



2023 LEGISLATIVE SCORECARD Advocacy Program Goals vs. Outcomes

State Advocacy Objectives and Goals

1. **Transportation Funding:** Advocate for resources to support the implementation of Plan Bay Area 2050, including funding for operating and maintaining the transportation network, transit modernization and expansion, equitable mobility improvements, decarbonizing the transportation system, and improving the resilience of our transportation network.

Transportation Funding Items	Goals and Outcomes
<p>A. Transit Operations and Ridership Recovery</p>	<p>Goal: Pursue a unified statewide advocacy strategy for new ongoing (multi-year) state funding to address transit operators’ fiscal cliffs as well as other improvements needed to attract riders back to transit, including investments to improve the customer experience and address workforce shortages. Partner with the region’s transit operators, the California Transit Association, and other state and regional partners to develop and implement the strategy. Explore a range of revenue sources, including the General Fund and Greenhouse Gas Reduction Fund (funded by Cap and Trade). Support legislative proposals to extend Cap and Trade beyond 2030. Consistent with 2A, advocate for inclusion of funding to support timely implementation of the Transit Transformation Action Plan adopted by the Blue Ribbon Transit Recovery Task Force and MTC.</p> <p>Outcome: MTC/ABAG's top legislative priority this year was securing multi-year funding to stave off a transit operating fiscal cliff while retaining the state’s 2022 commitment of \$4 billion in transit capital resources (via the Transit and Intercity Rail Program, or TIRCP) over two years (see 1B). The Fiscal Year (FY) 2023-24 State Budget (AB 102) and transportation budget trailer bill (SB 125) provided \$1.1 billion over four years through a new Zero-Emission Transit Capital Program (with flexibility to spend the funds on operating) and retained the 2022 budget deal's commitment of \$4 billion in TIRCP commitment. (See next page)</p>

Transportation Funding Items	Goals and Outcomes
<p>A. Transit Operations and Ridership Recovery (cont'd)</p>	<p>Assuming the Legislature follows through on the out-year budget appropriations, which were part of the 2023 budget deal, the Bay Area's share of these multi-year funds will flow to MTC for distribution, as follows:</p> <ul style="list-style-type: none"> • \$770 million in General Fund resources for TIRCP over two years (half in FY 2023-24 and the remainder in FY 2024-25); and • \$400 million in Zero-Emission Transit Capital Program (ZETCP) funds over four years, with the first \$150 million installment in FY 2023-24. The Cap and Trade-funded Greenhouse Gas Reduction Fund (GGRF) is the funds source for the out-year ZETCP. <p>As a condition of receiving the funds, SB 125 requires regional transportation planning agencies (RTPAs) like MTC to submit to the state reports related to the financial condition of each region's transit operators and establishes a statewide Transit Transformation Task Force modeled on AB 761 (which MTC endorsed), among other provisions.</p> <p>Although the budget deal should stave off service cuts for the next two years, the roughly \$400 million in new funds is significantly less than the \$2.5 billion MTC and transit agencies had advocated for to close transit agencies' estimated operating shortfalls over the next five years. Shortly after the budget was enacted, Senator Wiener proposed a temporary \$1.50 increase in the toll rate on the Bay Area's seven state-owned bridges to further support transit operations. The proposal was met with mixed support by Bay Area legislators in Sacramento and Washington, D.C. and in August, Senator Wiener announced a hold on the legislation (SB 532) and his intent to work with Bay Area legislators to continue exploring options to help address transit operating funding needs this fall.</p>

Transportation Funding Items	Goals and Outcomes
<p>B. Transit, Rail and Port Investments Committed in 2022 Transportation Package</p>	<p>Goal: Advocate for General Fund investments at levels consistent with commitments in the \$10.8 billion multi-year, multimodal transportation package that was approved in the FY 2022-23 State Budget and pursue provisions that ensure the Bay Area’s priorities are addressed in FY 2023-24 budget bill.</p> <p>Outcome: The FY 2023-24 budget deal retained the \$10.8 billion in capital commitments from the 2022 transportation package, despite the Governor's proposal to cut proposed FY 2023-24 and FY 2024-25 transit capital investment by \$2 billion and claw back \$200 million of the \$500 million in prior year (FY 2021-22) Active Transportation Program funds. However, in light of the budget deficit, the Legislature approved the Governor's proposals to backfill a portion of the prior-year General Fund commitments to port and climate infrastructure with State Highway Account resources and delay a portion of the remaining General Fund investments in both port infrastructure and grade separations.</p>
<p>C. Zero-emission Transit Fleets</p>	<p>Goal: Building on Executive Order N-79-20, support additional funding to help transit operators transition bus, ferry and rail fleets to zero emission vehicles, accelerating the decarbonization of the transportation system and supporting the implementation of the Innovative Clean Transit (ICT) rule and zero-emission ferry and rail regulations. Specifically, seek up to \$1.25 billion for zero-emission vehicle investments in the FY 2023-24 budget, consistent with the level identified in AB 211 (2022), part of the multiyear climate commitment in the 2022-23 budget. Ensure zero-emission transit vehicles and infrastructure are eligible uses of the public transit funds referenced in 1B.</p> <p>Outcome: In contrast to the budget successes in 1A and 1B, the FY 2023-24 budget did not appropriate General Fund (GF) resources for zero-emission transition programs (for transit, trucks, and passenger vehicles) at anywhere close to the levels called for in the previous year's climate packages. Instead, the Legislature and Administration considered passing legislation (SB 867 (Allen)/AB 1567 (Garcia)) to place a general obligation climate bond on the March 2024 statewide ballot to cover a portion of the commitments. Several other statewide bond measures were under consideration as well, and ultimately Sacramento leaders struck a deal to defer action on all bond measures except the Governor’s \$5 billion mental health bond, clearing the field for that bond on the March 2024 ballot. The Legislature’s intent is to continue negotiations about potential statewide bond measures for the November ballot. Negotiations related to which measures proceed and how much might be authorized for each measure are expected to resume in spring 2024.</p>

