Separation (TBD) Dynamic Bridge Operations: Dynamic transit routing, advanced traveler's information on alternate modes, and others	
7	
Express Bus Service/Transit Core	
8 Pilot Express Bus Routes on ALA 580 from Oak. (AC Transit)	16
9 Pilot Express Bus Routes on I-80 from Hercules (WCCTAC)	
10 Commuter Parking on I-580/I-80	
Shared Mobility	
11 MTC SHIFT Employer Focused	9
Total	65



From: [Dan Allison](#)
To: [MTC-ABAG Info](#)
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward
Date: Thursday, March 11, 2021 11:06:49 AM

External Email

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

I routinely take the Amtrak bus from [REDACTED] to Transbay (Sales Force) and return. Though the bus bypass of the westbound fare gates help, I have spent many a trip with the bus stuck in private vehicle traffic on the bridge. Amtrak schedules the bus trip for more time than it can take, but that still is not enough in some circumstances. I have both missed the outbound connection to the train in [REDACTED] which is bad for me, and had the train held for the connection, which is bad for everyone on the train.

--
Dan Allison

[REDACTED]

From: [Allison Arieff](#)
To: [MTC-ABAG Info](#)
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward
Date: Thursday, March 11, 2021 10:43:18 AM

External Email

Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED], I support this bill because it will ease commutes, reduce carbon emissions, help combat climate change, and improve the quality of life for Bay Area residents.

Thank you for your consideration.

Sincerely,

Allison Arieff

From: [Alan Billingsley](#)
To: [MTC-ABAG Info](#)
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward
Date: Thursday, March 11, 2021 10:34:50 AM

External Email

I strongly support the Bay Bridge Corridor Bus Bill. Following this pandemic, it is essential that we provide the best possible access across the Bay. Thank you.

Alan Billingsley


From: [Kyle Borland](#)
To: [MTC-ABAG Info](#)
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward
Date: Thursday, March 11, 2021 11:53:47 AM

External Email

Hello MTC/ABAG Legislative Committee,

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED], I support this bill because it will speed up commutes for all by enticing new riders to choose public transit over a personal vehicle as improvements start to be felt. My partner commuted from [REDACTED] to [REDACTED] for more than a year and ended up quitting his job ultimately because of how slow and expensive the public transit commute was.

Thank you for your consideration.

Sincerely,

Kyle Borland, [REDACTED]

--

[REDACTED]

From: [Scott Burger](#)
To: [MTC-ABAG Info](#)
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward
Date: Thursday, March 11, 2021 11:24:22 AM

External Email

Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] in [REDACTED], I support this bill because it will reduce carbon emissions and make it easier to commute to my office in the East Bay when work from home ends.

Thank you for your consideration.

Sincerely,

Scott Burger

Scott Burger, PhD
[REDACTED]

From: [Scot Conner](#)
To: [MTC-ABAG Info](#)
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward
Date: Thursday, March 11, 2021 10:41:00 AM

External Email

Dear MTC/ABAG Legislative Committee,

I'm writing to urge you to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED]. I support this bill because it will reduce carbon emissions, mitigate climate change, encourage public transit use on both sides of the Bay, reduce traffic congestion, and bolster ridership at our struggling but vital public transit agencies.

Thank you for your consideration.

Sincerely,

Scot Conner

From: [Andrea Davis](#)
To: [MTC-ABAG Info](#)
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward
Date: Thursday, March 11, 2021 10:38:35 AM

External Email

Hello,

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED], I support this bill because it will reduce traffic, reduce greenhouse gas emissions, increase mobility for people without cars or who cannot drive or who prefer not to. On a personal level, even prior to the coronavirus pandemic, I have experienced a lot of loneliness, and have suffered on and off from depression much of my life. Seeing my friends really helps, many of whom live in the east bay. However, I do not have regular access to a car. Improving the transbay bus would allow me to see my friends more, and would make a big difference to me.

Thank you for your consideration,
Andréa Davis

From: [Pablo Diaz Gutierrez](#)
To: [MTC-ABAG Info](#)
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward
Date: Thursday, March 11, 2021 10:23:15 AM

External Email

As a resident and homeowner in [REDACTED] I support this bill because it will make it easier and faster for me and my family to commute and go visit friends in San Francisco. Further, I generally move by bike, and taking cars off the road would make it safer for me and others to move around town.

Thank you for your consideration.

Sincerely,
Regards,
Pablo Diaz-Gutierrez

From: [Joshua Ehrlich](#)
To: [MTC-ABAG Info](#)
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward
Date: Thursday, March 11, 2021 11:27:17 AM

External Email

Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a [REDACTED] resident I support this bill because it will increase integration between San Francisco and the East Bay. It will improve commutes and offer an alternative to BART for people who can't or don't drive. By reducing the number of drivers crossing the bay this will reduce carbon emissions and reduce congestion in both San Francisco and Oakland/Alameda County.

Thank you for your consideration.

Sincerely,

Joshua Ehrlich

From: [George F](#)
To: [MTC-ABAG Info](#)
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward
Date: Thursday, March 11, 2021 10:58:28 AM

External Email

Hello,

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to improve Transbay bus service.

As a resident of [REDACTED] I support this bill because it will improve the equity of access to transbay transportation. Property adjacent to BART is increasingly unaffordable, and the limited stops don't serve many of the cities of the East Bay and Peninsula. Improving bus structures open up transportation options to more car-less individuals, often poor, black, multigenerational residents. If we imagine streets reclaimed for people, that means that buses packed with our people riding cannot be stuck in traffic behind single-occupancy vehicles (SOVs). This is an issue of equity, environmentalism, and reducing the number of SOVs tearing through our communities. Fix the issues your forebears thrust upon us and pass this legislation!

Thank you for your consideration.

Sincerely,
George Foster

From: [Rosana Francescato](#)
To: [MTC-ABAG Info](#)
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward
Date: Thursday, March 11, 2021 10:22:38 AM

External Email

Hello,

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will allow more people to cross the bridge more quickly, speeding up commutes — and it will encourage public transportation use, which will reduce carbon emissions and improve the quality of life for Bay Area residents.

Thank you for your consideration.

Sincerely,

Rosana

--

Rosana Francescato
Oakland, CA

From: [Patrick Gaarder](#)
To: [MTC-ABAG Info](#)
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward
Date: Thursday, March 11, 2021 11:51:55 AM

External Email

Hello,

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a carless resident of [REDACTED], I support this bill because it will make crossing the bay bridge by bus much more convenient. I have had to take AC Transit buses to parts of the East Bay that are not served by Bart and the amount of time bus riders have to wait in traffic behind cars with one or two people in them is very inefficient.

