



STATE		
Issue	Goal	Outcome
1. Housing Crisis	A. Support bills to address the 3Ps	<p>This year, As of this writing, eight housing bills supported by both MTC and ABAG were signed into law are awaiting action by the Governor. These include AB 1482 (Chiu), the anti-rent gouging bill, and several production-related bills, including those aimed at increasing funding for affordable housing (AB 1487 (Chiu)), streamlining of production of accessory dwelling units (ADUs) and middle-income housing (AB 68 (Ting) and AB 1485 (Wicks)), and increasing availability of public land for affordable housing and awareness of land zoned for residential development (AB 1486 (Ting)).</p> <p>Also awaiting action by the Governor Newsom has also signed is SB 330 (Skinner), supported by MTC but not ABAG, which for five years provides greater certainty to developers with respect to project approval and fee requirements and prohibits downzoning in high-rent, low-vacancy areas unless there is “no net loss” in development capacity. SB 50 (Wiener), which originally resembled CASA Compact Element 5 focused on upzoning near public transit, was held in the Senate Appropriations Committee. It evolved significantly in the legislative process to incorporate lower development capacity standards for counties with fewer than 600,000 residents, include upzoning in job-rich areas, and authorize four-plexes statewide. Senator Wiener has indicated he intends to resume efforts to advance the bill in 2020 and is working on amendments this fall.</p>

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	B. Support complementary legislative efforts to increase funding for affordable housing and accelerate production	<p>The FY 2019-20 State Budget allocated \$2.4 billion to help support housing production and address homelessness throughout the state. In addition to directly funding affordable housing, housing-supportive infrastructure, and homelessness, the budget provides significant planning and housing-supportive infrastructure resources to local governments and councils of government (COGs). Staff worked to ensure that a portion of those planning funds will be available to support ABAG in fulfilling the near-term planning requirements, including development of a Regional Housing Needs Allocation (RHNA) education and outreach strategy. The primary trailer bill implementing these provisions, AB 101, was signed in August and a clean-up bill authorizing early access to the COG funding (SB 113) was signed in October awaits approval by the Governor. Related to RHNA, SB 13 (Wieckowski) authorizes a local agency to count accessory dwelling units (ADUs) for the purpose of identifying adequate sites for its housing element, among other ADU provisions and awaits action by the Governor.</p> <p>MTC and ABAG also supported SB 5 (Beall), awaiting action by the Governor, which enables local jurisdictions to use a portion of their own county's local property taxes (based on their county's Educational Revenue Augmentation Fund contribution) to invest in affordable housing, infrastructure and sea level rise mitigation. Unfortunately, the other significant ABAG and MTC-supported housing funding bills – AB 11 (Chiu), which would revive a reformed version of redevelopment, and ACA 1 (Aguiar-Curry), which would reduce to 55 percent the voter approval threshold for housing and transportation infrastructure measures – are on hold until January.</p>
2. Transportation Funding	A. Defend and expand state investment in transportation	<p>With SB 1 funds intact due to voter rejection of Proposition 6, staff focused our legislative efforts related to transportation funding on expanding the predictability of statewide resources for the Bay Area. SB 277 (Beall)—which MTC supported and awaits action by the Governor—revises the Local Partnership Program to expand the portion of funds that flow via formula, increasing Bay Area formula funding by approximately \$19 million/year (80 percent). Importantly, we also succeeded at maintaining the existing transportation and housing programs funded by Cap and Trade and securing additional discretionary funding for low carbon transportation incentives, including zero-emission bus incentives.</p>
	B. Transportation Development Act (TDA) Performance Standards Review	<p>Staff participated in a subcommittee convened by the California Transit Association to evaluate the appropriateness of California's current TDA (Transportation Development Act) fare-box requirements in an era of disruptive on-demand transportation options that are contributing to declining transit ridership nationwide. The subcommittee is continuing to refine a TDA reform recommendation for consideration in the 2020 legislative session.</p>