Transportation Funding Items	Goals and Outcomes
<p>C. Zero-emission Transit Fleets, cont.</p>	<p>The Governor also proposed shifting a portion of the 2021 and 2022 climate package’s GF commitments (including zero-emission transit vouchers) over to the Cap and Trade-funded GGRF. The final 2023 transit package built off this proposal by including \$1.1 billion over four-years for a much broader, flexible ZETCP (described in 1A), which is largely funded from the GGRF. The program may be used to fund either transit operating or zero-emission transition, though the Bay Area’s near-term operating needs far exceed the region’s \$400 million share of the new ZETCP.</p> <p>MTC supported two additional efforts this year related to zero-emission transit transition:</p> <ol style="list-style-type: none"> 1. After years of advocacy led by the California Transit Association, the California Air Resources Board will newly allow transit operators to use state Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) vouchers to comply with the ICT mandate. Previously, CARB would only approve HVIP for transit operators seeking resources to help them <i>exceed</i> the mandate. This is a significant win. 2. MTC endorsed AB 463 (Hart) to help ensure public transit retains access to the electric grid during emergencies. The bill was held in the Assembly Appropriations Committee, but AC Transit and the California Transit Association (the bill’s sponsors) are exploring options to work directly with the California Public Utilities Commission on this issue.
<p>D. Regional Transportation Revenue Measure Preparation</p>	<p>Goal: Convene key Bay Area stakeholders and engage with the Bay Area delegation to develop state authorizing legislation for a future regional transportation revenue measure, with a target of legislative approval in 2024. Central to the discussion will be developing consensus around the purpose/goals of the measure, expenditure plan priorities and potential sources of new revenue. A key consideration will be the interplay between a request for state “bridge” funding to address the impending transit operations’ fiscal cliffs and a future regional measure. Engage with the public to inform contents of enabling legislation for a future regional transportation revenue measure.</p> <p>Outcome: This work is ongoing; staff anticipates bringing a draft outline of regional transportation measure enabling legislation to this committee next month for feedback, followed by a final proposal for approval in December, envisioned to be a core plank of our 2024 Advocacy Program.</p>

Transportation Funding Items	Goals and Outcomes
<p>E. Tolling Authorization Clarification</p>	<p>Goal: Support legislation to clarify the California Transportation Commission’s (CTC) authority to authorize conversion of existing roadways to toll roads and toll discounts for low-income motorists. Specifically, work with partners to advocate for modest near-term clarifications and monitor statewide Road Usage Charge Technical Advisory Committee recommendations; advocate to hold off pursuing broader roadway pricing policy changes until after the completion of MTC’s Next Generation Bay Area Freeways study.</p> <p>Outcome: MTC coordinated closely with CTC on tolling authorization clarification for the purposes of supporting the State Route 37 near-term improvements. However, CTC did not proceed with legislation this year, given concerns from transportation policy committee staff about legislation advancing ahead of the work of the Caltrans Roadway Pricing Working Group.</p>
<p>F. Equitable Access to Opportunity/ Equity Priority Communities</p>	<p>Goal: Support broadening eligibility requirements in existing and/or new transportation funding streams to enable their use as a subsidy for low-income transportation system users (e.g., discounted fares for public transportation or shared mobility services). Ensure that legislation aimed at incorporating equity considerations into funding distribution does not rely exclusively on communities defined by the state’s CalEnviroScreen method, which disproportionately excludes the Bay Area low-income communities relative to other parts of the state.</p> <p>Outcome: AB 1525 (Bonta) would have required 60 percent of the state's transportation funding be allocated for projects in "priority communities." MTC/ABAG provided technical assistance to Assemblymember Bonta and the bill's sponsor (Greenlining Institute) to ensure funds could be targeted to Bay Area communities most in need of transportation investment rather than relying exclusively on the CalEnviroScreen. The bill was held in the Assembly Appropriations Committee.</p>

2. **Public Transit:** Support policies aimed at ensuring public transit is an affordable, reliable, safe and convenient transportation option that is provided equitably and accessibly.

Public Transit Items	Goals and Outcomes
<p>A. Transit Transformation Action Plan Implementation</p>	<p>Goal: Support policies and funding that will help advance the goals of the Transit Transformation Action Plan adopted by the Blue Ribbon Recovery Task Force and MTC and explore opportunities for legislative or administrative changes to remove barriers to transit priority implementation.</p> <p>Outcome: The 2023 transportation trailer bill (SB 125) included several provisions related to advancing the goals of the Bay Area's Transit Transformation Action Plan. First, SB 125 conditions new transit funding on MTC and other regional transportation planning agencies (RTPAs) submitting to the California State Transportation Agency (CalSTA) regional-scale short-term and long-term financial plans and other regional-scale data on transit that overlap with many Transformation Action Plan items. For example, the long-term financial plan must demonstrate the implementation of ridership retention and recovery strategies, including policies that support streamlined coordination between transit operators. As part of MTC's transit data reporting, MTC must identify opportunities improving coordination amongst transit operators, including consolidation of agencies or reevaluation of network management and governance structure.</p> <p>SB 125 also requires CalSTA to provide technical assistance to help operators provide real-time schedule information to customers and coordinate with Caltrans and each region to identify transit priority opportunities and other service improvements that could grow transit ridership. This could complement Caltrans' ongoing efforts to prepare a Transit Priority Policy Directive.</p> <p>Though not directly related to the adopted Transformation Action Plan, it's notable that the MTC- and ABAG-supported AB 1377 (Friedman), which awaits action by the Governor. The bill supports improved coordination between local homeless service providers and transit agencies by requiring local agencies applying for state Homeless Housing, Assistance and Prevention funding to report on how they are coordinating with transit agencies. This measure is a modest first step the state can take to both help ensure individuals experiencing homelessness that rely on transit properties for shelter get the support they need and support transit operators in addressing the quality-of-life issues riders are increasingly citing as a barrier to riding transit.</p>

Public Transit Items	Goals and Outcomes
<p>B. Commuter Benefits</p>	<p>Goal: In partnership with the Bay Area Air Quality Management District, explore opportunities to secure updates to the state parking cash out program to further incentivize transit commuting in the Bay Area. Building on AB 2206 (Lee, 2022), which closed a compliance loophole and thus expanded the reach of the parking cash out program, consider updates that would provide employers subject to the state program the option to either offer a cash out at the full value of the parking spot or a transit subsidy (i.e., a transit pass or transit benefit subsidy) at an amount lower than the cash out value.</p> <p>Outcome: MTC/ABAG explored this opportunity but there was no legislative activity on this item this year. Staff are currently researching opportunities to expand awareness of the law through the Bay Area Commuter Benefits Program.</p>
<p>C. Transportation Development Act (TDA) Performance Standards Update and State Transit Assistance (STA) Revenue Calculations</p>	<p>Goal: Continue to engage in California Transit Association-led efforts to explore a new approach to Transportation Development Act (TDA) performance measures. Support focus on incentivizing transit agencies to pursue actions aimed at increasing ridership versus measures focused on efficiency. As a stop gap measure, support efforts to extend through FY 2024-25 statutory relief for TDA farebox requirements and explore continuation of a “hold harmless” provision for calculation and allocation of State Transit Assistance (STA) revenue-based funds.</p> <p>Outcome: As advocated for by MTC/ABAG and the California Transit Association, SB 125 - the transportation budget trailer bill – extends statutory relief for TDA farebox requirements and the STA "hold harmless" provisions for two years (through FY 2025-26).</p> <p>The bill also incorporates provisions of the MTC-endorsed AB 761 (Friedman), which was modeled on the Bay Area’s Blue Ribbon Transit Transformation Task Force convened by MTC. The bill requires CalSTA to convene its own multi-stakeholder “Transit Transformation Task Force” to inform a report that includes: 1) transit funding needs to support ridership growth; 2) recommended policies aimed at increasing transit ridership and the customer experience; 3) new rider-focused state performance metrics, and 4) new options for state revenues to fund transit operations and capital projects at the scale needed to support ridership growth and address state mandates (e.g., the Air Resources Board’s Innovative Clean Transit regulation).</p>

3. **Bay Area Housing Finance Authority (BAHFA):** Advocate for policies that enable BAFHA to efficiently and effectively support Bay Area cities and counties in investing in solutions to the Bay Area’s chronic housing affordability challenges. Maximize the affordable housing production, preservation and protection resources BAHFA can deliver to Bay Area jurisdictions.