It would also reflect our dedication to the environment to prioritize greener forms of transit than personal vehicles. Dedicated lanes would also encourage a lot more people to consider using the buses.

As the toll to cross the Bay Bridge increases, public transit alternatives for transbay crossings should be prioritized. Price sensitive individuals may now find that the cost of toll + parking in SF or East Bay may be high enough to get them to consider transit instead.

Thank you for your consideration.

Sincerely,

Patrick Gaarder

From: [REDACTED] [Petals](#)
To: [MTC-ABAG Info](#)
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward
Date: Thursday, March 11, 2021 10:57:52 AM

External Email

Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will make the buses I take to get to San Francisco so much faster, and when I do drive, and for all the thousands of people that continue to drive, it will make traffic faster. If we can get all the people commuting from places where they can take a bus, or even off commute times, to take a bus it will free up so much space for people who can't, and will make everyone's trip faster.

Thank you for your consideration.

Sincerely,

Jane Gk, she/her

From: [Tony Hawke](#)
To: [MTC-ABAG Info](#)
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward
Date: Thursday, March 11, 2021 11:39:54 AM

External Email

Hi,

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will speed up busses and make it a more reliable choice, enabling me (and other parents) to better be able to get back across the bay in time to pick up children from school/day care. I have sat on a bus in traffic on the bridge stressfully waiting to get across in time for pick up too many times.

Thank you for your consideration.

Sincerely,
Tony Hawke

From: [Brendan Irvine-Broque](#)
To: [MTC-ABAG Info](#)
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward
Date: Thursday, March 11, 2021 10:18:29 AM

External Email

Hi, I'm writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will finally make the transbay bus fast enough for me to drive fewer miles. For years I've carpooled with just 2 people to [REDACTED] or driven to [REDACTED] BART. If we're to stop road congestion, we need bus lanes. With AB 455, I would take the Transbay bus from [REDACTED] straight to SF. I might even rent an office space in [REDACTED] and change my gym membership to be there. It's an essential to the recovery of San Francisco.

Thank you for your consideration.

Sincerely,

Brendan

From: [Nishant Kheterpal](#)
To: [MTC-ABAG Info](#)
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward
Date: Thursday, March 11, 2021 10:34:51 AM

External Email

Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] and former [REDACTED] student + resident, I support this bill because it will speed commutes for essential workers, reduce carbon emissions, and eliminate crowding on BART.

Thank you for your consideration.

Thanks,

Nishant Kheterpal

From: [Shawn Lee](#)
To: [MTC-ABAG Info](#)
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward
Date: Thursday, March 11, 2021 10:26:14 AM

External Email

Mr. Chair, Members of the Committee:

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 445 to improve Transbay bus service.

Outside of Covid, I regularly commute to [REDACTED] from [REDACTED] and I cannot drive. AC Transit is a critical option, and people should be encouraged to ride the bus instead of a car with faster, more reliable commutes.

Thank you very much for your consideration.

Sincerely,
Shawn Lee

Joint Metropolitan Transportation Commission-Association of Bay Area Governments
Legislative Committee
Bay Area Metro Center
San Francisco, California 94105

From: [Hunter Oatman-Stanford](#)
To: [MTC-ABAG Info](#)
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward
Date: Thursday, March 11, 2021 10:19:48 AM

External Email

Hi there,

I'm writing to ask the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus service between San Francisco and the East Bay better.

As a longtime resident of [REDACTED], I support this bill because it will ensure I can take the bus in a timely manner when commuting to Berkeley, where I am a grad student. AC Transit service is the only affordable way for me to get between SF and the East Bay without a car, and too often, the bus is stuck in traffic waiting to get to or on the bridge in Emeryville. Please do everything you can to push for bus-only lanes and access so we can get more people out of cars and lower the region's emissions.

Thank you.

Sincerely,

Hunter Oatman-Stanford

From: [Kerby Olsen](#)
To: [MTC-ABAG Info](#)
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward
Date: Thursday, March 11, 2021 11:35:07 AM

External Email

Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will ***SPEED UP COMMUTES for Bus Riders, REDUCE CARBON EMISSIONS, and provide better reliability for bus riders. A bus-only lane with increased bus throughput will attract and serve more commuters than a single car lane.***

If there are concerns about congestion, then a contra-flow bus lane could be installed using a zipper barrier, like on the Golden Gate Bridge.

Thank you for your consideration.

Sincerely,

Kerby Olsen

[REDACTED]

From: [Connor Regan](#)
To: [MTC-ABAG Info](#)
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward
Date: Thursday, March 11, 2021 12:09:35 PM

External Email

Hi there,

My name is Connor and I'm writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will improve the parking situation here in [REDACTED] and maybe more critically because of the environmental impact of reduced carbon emissions. These are critical needs that I hope you'll consider.

Thank you very much,

Connor Regan

From: [Ariele Scharff](#)
To: [MTC-ABAG Info](#)
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward
Date: Thursday, March 11, 2021 10:25:57 AM

External Email

Hello Legislative Committee Members,

I am writing to encourage you to support AB 455 to make the Transbay bus better.

I'm a resident of [REDACTED] and I support this bill because it speeds up commute times and makes it easier for residents who don't live by BART to get to their workplace. Prior to the pandemic I was a regular P rider, and before that, an O and W rider. It's so much better than BART because I have to worry about parking at BART which is insanely expensive.

Thank you for your consideration.

Best regards,
Ariele Scharff

From: [Elliott Schwimmer](#)
To: [MTC-ABAG Info](#)
Subject: AB 455
Date: Thursday, March 11, 2021 10:20:55 AM

External Email

Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will mean I make it to work at a consistent time every day, don't have to sit in a full double decker bus in traffic behind a single person in a car taking up nearly the same amount of space as 50 people on the bus, and because it will reduce GHG emissions and create more demand for public transit.

Thank you for your consideration.

Sincerely,

Elliott Schwimmer

From: [David Shere](#)
To: [MTC-ABAG Info](#)
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward
Date: Thursday, March 11, 2021 11:02:07 AM

External Email

Hello,

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will have a meaningful impact on my personal life, my community, and my planet. Before the pandemic I was a daily rider of the H line. It was a generally good experience, and I know that if commuting by bus were faster and more reliable, more people would choose that over driving - especially those without easy access to BART. With the coming changes to North Berkeley BART and Ashby BART stations it is vital to provide easy and reliable transportation to commuters if we're going to meet our climate goals - the literal future of our communities and our families depends on it.

Thank you for your consideration.

Sincerely,

David Shere

From: [Peter Swearengen](#)
To: [MTC-ABAG Info](#)
Subject: Trans bay bus
Date: Thursday, March 11, 2021 10:42:29 AM

External Email

As an ■ resident I strongly support investing in an efficient corridor for busses on the all the bridges, including the critical Bay Bridge.