Issue	Goal	Outcome
Transportation Funding, cont.	C. Active Transportation Program Reform	MTC-sponsored legislation (SB 152 (Beall, 2019)) to streamline the administration of the Active Transportation Program (ATP) and suballocate a larger share of the funds to regional transportation planning agencies did not advance this year. Although a number of Bay Area organizations endorsed the bill, including the Napa County Bicycle Coalition, the City of Oakland, the City-County Association of Governments of San Mateo County, the Napa Valley Transportation Authority, Solano Transportation Authority as well as Southern California partners, the bill encountered strong opposition by staff and members of the California Transportation Commission and a number of advocacy organizations opposed to reducing the state's authority over the program. It was ultimately held in the Senate Appropriations Committee.
	D. Capturing Sales Tax from Internet Sales	AB 147 (Burke)—supported by MTC and ABAG—was enacted early in the 2019 legislative session. The bill conformed state sales and use tax law to the 2018 Supreme Court <i>South Dakota v. Wayfair</i> ruling that certain internet retailers can be required to collect sales taxes, even in states where they have no physical presence. Expanding the state sales tax base holds promise to increase transportation funding from local-option sales taxes and TDA funding across the region, as well as local county and city resources.
	E. Transportation Options Seniors/Persons with Disabilities	The Legislature approved AB 970 (Salas), which awaits action by the Governor, and authorizes a new Transportation for Medical Services grant program for nonemergency medical transportation (NEMT) for seniors and persons with disabilities with the goal of reducing greenhouse gas emissions. Notably, funding for the program is subject to inclusion in a future budget. MTC identified this bill as an opportunity to directly support implementation of MTC's 2018 Coordinated Public Transit Human Services Transportation Plan. Though our amendment requests were not ultimately incorporated into the bill, the final version does reflect our recommendation to avoid creating an entirely new grant program within the California Department of Aging—an agency with no experience administering statewide transportation programs. Instead, the program would be run as a new element of the existing Clean Mobility Options program administered by the California Air Resources Board.
	F. Disadvantaged Communities	Staff engaged in a number of efforts this year related to our ongoing concern that the state's narrow definition of disadvantaged communities (DACs) unduly limits the Bay Area's eligibility to compete for Cap and Trade funds and other funding programs. Unfortunately, AB 352 (Garcia, E.), which would have significantly expanded the number of communities in the Bay Area and throughout the state that could compete for Transformative Climate Communities grants, did not advance through the legislative process. We were pleased that AB 970, described above, provides for both state-defined disadvantaged communities <i>and</i> low-income communities in the authorized grant program.

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3. Project Delivery	Speed up the design and construction of transportation projects	MTC and ABAG this year supported a number of bills to expedite transportation project delivery, including AB 252 (Daly), which indefinitely extends the ability for California to assume responsibility for federal environmental review under the National Environmental Policy Act and was enacted in July. In addition, SB 137 (Dodd), awaiting action by the Governor , will help Bay Area transportation agencies deliver certain local bridge or safety projects faster by newly allowing local agencies in metropolitan areas to swap federal funds for state funds, subject to Caltrans' approval, on projects that are not otherwise subject to the more cumbersome and time-consuming federal requirements.
4. Climate Change & Resilience	A. Accelerate the transition to a low carbon future	See the Cap and Trade funding update in item 2A above. Additionally, AB 784 (Mullin)—which MTC supported and awaits action by the Governor —provides additional funding via a zero-emission bus (ZEB) state sales tax exemption to help transit operators meet the state's ambitious ZEB target. We estimate the bill will save transit operators between \$30,000 to \$50,000 per ZEB bus purchase.
	B. Improve the Bay Area's resilience to various hazards	ABAG supported three bills this year aimed at improving the resiliency of vulnerable buildings in preparation for a major seismic event. AB 252 (Hertzberg) would have provided approximately \$70-\$100 million per year in annual funding for the state's Brace and Bolt residential seismic retrofit program but was held in the Senate Appropriations Committee as a two-year bill. AB 393 (Nazarian) and AB 429 (Nazarian) were more modest earthquake safety bills aimed at strengthening building code standards and developing an inventory of seismically-vulnerable buildings. Unfortunately, neither of these bills made it to the Governor's desk. Another bill aimed at wildfire hazard planning, SB 182 (Jackson), also ultimately failed to make it through the legislative process. On a positive note, the 2019-20 State Budget invests nearly \$1 billion to build resiliency against wildfires, improve emergency preparedness and response and tackle recovery.
	C. SB 375 Update	No legislative activity occurred this year related to amending SB 375 (Steinberg, 2008). However, staff anticipates stakeholder interest in exploring an SB 375 update in the 2020 legislative session, in light of the aggressive new regional greenhouse gas emissions reduction targets set by the California Air Resources Board (CARB) and the recent CARB <i>2018 Progress Report</i> on the bill, which identified state level challenges contributing to the report's conclusion that implementation of the legislation is falling short of expectations with respect to reducing greenhouse gas reductions from changes in land use and travel behavior.