BAHFA Items	Goals and Outcomes
<p>A. Update BAHFA Authorizing Legislation (AB 1487, Chiu, 2019)</p>	<p>Goal: Sponsor BAHFA “clean up” legislation to address unintended statutory limitations on BAHFA’s ability to effectively finance affordable housing and support preservation and protection in the Bay Area. Since standing up the new authority and beginning work on the BAHFA Business Plan, staff have identified statutory changes needed in advance of a 2024 regional revenue measure to maximize BAHFA’s financing potential, including:</p> <ul style="list-style-type: none"> • Clarify that BAHFA’s lending authority includes the ability to issue bonds and other indebtedness backed by rent payments. • Conform BAHFA’s powers and duties to the California Constitution. This will enable BAHFA to fund tenant protection programs with bond proceeds if voters approve an amendment to the state’s constitution, as contemplated by a potential statewide ballot measure in 2024. • Ensure that implementation of any commercial linkage fee allows for coverage of administrative expenses. • Authorize the purchase of real property and use it to advance the agency’s established objectives. • Other minor technical changes. <p>Outcome: At the time of this writing, our sponsored legislation, AB 1319 (Wicks) awaits action by the Governor. The measure includes the key provisions outlined above as well as other substantive changes and clarifying provisions needed in advance of pursuing a regional housing measure on the November 2024 ballot. While largely uncontroversial, the bill provided an opportunity to increase awareness among members of the Bay Area delegation about BAHFA’s pilots and potential 2024 revenue measure and to win support from new legislators. AB 1319 was authored by Assembly Housing and Community Development Committee Chair Buffy Wicks - who is also the new chair of the Bay Area Caucus - and co-authored by 11 Bay Area delegation members from throughout the region.</p>

BAHFA Items	Goals and Outcomes
<p>B. Support BAHFA Pilots</p>	<p>Goal: Monitor legislation impacting BAHFA pilot programs and, if opportunities arise, support policies that enhance ongoing pilots, both operationally and financially. If legislation is introduced related to a statewide rental application portal, ensure it complements BAHFA’s Doorway program.</p> <p>Outcome: MTC/ABAG worked with the author and sponsor of AB 312 (Gomez-Reyes), which would have created a statewide rental application portal, to educate them about the Doorway Housing Portal and how development of a statewide portal would likely benefit from the lessons learned from our experience. AB 312 was held in Assembly Appropriations and become a two-year bill.</p>
<p>C. Regional Housing Revenue Measure Preparations</p>	<p>Goal: Coordinate with key Bay Area stakeholders regarding placement of a regional housing measure on the November 2024 ballot, in accordance with BAHFA/ABAG board direction.</p> <p>Outcome: A large cross-section of MTC/ABAG staff are engaged in this ongoing work, which has included conducting public workshops, presenting directly to city councils and boards of supervisors, developing technical assistance materials for city and county planning and housing staff, and coordinating with other Bay Area affordable housing stakeholders on statewide strategy to support a regional housing measure. As part of this strategy, MTC/ABAG supported Senator Wiener's "Obernolte Fix" legislation, SB 532, which would have allowed for a ballot measure’s fiscal impact to be detailed in the voter information guide instead of within the 75-word ballot statement. The bill passed the Senate but had been amended in a manner that weakened its benefits and ultimately was amended by Senator Wiener to become the legislative vehicle to raise bridge tolls to address transit operating needs (See Item 1A).</p>

BAHFA Items	Goals and Outcomes
D. Lower the Vote Threshold for Regional and Local Affordable Housing Bonds	<p>Goal: Engage in regional and statewide efforts to pursue a statewide ballot measure in November 2024 to amend California’s State Constitution to enable local and regional affordable housing bonds to be approved by a simple majority. This modification would greatly increase the likelihood of passage for a 2024 regional housing bond pursuant to AB 1487 (Chiu, 2019), as well as local affordable housing bonds. Collaborate with partners to explore the merits of pursuing ballot placement via legislative authorization versus solely via the initiative process.</p> <p>Outcome: MTC collaborated with the Non-Profit Housing Association of Northern California (NPH), Enterprise Community Partners, and others to secure legislative passage of ACA 1 (Aguiar-Curry), which places on the November 2024 ballot a constitutional amendment to lower the vote threshold to 55 percent for local and regional bonds and special taxes to fund housing, transportation, and other public infrastructure.</p> <p>Assemblymember Aguiar-Curry plans to propose "clean-up" legislation for consideration early in the 2024 legislative session to ensure the measure appearing before voters in November 2024 has the best possible chance of passage.</p>

4. **Sustainable and Equitable Mobility:** Consistent with SB 375 (Steinberg, 2008) and California’s Climate Action Plan for Transportation Infrastructure (CAPTI), support policies aimed at reducing vehicle miles traveled and associated greenhouse gas emissions (GHGs) and traffic congestion. Advocate for policies and funding tools that support regions in implementing state mandated sustainable communities strategies (e.g., Plan Bay Area 2050).