We need to show commuters that transit is a benefit and improved quality of life by investing in quality and efficiency.

-Pete Swearengen

From: [Alfred Twu](#)
To: [MTC-ABAG Info](#)
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward
Date: Thursday, March 11, 2021 11:04:56 AM

External Email

Hello-

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will save me a significant amount of time in getting to work.

Thank you for your consideration.

Sincerely,

Alfred Twu

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**From:** [Neil Williams](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 11:11:55 AM

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**\*External Email\***

Hello,

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED], I support this bill because my coworkers that commute across the bridge are often caught up in large traffic jams that make them miserable and can't be good for emissions. Please pass this bill to get more people moving around the bay quicker.

Thank you for your consideration.

Sincerely,  
Neil Williams

From: [Arly Cassidy](#)  
To: [MTC-ABAG Info](#)  
Subject: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
Date: Thursday, March 11, 2021 12:28:01 PM

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**\*External Email\***

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will make bus travel faster and therefore more useful and desirable, thus encouraging travelers from the east bay to choose bus over car for their daily commute.

**We should always prioritize transportation options which are more equitable, environmentally friendly, and efficient -- buses are all of these things.**

Sincerely,

Arly Cassidy

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Arly A. Cassidy  
[REDACTED]

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**From:** Mary Thomasmeyer [REDACTED]  
**Sent:** Thursday, March 11, 2021 12:42 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Hi there!

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED], I support AB 455 because it will make transit a faster, more reliable option to cross the Bay Bridge. Improving transit service is important for transit-dependent riders, and making it faster and more reliable makes it more attractive to choice riders. More people using transit to cross the bridge means decreased traffic congestion, reduced carbon emissions, and better/healthier air quality.

Thank you for your consideration.

Sincerely,

Mary Thomasmeyer

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**From:** Jeffrey Lu [REDACTED]  
**Sent:** Thursday, March 11, 2021 12:50 PM  
**To:** MTC-ABAG Info  
**Subject:** comment: MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Hi,

I encourage the MTC/ABAG Legislative Committee to support AB 455 to make Transbay bus connections better.

I support AB455 because it will provide more transportation options, be an alternative to BART, and will be key to decreasing our dependence on single occupancy vehicles -- the single largest source of climate warming greenhouse gases in California.

Thank you for your consideration.

Jeffrey Lu

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**From:** Remi Tan [REDACTED]  
**Sent:** Thursday, March 11, 2021 12:57 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED], I support this bill because it will ***speed up the commutes for bus passengers and carpoolers, encouraging use of buses and carpooling and reducing carbon emissions and congestion in San Francisco and North Peninsula.***

***Additionally, the system should be designed to activate the bus/carpool lane whenever the bridge is congested, including off hours and weekends, using traffic cameras and latest traffic management software.***

Thank you for your consideration.

Sincerely,

Remi Tan, AIA, LEED AP BD+C  
*Architecture, Green/Sustainability Consulting, and Real Estate Investment*

[REDACTED]

[REDACTED]

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**From:** Jennifer Anderson [REDACTED]  
**Sent:** Thursday, March 11, 2021 1:09 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Please support increasing the availability of expedited bus service across the San Francisco Bay bridge. This reliable transit option will help decrease automobiles on the streets, pollution in the air and congestion that cripples commerce. I would visit and do business in San Francisco more often if I could make transit schedules work to get me to all my favorite destinations. Having frequent rapid bus service across the bridge is key to car free travel. Please pass #3b AB455 Bay Bridge Fast Forward. Thank you for supporting needed transportation options!

Sincerely  
Jennifer Anderson

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**From:** Aaron VanDevender [REDACTED]  
**Sent:** Thursday, March 11, 2021 1:12 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED], I support this bill because it will reduce congestion on the bridge and allow more people to get across the bay. This will also calm traffic in my neighborhood, since many people opt to use the Golden Gate Bridge to avoid congestion on the Bay bridge, even though it's further to go around that way. Traffic patterns have regional impacts and AB455 will help transportation across the region.

Thank you for your consideration.

Sincerely,

Aaron VanDevender

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**From:** Donovan Lacy [REDACTED]  
**Sent:** Thursday, March 11, 2021 1:20 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED], I support this bill because it will speed up commutes, reduce downtown congestion and pollution, and provide a time and cost effective way for lower income commuters to get to work. As a city and region we must become a leader in providing affordable and efficient public transportation.

Thank you for your consideration and stay safe, healthy and sane,

Donovan Lacy



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**From:** Aaron Webber [REDACTED]  
**Sent:** Thursday, March 11, 2021 1:34 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will improve mass transit and increase ridership. Reducing dependency on single-occupancy cars is critical in reducing our climate impact and hitting our state and regional climate impact goals. It will also speed up commutes, both for bus riders and also any car commuters by reducing congestion on the bridge. Thank you for your consideration.

Sincerely,

Aaron Webber

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**From:** Jon Korn [REDACTED]  
**Sent:** Thursday, March 11, 2021 1:39 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will make commuting by bus across the bridge easier and quicker, lessening traffic and pollution. It's vital for both quality of life and the future of our climate that we prioritize public transportation—especially since it serves everyone in our community regardless of their income.

Thank you for your consideration.

Sincerely,

Jonathan Korn

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**From:** Nathan H. Leung [REDACTED]  
**Sent:** Thursday, March 11, 2021 2:07 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Hello,

I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED], I support this bill because it will free up parking in the city, reduce carbon emissions, and give me better options than driving to get to the East Bay.

Thank you for your consideration.

Sincerely,

**Nathan H. Leung**

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**From:** Helen Pellegrin [REDACTED]  
**Sent:** Thursday, March 11, 2021 2:22 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda 3b AB455 Bay Bridge Fast Forward

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\*External Email\*

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Hello -

I'm writing to encourage the MTC/ABAG Legislative Committee to support AB455 in order to make the Transbay bus better. We need your ability to think creatively of ways to improve bus infrastructure on the Bay Bridge Corridor.

I'm a [REDACTED] resident who would like to see prompt improvement in the public transit available in our city. The fact that it has worsened since the start of the pandemic is no reason not to put as much intelligence and energy behind it as possible, so that as we emerge from the current unusual circumstances we will find ourselves at the forefront of this country's attempts to reduce carbon emission.