Sustainable & Equitable Mobility Items	Goals and Outcomes
A. SB 375 Implementation	<p>Goal: Advocate for policies and funding tools that support regions in implementing state-mandated sustainable communities strategies (SCS), including, but not limited to, support for travel demand management tools, support for enforcement tools including automated speed enforcement (see 6A), and aligning state programs to support high-impact GHG-reduction projects.</p>
A. SB 375 Implementation, cont.	<p>Outcome: Assembly Transportation Committee Chair Friedman authored AB 6 aimed at regional-scale SB 375 implementation. The bill was a reintroduction of AB 2237 (Friedman, 2022), which would have created a new framework for metropolitan planning organizations (MPOs) to prioritize transportation investments and empowered California Air Resources Board (ARB) with project-level veto authority over MPO-funded transportation projects.</p> <p>MTC continued to work with Assembly Transportation Committee staff and other stakeholders to identify impactful and feasible statutory changes that would support our shared aim of supporting regions in meeting the greenhouse gas reduction goals in our Sustainable Communities Strategies (SCS, or Plan Bay Area 2050 in the Bay Area). A range of concepts were considered, including empowering MPOs to incentivize SCS implementation via a new flexible MPO-directed funding program and creating a vehicle miles traveled (VMT) mitigation bank. The bill was held in the Senate Transportation Committee to provide more time for the Legislature and stakeholders to develop a path forward.</p>

Sustainable & Equitable Mobility Items	Goals and Outcomes
<p>B. SB 375 Reform</p>	<p>Goal: While continuing to support ambitious regional GHG reduction targets, continue to engage in legislative activity related to revisions to the now 14-year-old law, SB 375 (Steinberg, 2008). Pursue changes to incentivize near-term, real-world progress on GHG emission reduction over the current approach, which places too great an emphasis on long-term modeling, and seek changes to provide greater alignment, rather than competition, between regional and state GHG reduction strategies.</p> <p>Outcome: There was no MPO-led legislative activity this year related to comprehensive SCS reform. However, several Southern California housing stakeholders sponsored AB 1335 (Zbur), which would have made changes to how eight-year Regional Housing Needs Allocation (RHNA) housing targets are integrated into the long-range SCS. The proposal raised serious technical issues and implementation challenges and as such, MTC and ABAG adopted an "oppose unless amended" position on the bill. In June, the author agreed to make AB 1335 a two-year bill.</p> <p>Additionally, MTC supported AB 350 (Aguiar-Curry), sponsored by the Sacramento Area Council of Governments' (SACOG), which would support greater Northern California mega-region collaboration by better aligning SACOG's next SCS update with that of MTC and the San Joaquin Council of Governments. AB 350 was approved by the Legislature and awaits action by the Governor.</p>

5. **Housing Production, Preservation and Protection (“3 Ps”)**: Improve access to opportunity and support local governments in meeting housing goals by supporting policies aimed at increasing production of housing and increasing funding to produce and preserve affordable housing and associated infrastructure to help build complete communities. Protect tenants and low-income communities from unjust evictions and displacement.

3Ps Housing Items	Goals and Outcomes
<p>A. Housing, Homelessness and Community Development Funding</p>	<p>Goals: In partnership with regional and statewide organizations, seek state funding for local affordable housing production, preservation, and prevention and other supportive infrastructure. Support FY 2023-24 state budget investments at levels that meet or exceed the multi-year commitments in the FY 2022-23 budget for affordable housing production – including investments in the state Low Income Housing Tax Credit (LIHTC) program and the Housing Accelerator and Multifamily Housing Programs to advance state-supported housing projects into production and to tee up the next round of affordable housing developments – as well as in infill infrastructure and local homelessness assistance programs. Additionally, support the following new investments:</p> <ul style="list-style-type: none"> • Creating the Community Anti-Displacement and Preservation Program (CAPP), for which BAHFA would be eligible. • Support legislation modeled after ACA 14 (Wicks, 2022) which would have dedicated five percent of general fund revenues to housing and homelessness programs for 10 years. The bill would have explicitly protected existing constitutional commitments, including funding for schools and the Rainy Day Fund. <p>Outcome: Despite this year’s budget deficit, the FY 2023-24 State Budget met or exceeded the multi-year commitments in the FY 2022-23 budget for affordable housing, infill infrastructure, and local homelessness assistance programs. Specifically, the budget continued the \$500 million augmentation to the state LIHTC program and provided \$325 million for the Multifamily Housing Program (a \$100 million increase above committed levels) and \$225 million for the Infill Infrastructure Grant Program. Regarding homelessness assistance, the budget sustains \$1 billion for the Homeless Housing, Assistance, and Prevention Program and \$400 million for the encampment resolution grants for local jurisdictions. The final budget also retained \$83 million of the FY 2021-22 appropriation to the</p>

3Ps Housing Items	Goals and Outcomes
<p>A. Housing, Homelessness and Community Development Funding, cont.</p>	<p>Foreclosure Intervention Housing Prevention Program and stated the Legislature’s intent to provide \$248 million in additional funding over fiscal years 2024-27.</p> <p>MTC and ABAG also supported two major housing funding bills this year: Assemblymember Wicks’ AB 1657 to place a \$10 billion state housing bond on the 2024 ballot and Senator Caballero’s SB 225, which would create the Community Anti-Displacement and Preservation Program (CAPP), for which BAHFA would be an eligible program administrator. Early in the legislative session, there was a discussion about SB 225 being integrated into a budget bill, however mid-session the strategy shifted to potentially integrating CAPP into Assemblymember Wick's statewide housing bond proposal. As described in 1C, the Legislature deferred action on a statewide housing bond until the 2024 legislative session.</p>
<p>B. Bay Area Regional Housing Needs Allocation</p>	<p>Goal: Support a range of strategies to help localities meet the Bay Area’s Regional Housing Need Allocation (RHNA) goals, including proposals to support ongoing housing element planning efforts and to drive down the cost of affordable housing development and accelerate housing production. Specific goals include:</p> <ul style="list-style-type: none"> • Support efforts to provide local jurisdictions with greater flexibility on housing element deadlines to avoid application of the so-called “Builder’s Remedy,” whether by providing for a “grace period,” providing the State Department of Housing and Community Development the option to extend deadlines if it determines that the extension is justified, or other means. • With regional and statewide partners, support legislation to provide upfront savings on affordable housing projects by revising the welfare tax exemption from a rebate to an upfront savings. This could reduce the amount of upfront subsidy local governments and other funding partners must provide for affordable housing projects.

3Ps Housing Items	Goals and Outcomes
<p>B. Bay Area Regional Housing Needs Allocation, cont.</p>	<p>Outcome: MTC/ABAG supported a range of strategies to reduce affordable housing development costs and help local jurisdictions meet RHNA goals, including endorsing three bills aimed at driving down housing development costs and increasing production:</p> <ol style="list-style-type: none"> 1. AB 1085 (Maienschein) to tap a 90 percent federal Medicaid match for housing support services in permanent supportive housing developments. The Governor vetoed this bill, citing fiscal implications. 2. AB 84 (Ward) to revise the welfare tax exemption from a rebate to upfront savings and make other cost-saving changes. The Assembly stripped the upfront savings provision from the bill, leaving other minor cost-savings provisions. AB 84 is on the Governor’s desk. 3. AB 1053 (Gabriel) to allow developers to access state Multifamily Housing Program loans during construction, saving an average \$1 million per development. This measure was held in the Senate Appropriations Committee. <p>Efforts to provide jurisdictions with more flexibility with regard to the "Builders Remedy" met strong resistance from the Newsom administration and did not advance this year.</p> <p>Finally, several important California Environmental Quality Act (CEQA) streamlining bills aimed at expediting housing production were enacted this year. SB 423 (Wiener) is on the Governor’s desk. This measure would extend the multifamily housing construction CEQA streamlining provisions of Senator Wiener’s SB 35 of 2017 and strengthens labor provisions to require “skilled and trained” workforce requirements in high-rise projects (projects over 85 feet) utilizing SB 35 streamlining, among other changes.</p> <p>SB 406 (Cortese), which has been signed by the Governor, would similarly streamline housing production by clarifying that local decisions to award funding to housing developments are not subject to independent and duplicative CEQA determinations. Lastly, SB 4 (Wiener) would make it easier for faith-based organizations and colleges to build housing on their land by creating a streamlined approval process and baseline development standards for affordable housing on properties owned by religious institutions and nonprofit colleges.</p>

3Ps Housing Items	Goals and Outcomes
C. Low Income Housing Tax Credits	<p>Goal: Explore options to support California’s low-income housing tax credits (LIHTC) program in reflecting the intersecting (and sometimes competing) state goals related to climate and equity, including ensuring that the program supports housing production near high-quality transit and affordable housing production and preservation across income categories.</p> <p>Outcomes: The California Tax Credit Allocation Committee (CTAC) modified scoring criteria for the most recent round of LIHTC awards. This fall, MTC/ABAG will analyze results of the latest awards to determine whether recent changes achieved the advocacy program goal of balancing climate and equity objectives.</p>

6. **Transportation System Safety and Effectiveness:** Advocate for policies that improve transportation system safety for all road users and the effectiveness and service delivery of the Bay Area’s transportation system, including improved compliance with traffic laws while protecting users’ privacy. Expand the ability of transportation agencies to communicate with their customers to provide relevant transportation-related information and quality service while following industry best practices with regard to enabling customers to opt-in to receive non-essential communications.

Transportation System Safety and Effectiveness Items	Goals and Outcomes
A. Zero traffic fatalities goal (Vision Zero)	<p>Goal: Building on the recommendations of the Zero Traffic Fatalities Task Force, support legislation aimed at achieving the Vision Zero goals of no roadway-related deaths or serious injuries by improving safety for all road users, including through continuing to support authorization of automated speed enforcement technology to enforce speed limits.</p> <p>Outcome: MTC/ABAG’s top transportation safety priority this legislative session is AB 645 (Friedman), a revised version of AB 2236 (Friedman, 2022) and AB 550 (Chiu, 2021), which MTC supported but which stalled in Assembly Appropriations. AB 645 would authorize speed safety camera pilot projects in several cities in the Bay Area and throughout the state and is aligned with Plan Bay Area 2050’s goal to advance a Regional Vision Zero policy. AB 645 is on the Governor’s desk.</p>

Transportation System Safety and Effectiveness Items	Goals and Outcomes
<p>A. Zero traffic fatalities goal (Vision Zero), cont.</p>	<p>MTC also supported AB 413 (Lee) which would require local governments to implement a street safety improvement known as “daylighting” at intersections. Daylighting is a practice of limiting obstacles (like parked cars) at curbs to open sight lines so drivers can more easily see people on foot or using bikes, wheelchairs, scooters or other modes of transportation. AB 413 awaits action by the Governor</p> <p>Notably, the Governor vetoed AB 316 (Aguiar-Curry), which would have effectively banned autonomous heavy-duty trucks in California by requiring a human safety operator be present any time a self-driving truck operated on public roads in the state. Proponents of the bill supported AB 316 as an extra safety precaution. Opponents challenged that it would hamper deployment of automated driving technology and its associated operational efficiencies by substantially increasing the cost of operations.</p>
<p>B. Toll Agency Operations and Customer Communication</p>	<p>Goal: Monitor legislation related to toll operations to protect the independence of toll agency operations. MTC shall develop and sponsor legislation (for introduction and enactment in 2024) that would expand the ability of toll agencies to communicate with their customers about mobility options in the corridor, including public transit (e.g., allow communication about Clipper START in FasTrak® communications as strategy to encourage mode shift to transit) and generally improve customer communications.</p> <p>Outcome: MTC has begun exploring potential changes to current law to expand the ability of toll agencies to communicate with customers, consistent with the goal above.</p>
<p>C. High-Occupancy Vehicle Lanes (HOV) and Express Lanes Performance</p>	<p>Goal: Oppose legislation that could impede the operation and/or performance of HOV or express lanes. Support legislation that could authorize the piloting of technology to enforce vehicle passenger occupancy requirements and other strategies to improve performance of the lanes.</p> <p>Outcome: There was no legislative activity on this item this year.</p>

7. **Climate, Resilience and Environment:** Support funding and policy strategies to help achieve and better coordinate state and regional climate goals, advance energy efficiency and improve the Bay Area’s resilience to natural hazards and the impacts of climate change, including earthquakes, sea level rise and fire. Support proposals for funding to improve the health of the San Francisco Estuary.

Climate, Resilience and Environment Items	Goals and Outcomes
<p>A. Climate Adaptation Planning and Implementation Funding</p>	<p>Goal: Pursue funding for regional and local climate adaptation funding in the FY 2023-24 state budget, including at least \$75 million for regional planning and implementation through the Integrated Climate Adaptation and Resiliency grant program, \$150 million for the State Coastal Conservancy (SCC) for protection and restoration, including for San Francisco Bay restoration and the SCC Climate Ready program, and another \$97 million for the Climate Ready program. These funding amounts are consistent with the FY 2023-24 funding specified in SB 155 (2021), the 2021 multi-year climate adaptation trailer bill, and AB 211 (2022), a component of the 2022 multi-year climate commitment. Additionally support ongoing investment in the new state and local Transportation Infrastructure Climate Adaptation Programs established in SB 198 (2022).</p> <p>Outcome: The FY 2023-24 budget did not fund climate adaptation and resilience programs anywhere close to the levels called for in the previous year's climate packages. Further, the final budget deal rescinded hundreds of millions of dollars in resilience funds appropriated in FY 2022-23, including \$125 million that had been allocated for the MTC/ABAG-supported Regional Resilience Adaptation Planning and Implementation program. Instead, the Legislature and Administration considered passing legislation to place a general obligation bond on the 2024 statewide ballot to cover some or all the climate commitments but as described in 1C, this effort was deferred to the 2024 legislative session.</p> <p>Regarding the new state and local Transportation Infrastructure Climate Adaptation Programs, the FY 2023-24 budget maintained committed funding, but shifted the fund source from the General Fund to the State Highway Account, as described in 1B.</p> <p>Additionally, the Legislature passed SB 272 (Laird), which awaits action by the Governor. SB 272 would require local governments located in the coastal zone or within the jurisdiction of the San Francisco Bay Conservation and Development Commission (BCDC) to develop a sea level rise plan</p>