We have an opportunity now to plan ahead so as to be prepared to turn over a new leaf as soon as the opportunity presents itself. Currently, when I listen to the radio very early on weekdays, local travel reports are filled with accidents, crashes, and slowdowns. Why are so many people still commuting by car? why must they undergo long, dangerous rides to cross the bridges and get to work? Surely we have the research, the know-how, the funding, and the will to improve our old-fashioned methods in ways that will benefit peoples' lives and safety as well as vastly improve the air we breathe.

I look forward to an outcome that will reflect both your Committee's thoughtful attention and your ability to "think out of the box."

Thank you for your consideration.

Sincerely yours,  
Helen Pellegrin

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**From:** Simon Tan [REDACTED]  
**Sent:** Thursday, March 11, 2021 2:35 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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To Whom It May Concern,

I'm a resident of [REDACTED] and I'm writing in support of AB 455. A sustainable transportation strategy means prioritizing high-occupancy vehicles over single-occupancy vehicles. Personally, I'd be much more inclined to take public transportation over the Bay Bridge if I knew it would reliably bypass all the other car traffic.

Please do everything in your power to support this bill. Thank you for your consideration.

--

~Simon Tan  
[REDACTED]

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**From:** Shanan Delp [REDACTED]  
**Sent:** Thursday, March 11, 2021 2:45 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Hi MTC,

As a lifelong Bay Area Resident, I strongly support the creation of dedicated high occupancy bus lanes in the approach to and on the bay bridge. This is such a pleasant way to commute, and offers such a nice drop off point in the transbay terminal.

This terminal is woefully underutilized and under capacity. Let's make taking a transbay bus one of the fastest ways to get to SF.

I live in [REDACTED] and take the bus and bart regularly to Berkeley to visit my Mom and do business.

Best,

Shanan

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**From:** Sarah Boudreau [REDACTED]  
**Sent:** Thursday, March 11, 2021 3:02 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED], I support this bill because it will free up congestion on the bridge and parking in the city while reducing carbon emissions that contribute to climate change and fossil fuel air pollution that contributes to respiratory disease.

Thank you for your consideration.

Sincerely,

Sarah

--  
Sarah Boudreau  
she/her

[REDACTED]

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**From:** Jordan Schalich [REDACTED]  
**Sent:** Thursday, March 11, 2021 3:11 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will give people better options than to drive, which helps reduce carbon emissions!

Thank you for your consideration.

Sincerely,

Jordan



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**From:** kathryn hedges [REDACTED]  
**Sent:** Thursday, March 11, 2021 3:21 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Dear MTC Board,

Public transit is the foundation of reducing transportation-related greenhouse gas emissions, and providing bus service to replace crowded commute bottlenecks is an obvious choice. Commuters are showing that BART doesn't meet all their needs. We also need a backup plan for when BART is backed up and transit users are stuck until the security or mechanical issue is resolved.

Kind regards,

Kathryn Hedges  
Clipper card user

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**From:** Stephanie Beechem [REDACTED]  
**Sent:** Thursday, March 11, 2021 4:16 PM  
**To:** MTC-ABAG Info  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward

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**\*External Email\***

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Hi Committee members,

I'm reaching out to encourage you to support AB 455!

I'm a car-free [REDACTED] resident so I use transit, biking, and walking to get around the Bay Area. I work at the [REDACTED], which is located in downtown [REDACTED] but I frequently need to travel across the Bay to UCSF's campuses at Mission Bay and Parnassus Heights. A **faster** Transbay bus would make my work travel much easier. It would also have the dual benefit of reducing the number of cars on the bridge, cutting down on traffic and emissions. These are only a couple of the many reasons that prioritizing transit on the Bay Bridge is a great way to make traveling across the Bay easier for riders (and drivers).

Thanks so much for your consideration!

Stephanie

Stephanie Beechem

[REDACTED], CA resident

[REDACTED]

**From:** [Kristal C](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 7:47:24 PM

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**\*External Email\***

Hi,

I support AB 455 and I hope the MTC/ABAG Legislative Committee does their part and support it. Transbay bus service needs to be better.

As a resident of [REDACTED] County, I support this bill because it will make the commute faster for everyone. I see the commute from San Jose on 101 or 880 and people need other options to get to work and home. Climate Change is here and we need to do our part and reduce carbon emissions. Less people on the freeway is better for the environment. Air quality is great because of the pandemic, but pre-covid air quality was the worst in the nation.

Thank you for listening.

Sincerely,

Kristal Caidoy

**From:** [Staly Chin](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 8:54:15 PM

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**\*External Email\***

Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will provide resilience and make it easier for those who are choosing the more environmentally friendly and cheaper option and reduce carbon emissions while also increasing the maximum capacity of the highway.

Thank you for your consideration.

Sincerely,

Staly Chin  
[REDACTED]

**From:** [martin.kazinski](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** BUS line on Bay Bridge  
**Date:** Thursday, March 11, 2021 10:46:56 PM

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**\*External Email\***

Hello

I would like to see BUS only lane on all of Bay Bridge. May be motorcycles and taxis would be allowed to use such a lane. I am very surprised that it still dose not exist. All the talk about "support for public transit" seems to be just nonsense.

Martin Kazinski

**From:** [Pavel Kovalev](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** MTC/ABAG Legislative Committee - Agenda #3b AB455 Bay Bridge Fast Forward  
**Date:** Thursday, March 11, 2021 7:32:53 PM

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**\*External Email\***

Hello- I am writing to encourage the MTC/ABAG Legislative Committee to support AB 455 to make the Transbay bus better.

As a resident of [REDACTED] I support this bill because it will reduce carbon emissions, clear up traffic, and make it easier to chose public transport.

Best regards,

Pavel Kovalev

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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|                      |                                                                               |                      |   |                                      |  |
|----------------------|-------------------------------------------------------------------------------|----------------------|---|--------------------------------------|--|
| <b>File #:</b>       | 21-0391                                                                       | <b>Version:</b>      | 1 | <b>Name:</b>                         |  |
| <b>Type:</b>         | Senate Bill                                                                   | <b>Status:</b>       |   | Commission Approval                  |  |
| <b>File created:</b> | 2/19/2021                                                                     | <b>In control:</b>   |   | Joint MTC ABAG Legislation Committee |  |
| <b>On agenda:</b>    | 3/12/2021                                                                     | <b>Final action:</b> |   |                                      |  |
| <b>Title:</b>        | Senate Bill 623 (Newman): Electronic Toll and Transit Fare Collection Systems |                      |   |                                      |  |

Clarifies provisions in state law to affirm the ability of transportation agencies to use and share information necessary for the operation of toll facilities and electronic transit fare collection systems in California.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3c SB 623 Toll Collection Support.pdf](#)

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

**Subject:**

Senate Bill 623 (Newman): Electronic Toll and Transit Fare Collection Systems

Clarifies provisions in state law to affirm the ability of transportation agencies to use and share information necessary for the operation of toll facilities and electronic transit fare collection systems in California.