Climate, Resilience and Environment Items	Goals and Outcomes
	consistent with state and regional adaptation guidelines. Projects consistent with approved plans would be prioritized for future state sea level rise resilience funding. The goal of the legislation is to help ensure local, regional and statewide sea level rise adaptation efforts are appropriately integrated.
B. Seismic Safety	<p>Goal: Support policies and funding to enhance seismic safety and earthquake preparedness in the Bay Area, including through advocating for \$250 million in the FY 2023-24 budget for soft story retrofits of multifamily homes, consistent with the 2022-23 budget agreement.</p> <p>Outcome: The FY 2023-24 budget appropriated \$235 million for soft story retrofit of multifamily buildings contingent on state revenues exceeding projections by January 2024.</p>

8. **Transportation Project Delivery Goal:** Monitor legislation related to transportation project delivery and support strategies to speed up the delivery of transportation projects and at a lower cost, including expanding flexibility in contracting and public private partnerships.

Outcome: MTC supported Governor Newsom's project streamlining package that was largely integrated into the FY 2023-24 budget deal. Specifically, as part of the budget deal the Legislature approved the following bills:

- SB 145 (Newman) to facilitate greater use of advance mitigation and enable concurrent wildlife crossing development in the I-15 transportation corridor where the Brightline High Speed Rail project is under design between Southern California and Nevada.
- SB 146 (Gonzalez) to authorize Caltrans and the Department of Water Resources to pilot "progressive design-build" project delivery for up to 16 projects (eight each). The bill also extends California's authority to assume the U.S. Department of Transportation's responsibilities under the National Environmental Policy Act through 2033 (existing authority expires in 2025). The bill would further clarify that the delegation authority applies to rail, public transportation and multimodal projects.
- SB 147 (Ashby) to make changes to the California Endangered Species Act (CESA), including temporarily authorizing the California Department of Fish and Wildlife to issue a permit authorizing a take of a fully protected species if specific criteria are met. For transportation projects, the project may not increase highway or street capacity for auto or truck travel. The authorization expires in 2033.
- SB 149 (Caballero) to allow CEQA administrative records to be developed more expediently, with fewer litigation delays, and expedite judicial review for certain infrastructure projects, including up to 20 transportation projects (10 state and 10 local). CalSTA (the Secretary) would pick the projects.

9. **Transportation Innovation and Shared Mobility Goal:** Engage in regulatory and legislative efforts to facilitate the deployment of new mobility technologies to accelerate their safety, accessibility, mobility, environmental, equity and economic benefits, including opportunities to increase access to transit and reduce the share of single-occupancy vehicle (SOV) trips.

Outcome: Automation was the main focus area in the "transportation innovation" space this legislative session. As noted in 6A, the Governor vetoed AB 316 (Aguiar-Curry), which would have effectively banned autonomous heavy-duty trucks in California by requiring a human safety operator to be present any time a self-driving truck operated on public roads in the state. Proponents of the bill supported AB 316 as both an extra safety precaution and a measure to help protect jobs for truck drivers. Opponents challenged that it would hamper deployment of automated driving technology, which has the potential to significantly reduce traffic fatalities, among other benefits.

AB 96 (Kalra) – which the Governor signed – is similarly aimed at issues related to automation and the transportation workforce, but this bill is focused on transit. AB 96 would require public transit agencies to provide notice before acquiring or deploying automated technologies and negotiate with employee representatives before deploying such technology.

10. **Brown Act Reform Goal:** Monitor and support legislation to provide long-term flexibility for regional and multijurisdictional agencies to conduct their business remotely outside of emergency conditions as a means of increasing board member, advisory council and public participation while also reducing the time and expenses associated with travel, vehicle miles traveled and the greenhouse gas and other tailpipe emissions from driving.

Outcome: MTC and ABAG supported AB 817 (Pacheco), which would expand remote meeting options for non-decision-making local legislative bodies – including advisory boards – that do not take final action on legislation, regulations, contracts, licenses, permits or other entitlements. Though the bill stalled in the Assembly Local Government Committee, the bill's author and sponsors - including the League of California Cities, the California State Association of Counties and the California Association of Recreation and Park Districts –are committed to working through remaining policy issues and pursuing the bill in the 2024 legislative session. The bill would apply to certain MTC and ABAG Committees that do not take final action but would maintain the status quo for the ABAG Executive Board and the Commission (and its affiliated agencies) as well as their committees that are authorized to make decisions not subject to further approval.

Federal Advocacy Objectives and Goals

1. **Transportation and Housing Funding:** Support robust federal investment in Bay Area transportation and housing infrastructure.

Transportation & Housing Funding Items	Goals and Outcomes
<p>A. MTC’s Bay Area Infrastructure Grants Strategy: Maximize Bay Area Funds from Bipartisan Infrastructure Law (BIL) Discretionary Transportation Grants</p>	<p>Goal: Consistent with MTC’s Bay Area Infrastructure Grant Strategy and the Major Project Advancement Policy, engage with the U.S. Department of Transportation (USDOT) and the Bay Area Congressional Delegation during Bipartisan Infrastructure Law (BIL) grant development to advocate for program policies and funding eligibilities that enhance Bay Area competitiveness. Coordinate with regional, state and federal partners to unify support for “regional target” grants behind regional BIL priority projects and advocate for grant awards for projects consistent with the regional grants strategy.</p> <p>Regarding Capital Investment Grants (CIG), continue to pursue sufficient annual appropriations to meet the funding needs of Bay Area projects with existing full funding grant agreements (FFGA) and to secure FFGAs for the Bay Area’s next generation of transit projects.</p> <p>Additionally, update the Bay Area Infrastructure Grants Strategy as needed, including to reflect the priorities outlined in the upcoming Bay Area Regional Zero Emission Bus Transition Strategy.</p> <p>Outcome: MTC continued to support implementation of the Bay Area Infrastructure Grants Strategy, including through advocating for regional priority projects. Notable successes included:</p> <ul style="list-style-type: none"> • Coordinating with Bay Area transit operators, the California Congressional Delegation and national transit partners, MTC helped secure a \$425 million augmentation of the Capital Investment Grant (CIG) program in the FY 2023 appropriations bill for projects with secured full funding grant agreements that are facing significant cost overruns. Bay Area BIL priority projects – BART Core • Capacity and Caltrain Electrification – received roughly \$75 million, or 18 percent of the CIG augmentation.

Transportation & Housing Funding Items	Goals and Outcomes
	<ul style="list-style-type: none"> • Securing \$110 million in Federal Transit Administration (FTA) grants to help transition to zero-emission transit fleets. With a coordinated grants strategy, the Bay Area secured 6.5 percent of the total federal bus programs. In previous cycles, Bay Area transit operators secured between zero and 1.5 percent of the federal programs. <p>Regarding FY 2024 appropriations, Congress has not yet approved transportation spending bills. MTC continues to advocate in Washington, D.C., for Congress to fully fund the IJJA/BIL, including robust appropriations for the CIG program.</p> <p>Lastly, MTC is preparing a Bay Area Infrastructure Grants Strategy Update this fall/winter.</p>
<p>B. Explore Federal Support for Transit Operations and Ridership Recovery</p>	<p>Goal: In coordination with transit leaders across the country, explore a federal transit recovery assistance program to complement the state transit assistance advocacy described in 1A. Recovery assistance funds should be distributed based on demonstrated need and with the expectation that they will be matched with commensurate new state or local revenues. Like the Bay Area, transit operators in big cities across the state are discussing new revenue streams with their state and local leaders, but given the projected financial challenges, a federal backstop may become necessary.</p> <p>Outcome: Given the dynamics in Congress, there was no real opening for another funding package to support transit operations. However, MTC partnered with transit leaders from across the country to submit a request, which helped demonstrate to our state leaders that no stone was left unturned. Additionally, the coalition helped secure support from the Biden Administration in the 2023 President's Budget Proposal for states to do more to support transit operations, including through considering flexing federal highway funding to transit. Lastly, MTC coordinated with national transit partners, labor unions and the National Campaign for Transit Justice to help shape a proposed federal transit operating assistance "marker bill" (a policy statement intended to be integrated into a larger legislative vehicle) and ensure the timing and content of such a bill would support (rather than undermine) near-term efforts to secure state resources. A bill may be introduced before the end of 2023 and will likely affect the debate on the next surface transportation authorization. (The current authorization extends through September 30, 2026.)</p>

Transportation & Housing Funding Items	Goals and Outcomes
<p>C. BATA and Build America Bonds</p>	<p>Goal: Advocate for Congress to maintain Build America Bonds (BABs) subsidy payments to BATA and other bond issuers, which are at risk of being eliminated. BABs – created in 2009 under the American Reinvestment and Recovery Act – are similar to other government issued municipal bonds, but instead of the interest being tax exempt, the bond issuer receives a credit payment from the U.S. Department of Treasury. BATA and thousands of state and local agencies around the country issued BABs and depend on the annual credit payment to balance budgets. However, mandatory spending cuts triggered by federal “pay as you go” rules could reduce BABs payments to zero, beginning in 2023. With partners around the country, support Congressional action to exempt from mandatory spending cuts BABs credit payments to issuers, including BATA.</p> <p>Outcome: MTC partnered with a national coalition leading the charge on this effort to support inclusion of a waiver in the omnibus appropriations bill that waives "pay as you go" rules for BABs subsidy payments through 2025. The waiver was included in the Consolidated Appropriations Act of 2023 (H.R. 2617), which was signed into law in December 2022.</p>
<p>D. Low Income Housing Tax Credits</p>	<p>Goal: Support efforts to modify and expand the federal Low Income Housing Tax Credit (LIHTC) Program, California’s largest source of federal funding for affordable housing construction and rehabilitation. Prioritize policy changes to increase California’s LIHTC financing capacity, including lowering the LIHTC bond financing threshold to 25 percent from 50 percent. Under current law, California’s LIHTC allocations are effectively capped by the federal rule requiring 50 percent of construction costs be funded from a state’s limited allocation of private activity bonds (PABs). Demand for PABs in California significantly exceeds supply. Lowering the required “state match” for bond-financed LIHTCs could unlock tens of thousands of new affordable units in California that are ready to go but awaiting federal tax credits.</p> <p>Outcome: MTC/ABAG educated Bay Area Congressional Delegation members on the importance of LIHTC reform to the region and urged them to co-sponsor the bipartisan Affordable Housing Credit Improvement Act of 2023 (S. 1557/ H.R. 3238). This “marker bill” would grow the federal LIHTC program and expand financing capacity in California by reducing the required state “match” (described above). Building co-sponsors is an important strategy to demonstrate support for a "marker bill" and increase the likelihood that provisions from the measure are integrated into a more comprehensive bill. Nine Bay Area members have already co-sponsored the bill and several more are in support and awaiting being added to the bill.</p>

Transportation & Housing Funding Items	Goals and Outcomes
E. Transportation Appropriations (FY 2023 and FY 2024)	<p>Goal: Partner with local, regional and statewide transportation agencies as well as national stakeholders to ensure that Congress funds highway and transit formula programs consistent with levels authorized by the surface transportation law. Support robust CIG funding, consistent with 1A, and prioritize BIL grant augmentations for programs that support Plan Bay Area 2050 implementation - including investments in transit, rail, complete streets, state of good repair and innovative mobility options.</p> <p>Outcome: Federal FY 2023 transportation spending was finalized in the Consolidated Appropriations Act of 2023. Encouragingly, the bill fully funded transportation formula programs at levels authorized by the IIJA/BIL and augmented funding for high-priority federal grant programs, including CIG and programs that support complete streets, state of good repair, and zero-emission transit transition. Additionally, as described in 1A and consistent with the Bay Area Infrastructure Grants Strategy, the bill included a one-time CIG augmentation to help close funding gaps for BART Core Capacity and Caltrain Electrification.</p> <p>Congress has not yet approved a FY 2024 appropriations bill, but MTC continues to advocate for transportation programs to be funded at IIJA/BIL-authorized levels.</p>

Transportation & Housing Funding Items	Goals and Outcomes
<p>F. Housing and Community Development Appropriations (FY 2023 and FY 2024)</p>	<p>Goal: Support regional, state and national partners in advocating for increased federal investment in affordable housing and homelessness programs, including Section 8 Housing Choice vouchers, HOME Investment Partnership Program (HOME), Community Development Block Grant Program (CDBG) and McKinney-Vento Homelessness Assistance programs. Pursue new policies and resources within the Department of Housing and Urban Development (HUD) that support regional approaches to housing, consistent with 1H.</p> <p>Outcome: The Consolidated Appropriations Act of 2023 also covered FY 2023 housing spending. It extends existing federal housing assistance and expands housing choice vouchers to nearly 12,000 low-income individuals and families experiencing or at risk of homelessness, including survivors of domestic violence and veterans. This expansion is on top of the 25,000 new vouchers provided in FY 2022. The bill also includes \$3.3 billion for the Community Development Block Grant program, \$1.5 billion for the HOME Investment Partnership Program, and – as described in 1H – \$85 million for a new “PRO Housing” grant program for which state, local and regional entities may compete.</p> <p>As noted in 1E, Congress has not yet approved a FY 2024 appropriations bill. Encouragingly, the Senate’s FY 2024 housing proposal includes another \$100 million for the new PRO Housing grant program.</p>
<p>G. Transit Transformation Action Plan Implementation</p>	<p>Goal: Seek opportunities to accelerate the Transit Transformation Action Plan early action items—namely transit fare integration, mapping and wayfinding, real time data and transit priority – by advocating that those activities are eligible for existing and new funding programs.</p> <p>Outcome: MTC successfully advocated for Transit Transformation Action Plan items such as fare integration and capital improvements like mapping and wayfinding to be eligible expenses under the new IRA-funded \$3 billion Neighborhood Access and Equity Grant program, which is being administered by USDOT.</p>