**Presenter:**

Rebecca Long

**Recommended Action:**

Support / MTC Commission Approval

**Attachments:**

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

March 12, 2021

Agenda Item 3c

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**Senate Bill 623 (Newman): Electronic Toll and Transit Fare Collection Systems**

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- Subject:** Clarifies provisions in state law to affirm the ability of transportation agencies to use and share information necessary for the operation of toll facilities and electronic transit fare collection systems in California.
- Overview:** For several years, toll agencies across California, including the Bay Area Toll Authority (BATA), have been involved in litigation challenging the legality of providing an individual's personally identifiable information (PII) in connection with performing fundamental activities relevant to operating and managing toll collection systems, including billing, collections, and account maintenance. For example, plaintiffs have claimed that transmitting toll transaction-related information, such as license plate numbers, to the Department of Motor Vehicles (DMV) is unlawful, despite the fact that such transmittal is necessary for toll collection purposes. Specifically, toll agencies must provide transaction-related data, such as license plate information, to the DMV in order to identify the address of registered vehicle owners for purposes of mailing notices to customers who do not have FasTrak® accounts. Such disclosures are authorized by state law. However, plaintiffs contend that Streets and Highways Code Section 31490, which limits the sharing of personally identifiable information to protect toll road user's privacy, actually *prohibits* the sharing of this transaction information with the DMV for purposes of toll collection.
- To address these challenges, SB 623 clarifies current law to be consistent with the Legislature's intent to protect toll road users' privacy while ensuring that toll agencies statewide are able to operate and enforce toll policies. Without these clarifications, toll agencies are hampered in their ability to operate and communicate with customers without the threat of costly litigation. The bill strengthens the privacy provisions by requiring that privacy policies include very clear instructions for opting in to receive certain communications, as well as how to revoke such consent. At the same time, the bill improves customer service by allowing agencies to provide safety and travel alerts to customers and preserves the prohibition against the sale or disclosure of personal information not connected with the operation of toll facilities and transit fare payment systems.
- SB 623 also paves the way for California to participate in tolling interoperability with other states, similar to what occurs among toll agencies within the state where a driver with a BATA FasTrak® account can use a southern California toll road and be billed directly through their FasTrak® account. While current law supports the concept of interstate interoperability, and federal law has long encouraged it, restrictive provisions in current state law have effectively prohibited it. Passage of SB 623 would enable the state, with the oversight of the California Department of Transportation, to participate in a multi-state consortium of western state toll operators, that includes Alaska, Oregon, Washington and Utah.



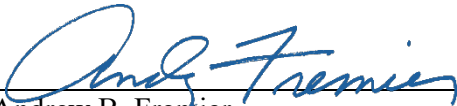
**Recommendation:** Support

**Discussion:** As various class action lawsuits against toll agencies are winding their way through the courts, the potential exposure and legal costs to BATA continue to mount. While agencies have had favorable rulings to date, given that a single disclosure of PII in violation of Streets and Highways Code Section 31490 is subject to a penalty of \$2,500 and a third or subsequent violation associated with a given individual is subject to a penalty of \$4,000 each, toll agencies are likely to face continued claims until any remaining ambiguity in the law is removed. Already, California toll agencies have spent \$10 million defending against such claims, funds that would have otherwise been reinvested in improvements to the transportation system.

SB 623 is similar to SB 664 (Allen, 2019) which originated as an election-related bill in the Senate and was amended in the Assembly to address many of the same concerns. While the bill passed the Assembly Transportation Committee and Assembly Privacy Committee without any “no” votes, it stalled in the Appropriations Committee due to opposition. SB 623 does not include changes to noticing requirements for toll violation notices that had resulted in much of the opposition, so we are hopeful that SB 623 will advance more easily.

In summary, SB 623 maintains and strengthens the protection of PII gathered in the operation of toll facilities across California, while ensuring local and regional toll agencies can continue to provide reliable commutes across the state’s approximately 200 miles of toll roads and bridges. Consistent with Item 6A of our 2021 Joint Advocacy Program, staff recommends a support position on the bill.

**Attachments:** None

  
\_\_\_\_\_  
Andrew B. Fremier

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0393      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Commission Approval  
**File created:** 2/22/2021      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 3/12/2021      **Final action:**  
**Title:** Resiliency/Climate Adaptation Advocacy Principles

Adopt advocacy principles to guide legislative engagement on climate adaptation legislation, including but not limited to: Assembly Bill 11 (Ward), Assembly Bill 50 (Boerner-Horvath), and Assembly Bill 51 (Quirk) and Assembly Bill 897 (Mullin) as well as resilience-related bond proposals, Assembly Bill 1500 (Garcia) and Senate Bill 45 (Portantino).

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3d\\_Adaptation Principles.pdf](#)

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

**Subject:**

Resiliency/Climate Adaptation Advocacy Principles

Adopt advocacy principles to guide legislative engagement on climate adaptation legislation, including but not limited to: Assembly Bill 11 (Ward), Assembly Bill 50 (Boerner-Horvath), and Assembly Bill 51 (Quirk) and Assembly Bill 897 (Mullin) as well as resilience-related bond proposals, Assembly Bill 1500 (Garcia) and Senate Bill 45 (Portantino).

**Presenter:**

Rebecca Long

**Recommended Action:**

Support / ABAG Executive Board Approval  
Support / MTC Commission Approval

**Attachments:**

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

**March 12, 2021**

**Agenda Item 3d**

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**Resiliency/Climate Adaptation Advocacy Principles**

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**Subject:** Adopt advocacy principles to guide legislative engagement on climate adaptation legislation, including but not limited to: Assembly Bill 11 (Ward), Assembly Bill 50 (Boerner-Horvath), and Assembly Bill 51 (Quirk) and Assembly Bill 897 (Mullin) as well as resilience-related bond proposals, Assembly Bill 1500 (Garcia) and Senate Bill 45 (Portantino).

**Overview:** Over the last year, staff has been engaged in conversations regionally and statewide about the role of MTC/ABAG—and metropolitan planning organizations and councils of government in general—regarding climate adaptation. The Legislature has shown growing interest in regional climate adaptation work, recognizing that this is an issue that requires *regional* coordination.

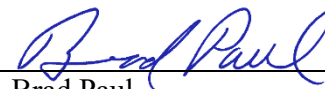
The Bay Area Regional Collaborative (BARC), a consortium of MTC, ABAG, the Bay Area Air Quality Management District, the San Francisco Bay Conservation and Development Commission has also been involved in discussions on this topic and has proven to be an important forum for climate adaptation discussions.