Transportation & Housing Funding Items	Goals and Outcomes
H. Bay Area Housing Finance Authority (BAHFA)	<p>Goal: Lead efforts to enable BAHFA to compete for HUD discretionary grant funding to expand resources available to BAHFA for affordable housing and/or homelessness prevention projects. Seek to include regional planning agencies as eligible recipients of new HUD discretionary grants proposed in the reconciliation bill and, in the case that the bill is enacted, work with HUD on grant development.</p> <p>Outcome: MTC/ABAG worked to secure \$85 million in the Consolidated Appropriations Act of 2023 for a new Department of Housing and Urban Development (HUD) PRO Housing Grant Program that supports removing barriers to affordable housing. MTC/ABAG ensured the grant program will support regional housing solutions and incorporated language that will allow the Bay Area Housing Finance Authority (BAHFA) to compete for funding. This success came out of MTC/ABAG’s 2022 Washington, D.C. advocacy trip and continued advocacy in the months following. The bill also includes report language directing HUD to actively seek funding opportunities for regional agencies (metropolitan planning organizations and councils of government) and to support regional collaboration. This report language creates an additional opportunity for MTC/ABAG to advocate for federal support for regional approaches to addressing the Bay Area’s severe housing challenges.</p>
I. PEPRRA: Preserve Bay Area Transit Operator Access to Federal Transit Grants	<p>Goal: Support efforts spearheaded by the California Transit Association to monitor ongoing issue that Bay Area federal transit grants may be withheld because of a 2021 U.S. Department of Labor interpretation that state pension law known as “PEPRRA” may impede federally guaranteed transit union collective bargaining rights. If necessary, seek a legislative solution.</p> <p>Outcome: No legislative action was necessary on this issue in 2023.</p>

2. **Surface Transportation Authorization Implementation Goal:** Continue to work with the U.S. Department of Transportation (USDOT) to ensure the new surface transportation law – enacted as part of the 2021 Infrastructure Investment and Jobs Act (IIJA) (also called the Bipartisan Infrastructure Law, or BIL) – is implemented consistent with our reauthorization and Plan Bay Area 2050 priorities.

Outcome: The Biden Administration’s implementation of IIJA/BIL to date has been aligned with Plan Bay Area 2050 goals and United States Department of Transportation (USDOT) officials have continued to integrate MTC’s feedback into policy decisions on various topics including ensuring MTC/ABAG’s Equity Priority Communities largely remain eligible for funding prioritization under the Biden Administration’s "Justice40" initiative.

3. **Climate, Resilience and Environment:** Advocate for a strong federal partner in the Bay Area’s efforts to improve air quality, reduce greenhouse gas (GHG) emissions, and make our communities and transportation networks resilient to a changing climate, especially in communities of concern that are most vulnerable to the impacts of climate change.

Climate, Resilience and Environment Items	Goals and Outcomes
A. Climate Change Mitigation	<p>Goal: Seek opportunities to support the federal government in taking bold action to reduce greenhouse gas emissions and limit the magnitude of the climate crisis. Consistent with 1B and 1C, support investments in transit, rail, complete streets, smart growth and other sustainable infrastructure investments in federal spending bills. Additionally, defend investments in the 2022 Inflation Reduction Act (IRA) and 2021 BIL that accelerate the deployment of zero-emission infrastructure and technologies.</p> <p>Outcomes: Federal action in the climate change mitigation arena was heavily focused on implementing the IRA and BIL, both of which included significant investments to support the transition to clean energy and transportation electrification. In addition to delivering on funding priorities via the appropriations process (see 1B and 1C), MTC coordinated with the American Public Transportation Association (APTA) to urge the federal government to implement IRA in a manner that supports zero-emission transit transition (in addition to other clean technologies), including through ensuring the IRA clean vehicle and infrastructure tax credits work for transit, not just passenger and commercial vehicles.</p>

Climate, Resilience and Environment Items	Goals and Outcomes, cont.
B. Disaster Mitigation and Resilience	<p>Goal: Seek opportunities to secure resources for the Bay Area to invest in disaster mitigation and resilience, including investing in strategically placed green and grey infrastructure to protect our communities and residents that are most vulnerable to the adverse effects of climate change. Support a strong regional role in disaster mitigation and resilience planning. Support policies to break down federal silos and encourage coordination of federal resources to support communities and regions in comprehensively addressing a climate threat.</p> <p>Outcome: Congress established a new \$575 million Regional Climate Resilience Challenge Grant in the 2022 Inflation Reduction Act (IRA), which opened for applications at the end of June. The grant funds planning and implementation of regional-scale resilience projects that demonstrate regional collaboration, advance equity and build enduring capacity for adaptation. The program is modeled on a proposal MTC/ABAG advocated for in 2021 and later refined in coordination with officials at the United States Department of Transportation (USDOT) during the Build Back Better/IRA discussions. Ultimately, it ended up being housed under the Department of Commerce’s National Oceanic and Atmospheric Administration (NOAA).</p>
C. San Francisco Estuary	<p>Goal: Monitor National Estuary Partnership program funding and defend investments in the 2021 IIJA/BIL that increase resources for the health and resilience of the San Francisco Estuary.</p> <p>Outcome: The Consolidated Appropriations Act of 2023 continued investments at levels committed in the IIJA/BIL, which has resulted in significant new funding to protect the San Francisco Estuary. In June 2023, the United States Environmental Protection Agency announced 24 projects receiving \$52 million in the Bay Area, including a \$4 million award for the San Francisco Estuary Partnership for a project to construct the first shoreline horizontal levee on the Bay and demonstrate the feasibility of multi-benefit nature-based solutions.</p>

4. **Transportation Innovation and Shared Mobility Goal:** Support policies that enable technological innovations to improve mobility, including connected and automated vehicle (CV/AV) deployment, shared mobility and mobility on demand, while protecting the public’s interest.

Outcome: There were no notable legislative initiatives related to this topic.