**Recommendation:** Support forwarding the attached advocacy principles to the Commission and ABAG Executive Board for adoption to inform staff's advocacy. Specific bills would be brought forward for action at a later date.

**Discussion:** To date, almost 40 bills have been introduced that relate to climate change, particularly adaptation. The Alliance of Regional Collaboratives for Climate Adaptation (ARCCA) has a [legislative tracker](#) that serves as a critical resource to stay up to date on the topic.

Staff is concerned that the bills introduced in 2021 that relate to regional climate adaptation planning propose establishing new regional entities to perform this work, including potentially bypassing public agencies altogether. Our proposed legislative principles recommend that this work be assigned to councils of government and metropolitan planning organizations, who are already involved in complex long-range planning for housing and transportation and have the expertise, technical capacity, experience and relationships with local governments and key stakeholders to be effective. Additionally, the geographic definition of “region” in some bills is too loose and risks creating a proliferation of “regional” entities within the nine Bay Area counties that will make coordination unnecessarily difficult. To guide our early advocacy in advance of recommending specific bill recommendations, we recommend adoption of the attached legislative principles.

**Attachments:** Attachment A: Resiliency/Climate Adaptation Advocacy Principles  
Attachment B: Regional Climate Adaptation and Funding Legislation

  
Brad Paul

### **MTC/ABAG Proposed Regional Resilience/Adaptation Advocacy Principles**

1. **Build on Existing Regional Planning Processes and Authorities:** State law should assign regional climate adaptation planning responsibility to public agencies that are accustomed to tackling complex regional planning processes, namely councils of government (COGs) and metropolitan planning organizations (MPOs). COGs and MPOs are governed by local policy makers who are accountable to the public and required to conduct their work in an open and inclusive manner. We are responsible for planning to address regional housing and transportation needs, both of which face significant climate resilience challenges. Specifically, state law requires that COGs and MPOs develop an eight-year regional housing needs allocation (RHNA) and a four-year sustainable communities strategy (SCS), respectively. To be effective, these plans must account for a wide array of impacts anticipated from our changing climate, which is why many of us have already begun integrating climate adaptation into our work.

With decades of regional planning work under our belts, COG/MPO have the technical capacity and experience to effectively engage with the public and key stakeholders to develop regional plans that enjoy broad support and include specific strategies and funding plans to achieve challenging, long-term goals set forth by the state. With boards comprised of local elected officials, we have deep connections to the cities and counties that need to be key partners in making our communities more resilient to climate change. In addition, it is important to recognize that impacts from a changing climate will be predominately borne by low income and traditionally underrepresented communities – specifically, Black, Indigenous, and People of Color (BIPOC). As a public entity receiving state and federal funding, COG/MPOs are subject to environmental justice and equity mandates – including Title VI of the Civil Rights Act of 1964 as well as Executive Order 12898.

2. **Define Appropriate Roles:** Effective planning and implementation requires clarity about who is responsible for what to avoid conflicts as well as duplication of effort with taxpayer funds. The Legislature should provide clear direction regarding local, regional, and state roles in adaptation planning, and build on areas where each level of government already has some level of authority and responsibility.
3. **Climate Adaptation Responsibilities Should be Assigned to Public Agencies:** Nongovernmental entities, such as regional climate collaboratives, have important contributions to make to climate adaptation but should not be assigned specific planning responsibilities in state law. They are best suited to assist with education, research and technological innovation, as well as convening stakeholders. Accordingly, nonprofit entities should be eligible to receive funding from new state or federal grant programs for these purposes and their work that should be coordinated with that of local and regional agencies.
4. **Support a Local/Regional/State Partnership Approach to Climate Adaptation:** Successful climate adaptation planning and implementation will depend on action at both the local and regional levels with guidance – and where possible, funding – provided by the state. This is analogous to housing planning, where the state requires regions to develop an overarching methodology for growth that achieves specific goals but leaves it up to regions to work out the details of a regional strategy and to local jurisdictions to identify specific sites and make the zoning changes needed.

5. **Secure New, Ongoing Funding:** Funding is needed as soon as possible to begin the necessary local and regional planning work to identify, prioritize, and design a pipeline of climate adaptation projects that are ready to receive capital funding. Funding should be identified to support the entire lifecycle of a project: planning, design, engineering, permitting, construction, and monitoring. One-time funds can help jump start this effort in FY 2021-22, such as through a state climate resilience bond or federal stimulus funding, but to institutionalize resilience and fully integrate it into long-range local and regional planning, additional resources will be needed. To ensure that *all* regions and local jurisdictions statewide have adequate funding to conduct this work, the state should augment regional planning funding and give COGs and MPOs a direct role in distributing some of the funds to local agencies, so they are incentivized to implement projects and strategies developed in regional climate adaptation plans. This approach is modeled on the structure of the housing technical assistance established in AB 101 (2018), which formed the Regional Early Action Plan (REAP) and Local Early Action Plan (LEAP).

| <b>MTC/ABAG 2021 Climate Adaptation Bill Tracker</b><br><i>(not intended to be a comprehensive list of all climate adaptation-related bills)</i> |                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|--------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Bill Number                                                                                                                                      | Topic                                                                  | Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| AB 11 (Ward)                                                                                                                                     | Regional Climate Change Authorities                                    | Requires the Strategic Growth Council establish up to 12 regional climate change authorities to coordinate climate adaptation and mitigation activities in their regions and coordinate with other regional climate adaptation authorities, state agencies, and other relevant stakeholders. In establishing regional climate change authorities, requires that the SGC give priority to existing regional adaptation collaboratives, networks, and programs, where possible. |
| AB 50 (Boener-Horvath)                                                                                                                           | Climate Adaptation Center and Regional Support Network: Sea level rise | Establishes 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.                                                                                                                                                                                                           |
| AB 51 (Quirk)                                                                                                                                    | Regional Climate Adaptation Planning Groups: Adaptation Plans          | Require the Strategic Growth Council, by July 1, 2022, to establish guidelines for the formation of regional climate adaptation planning groups. Requires the SGC, by July 1, 2023, and in consultation with certain state entities, to develop criteria for the development of regional climate adaptation plans.                                                                                                                                                            |
| AB 67 (Petrie-Norris)                                                                                                                            | Sea Level Rise Economic analysis                                       | Requires the Ocean Protection Council in consultation with OPR to establish a multiagency working group on sea level rise and require the Council to work with the working group to develop a methodology for economic analysis of the risks and adaptation strategies associated with sea level rise.                                                                                                                                                                        |
| AB 72 (Petrie-Norris)                                                                                                                            | Coastal Adaptation Permitting Act                                      | Requires the Natural Resources Agency to explore and authorizes it to implement options to establish a more coordinated and efficient permitting process for coastal adaptation projects.                                                                                                                                                                                                                                                                                     |

|                    |                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|--------------------|---------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| AB 897 (Mullin)    | Office of Planning and Research: regional climate networks: climate adaptation action plans       | Requires the Office of Planning and Research to encourage the inclusion of agencies with land use planning authority into regional climate networks.                                                                                                                                                                                                                                                                                                                                                                     |
| AB 1445 (Levine)   | Regional housing need allocation: climate change impacts                                          | Requires that a council of governments, a delegate subregion, or the department, as applicable, additionally consider among these factors emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change.                                                                                                                                                                                                                                                                |
| AB 1500 (Garcia)   | \$6.7 billion General Obligation bond                                                             | Enacts the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act in November 2022, which if approved by voters, would authorize the issuance of bonds in the amount of \$6.7 billion to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, and workforce development programs.                                                                        |
| SB 1 (Atkins)      | Sea Level Rise                                                                                    | Requires the Coastal Commission to adopt recommendations and guidelines for the identification, assessment, minimization, and mitigation of sea level rise within each local coastal program.                                                                                                                                                                                                                                                                                                                            |
| SB 12 (McGuire)    | Safety Element: General Plan – retrofit strategy to reduce risk of property loss due to wildfires | Requires 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 in the state clearinghouse for climate adaptation information. |
| SB 45 (Portantino) | \$5.5 billion General Obligation Bond                                                             | Enacts 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 \$5.5 billion to finance projects for a wildfire prevention, safe drinking water, drought preparation, and flood protection programs.                                                                                                                                                                          |





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0317      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Federal  
**File created:** 2/2/2021      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 3/12/2021      **Final action:**  
**Title:** Washington D.C. Legislative Update

Report on key legislative, funding and political developments over the past month from Washington, D.C. prepared by the Summit Strategies team.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4a\\_MTC February Washington Report.pdf](#)

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

**Subject:**

Washington D.C. Legislative Update

Report on key legislative, funding and political developments over the past month from Washington, D.C. prepared by the Summit Strategies team.

**Presenter:**

Georgia Gann Dohrmann

**Recommended Action:**

Information

**Attachments:**

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

**March 12, 2021**

**Agenda Item 4a**

**Washington D.C. Legislative Update**

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**Subject:** February 2021 Report from Washington, D.C. advocate.

**Recommendation:** Information

**Attachments:** **Attachment A:** Summit Strategies Team Report – February 2021

  
\_\_\_\_\_  
Brad Paul



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**Memorandum**

**From: Summit Strategies Team**

**To: Therese McMillan, Executive Director**

**Date: March 4, 2021**

**Subject: Federal Policy Monthly Report**

- 
- **Overview**
  - **Biden's COVID Relief Proposal**
  - **The Return of Earmarks**
  - **Surface Transportation Reauthorization Discussions Kick-Off**
  - **Competitive Grant Update**
  - **National Transportation News Roundup**
- 

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

## **Biden's COVID Relief Proposal**

After the House passed the \$1.9 trillion COVID relief package on a party-line 219-212 vote, the Senate began finalizing the budget reconciliation process. The legislation has seen minor adjustments following committee work on each component and remains similar to the outline provided in last month's report. It would provide \$30 billion for emergency rental assistance and \$5 billion to support COVID mitigation amongst the homeless. The measure would also allocate \$10 billion for mortgage relief. Transit providers would receive \$30 billion in much-needed aid.

The Senate parliamentarian ruled that a \$15 minimum wage is not Byrd rule compliant. Despite protests from progressives, for now, the Senate will likely move ahead without the controversial provision, following opposition to various workarounds. Similarly, the Senate parliamentarian ruled the inclusion of funding for the BART to Silicon Valley Phase 2 project out of order because its funding was part of a pilot program, leading to it being stripped from the package. Democrats in the upper chamber are likely to advance the legislation quickly ahead of a self-imposed March 14, 2021 deadline. The House will also have to vote again on the amended bill after it passes the Senate.

Throughout this process, your team has been in regular contact with House and Senate leadership and the appropriations and authorization committees to share and advocate for MTC's priorities.

## **The Return of Earmarks**

Peter DeFazio (D-OR) and Rosa DeLauro (D-CT), chairs of the House Transportation and Infrastructure and Appropriations committees respectfully, announced recently that both of their committees are bringing back earmarks. Both committees are putting together guidelines and requirements for member requests and are aiming for transparency.

The issue has so far divided House Republicans, with House Freedom Caucus members against bringing back earmarks. In contrast, other GOP lawmakers have been more open to reform and wrestling some spending power away from the Biden Administration. The fiscally conservative Republican Study Committee plans to meet next week to debate the issue.

## **Surface Transportation Reauthorization Discussions Kick-Off**

The Senate Environment and Public Works (EPW) Committee began crafting a surface transportation reauthorization last week, which will likely differ significantly from bipartisan America's Transportation Infrastructure Act that passed out of committee unanimously in 2019. The Biden Administration will likely seek to readapt the funding formula for projects overall and allocate more money to help transit and other regional projects that the previous administration had shunned in favor of traditional highways and road upgrades or rural transportation projects.

The return of earmarks in the surface bill could prove significant, depending on how extensively they are used. According to the White House Office of Management and Budget (OMB) database, the last surface transportation bill to be passed before the earmark ban, the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users law, had at least 6,306 earmarks totaling \$23.1 billion. Those earmarks over five years represented 9.5 percent of the \$244 billion in total funding provided.

While successfully enacting the COVID relief measure is the Biden Administration, and congressional Democrat's top priority, a robust transportation package is also high on the agenda. Throughout his campaign, President Biden emphasized his commitment to re-invigorating the American infrastructure system. There is significant uncertainty around the content of the measure and the legislative vehicle, or vehicles, that will serve as the basis for surface transportation reauthorization and broader infrastructure policy objectives. Reports show that it will include provisions to support electric vehicle (EV) deployment, new discretionary programs, including one for "transformative projects," and increased funding for the Infrastructure for Rebuilding America (INFRA) and Better Utilizing Investments to Leverage Development grant programs. However, potential revenue sources remain unclear, a consistent roadblock to congressional negotiations.

Last Wednesday, the Senate EPW Committee began drafting an outline for legislation addressing infrastructure, clean energy, and economic stimulus. At the Senate EPW Committee hearing on Biden's "Build Back Better" initiative, lawmakers and witnesses from both sides of the aisle spoke enthusiastically about the need for substantial federal investment in infrastructure. Lawmakers have often struggled to identify "pay-fors" to cover shortfalls in the Highway Trust Fund, which Senator Shelley Moore Capito (R-WV) addressed during the hearing. She warned her colleagues against "partisan or lightning-rod 'pay-fors' that could sink a bill" while noting that such "pay-fors" would be decided in the Finance Committee, not EPW. Lawmakers are likely to ramp up their focus on infrastructure after the COVID relief passes next month, with both the House and Senate targeting action in May 2021.

We have been in regular contact with House Transportation and Infrastructure Committee regarding MTC's priorities. We have continued outreach to the staff for the new Chairs of the Senate EPW and Banking Committees.

## **Competitive Grants Update**

### **Federal Transit Administration Announces Funding Opportunity for the Low or No Emission Transit Vehicles & Facilities Program**

On Thursday, February 11, 2021, the U.S. Department of Transportation's FTA announced the availability of up to \$180 million in competitive grant funds through the Low or No Emission (Low-No) Grant Program. The Low-No Program supports eligible project sponsors to acquire or lease low- or no-emission vehicles. It also supports facilities that use advanced technologies to provide cleaner, more energy-efficient transit operations in communities across the country. The Notice of Funding Opportunity (NOFO) can be found here: <https://www.transit.dot.gov/notices-funding/low-or-no-emission-program-low-no-program-fy2021-notice-funding> .

## **Housing and Urban Development (HUD) Announces the Extension and Expansion of COVID-19 Homeowner and Home Retention Measure**

On Wednesday, February 16, 2021, HUD announced the extension and expansion of the Federal Housing Administration's foreclosure and eviction moratoriums. It also announced an extension of the initial start date of a COVID-19 Forbearance, which allows mortgage servicers to provide homeowners with a pause to their monthly payments for a limited period during the pandemic. A full list of the changes can be found here: <https://www.hud.gov/sites/dfiles/OCHCO/documents/2021-05hsgml.pdf>.

## **Allocation U.S. Department of Transportation (DOT) Announces Fiscal Year (FY) 2021 Infrastructure for Rebuilding America (INFRA) Grant Program Availability**

On Wednesday, February 17, 2021, the DOT announced that it is seeking applicants for the FY 2021 round of the INFRA discretionary grant program. INFRA grants will fund transportation projects of national and regional significance that support the Biden Administration's priorities including, creating high-quality jobs, improving safety, applying transformative technology, and explicitly addressing climate change and racial equity. The funding available for this year's grants totals approximately \$889 million. The NOFO can be found here <https://www.transportation.gov/buildamerica/financing/infra-grants/infra-2021-notice-funding-opportunity> and will remain open until March 19, 2021.

## **HUD Announces the Extension and Expansion of COVID-19 Homeowner and Home Retention Measure**

On Thursday, February 25, 2021, HUD announced the award of \$5.5 billion in funding to local programs throughout the country that provide affordable housing, community development, and economic opportunity, and support to individuals and families experiencing homelessness. The grants included:

- **\$3.4 billion** — The Community Development Block Grant Program (CDBG) provides annual grants on a formula basis to states, cities, and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons.
- **\$1.3 billion** — The HOME Investment Partnerships Program (HOME) provides funding to states and localities that communities use - often in partnership with local nonprofit groups - to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing for rent or homeownership or providing direct rental assistance to low-income people.
- **\$387 million** — The Housing Opportunities for Persons with AIDS (HOPWA) grants provide rental housing assistance for persons living with HIV/AIDS and their families.
- **\$290 million** — Emergency Solutions Grants (ESG) provides funds for homeless shelters, assists in the operation of local shelters, and funds related to social service and homeless prevention programs.

- **\$25 Million** — The Recovery Housing Program (RHP) allows states and the District of Columbia to provide stable, transitional housing for individuals in recovery from a substance use disorder.

A full list of selected projects and recipients can be found here

[https://www.hud.gov/program\\_offices/comm\\_planning/budget/fy21](https://www.hud.gov/program_offices/comm_planning/budget/fy21) .

## National Transportation News Roundup

- No place is safe from failing U.S. infrastructure.  
<https://techcrunch.com/2021/02/22/no-place-is-safe-from-failing-u-s-infrastructure/#:~:text=But%20the%20ongoing%20disaster%20in,or%20take%20climate%20change%20seriously.&text=And%20the%20shocks%20that%20result,to%20leave%20the%20country%20entirely.>
- House Transportation Republicans Urge Bipartisan Policymaking.  
<https://www.ttnews.com/articles/house-transportation-republicans-urge-bipartisan-policymaking>
- Buttigieg makes equity a top priority for DOT.  
<https://www.rollcall.com/2021/02/23/buttigieg-makes-equity-a-top-priority-for-dot/>
- Post-Covid, Transit Agencies Must Look Beyond Ridership.  
<https://www.bloomberg.com/news/articles/2021-02-16/post-covid-transit-needs-a-new-metric-for-success>
- New Washington transportation plan includes taxes on gas and bikes, fees on transit.  
<https://www.seattletimes.com/seattle-news/transportation/new-washington-transportation-plan-includes-taxes-on-gas-and-bikes-fees-on-transit/>
- N.Y.C. Staves Off Cuts to Public Transit, Despite Dire Warnings.  
<https://www.nytimes.com/2021/02/18/nyregion/nyc-subway-bus-budget.html#:~:text=N.Y.C.-,Staves%20Off%20Cuts%20to%20Public%20Transit%2C%20Despite%20Dire%20Warnings,or%20subway%20service%20through%202022.>
- Transit workers face growing rate of assaults: 'There's not much we can do'.  
<https://www.smartcitiesdive.com/news/transit-workers-face-growing-rate-of-assaults-theres-not-much-we-can-do/594959/>
- Secretary Buttigieg highlights importance of transit and passenger worker safety.  
<https://www.masstransitmag.com/management/article/21209224/secretary-buttigieg-highlights-importance-of-transit-and-passenger-worker-safety>
- How the Federal Government Could Help Kill the Highways It Built.  
<https://www.bloomberg.com/news/articles/2021-02-01/urban-highway-removals-could-get-federal-help?srd=citylab-transportation>

- Transit agencies brace for vaccination push amid murky guidance.  
<https://www.smartcitiesdive.com/news/transit-agencies-brace-for-vaccination-push-amid-murky-guidance/594055/>
- DeFazio to Transportation Workers: Help Is on the Way.  
<https://www.ttnews.com/articles/defazio-transportation-workers-help-way>
- Transportation & Infrastructure: What to Expect from the Biden Administration & 117th Congress.  
<https://www.natlawreview.com/article/transportation-infrastructure-what-to-expect-biden-administration-117th-congress>
- For Buttigieg, 'Generational' Transportation Change May Not Be Easy, Experts Say.  
<https://www.nytimes.com/2021/02/06/us/politics/pete-buttigieg-transportation.html>