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5. Toll Collection & Enforcement	Technical clean-up to toll statutes related to enforcement and interoperability	Legislation to address this issue made progress this year, but did not reach the Governor’s desk. Specifically, SB 664 (Allen) would clarify current law with respect to handling of personally identifiable information by toll agencies and their subcontractors and more clearly define toll agencies obligations with respect to delivery of toll violation notices. Not surprisingly, given about six class action lawsuits pending statewide, the bill attracted opposition from the Consumer Attorneys of California, whose members include one of the law firms involved in a case against BATA and other toll agencies. Other organizations that opposed the bill include the Western Center on Law & Poverty and the American Civil Liberties Union due to general concerns about toll agency penalties and privacy protections, respectively. Over the fall, staff plans to engage the Bay Area delegation and staff on the importance of tolls to our current and future transportation system and ensure that they are well informed about how we administer toll violations and disputes, as well as our privacy policies with respect to protecting personally identifiable information. We will also resume conversations with Assembly and Senate leadership, committee staff, and members of the relevant committees to help lay the foundation for the bill to reach the finish line next year.
6. HOV Lanes	Improve HOV and Express Lane performance	There were no bills introduced specifically related to this topic in 2019. Staff sought to include provisions expanding the type of technology that could be used for enforcement of occupancy requirements on toll facilities to SB 664 (Allen), referenced above, but encountered opposition to including those changes in that bill since it was focused on clarifying current law.
7. Bus Service	Authorize “bus-on-shoulder”	“Bus-on-shoulder” is a policy that allows buses to use the shoulder of roadways during periods of heavy traffic in order to provide bus riders with a more reliable travel time. No legislation was pursued on this in 2019 and Caltrans has been authorizing bus-on-shoulder projects to proceed on a pilot basis. The California Transit Association may still pursue broad authority for “bus on shoulder” in 2020.
8. Active Transportation	Improve roadway safety for all users	The Legislature approved SB 127 (Wiener), currently awaiting action by the Governor, which requires the State Department of Transportation (Caltrans) to ensure access improvements for bicycles, pedestrians and transit users are considered as part of any State Highway Operation and Protection Program (SHOPP) project on state highways that act as local streets and roads. It also requires that after operation, maintenance and rehabilitation of the state highway system, Caltrans prioritize safety projects that reduce fatalities and injuries on the state highway system, specifically including fatalities and severe injuries of bicyclists, pedestrians and transit users on the state highway system.

9. Shared Mobility	Support policies that enable technological innovations to improve mobility, while protecting the public's interest	The most high-profile shared mobility bill this year—AB 1112 (Friedman), which would have created new rules related to deployment of shared bicycles and scooters—is on hold until next January. AB 1142 (Friedman), which MTC supported, would have required transportation network companies (TNCs) to share anonymized data with regional transportation planning agencies so that we can effectively plan for the impacts on TNCs on our transportation networks. Though AB 1142 did not reach the Governor's desk, staff has pursued regulatory opportunities to engage on the topic, including by becoming a formal party to the California Public Utilities Commission's (CPUC) ongoing TNC regulatory proceedings related to data sharing. MTC also engaged on a related ongoing proceeding aimed at improving TNC accessibility for riders who require wheelchairs.
10. Connected and Autonomous Vehicles	Monitor and engage in legislation and regulations to facilitate deployment of connected vehicles and autonomous vehicles	SB 336 (Dodd), the most significant bill on this topic, is on hold until next January, having been designated a "two-year bill." SB 336 would require, until January 1, 2025, that transit operators ensure that fully automated transit vehicles be staffed by at least one employee while the vehicle is in service. Numerous stakeholders, including the California Transit Administration, raised concerns that the bill could unduly inhibit innovation in an inherently risk-averse industry by predetermining staffing and training requirements. Likewise, TNC's were concerned that the bill would limit their automation efforts. Of note, the California Department of Motor Vehicles has yet to open a proceeding to specifically allow the testing or use of autonomous <i>transit vehicles</i> , including buses and paratransit vehicles, on public streets.

FEDERAL		
Issue	Goal	Outcome
1. FAST Act Reauthorization	Engage in national deliberations prioritizing the funding and policy framework for the next surface transportation act	<p>MTC this year worked directly with Congressional committees, our Bay Area delegation and with our local, state and national partners to advocate for a long-term transportation authorization framework that builds on the progress made in the Fixing America's Surface Transportation (FAST) Act as follows:</p> <ol style="list-style-type: none"> 1) Raise new revenues and sustainably grow existing surface transportation programs; 2) Within the FAST Act framework, grow federal support for transit and regional mobility solutions, update transit programs to reward Bay Area best practices, and expedite project delivery without harming the environment; and 3) Establish the federal government as a strong partner in state and regional efforts to make transportation networks responsive to transformative technologies and the changing climate. <p>We are pleased that the Senate's highway reauthorization proposal—America's Transportation Infrastructure Act of 2019 (ATIA)—which was released this summer as the first step in the FAST Act reauthorization, includes many of the recommendations described above. Importantly, the proposal grows the existing FAST Act programs and, as advocated by MTC, includes a new focus on climate change, explicitly making resiliency activities eligible within core highway programs and creating new programs for improving resiliency and reducing carbon emissions in major metropolitan areas.</p> <p>Despite this initial step, there is still <i>much more</i> work to be done on the FAST Act reauthorization. We anticipate that this item will be front and center in our 2020 federal advocacy program.</p>
2. Infrastructure Initiative	Increase federal transportation and housing investment in metropolitan regions under any new infrastructure funding initiative	Congress did not take up an infrastructure initiative in 2019. As described in the item above, the focus has shifted to the FAST Act reauthorization.

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3. Transportation and Housing Appropriations	A. Defend fiscal year (FY) 2019 and FY 2020 transportation appropriations	In spite of the month-long 2018-2019 government shutdown, Congress ultimately delivered on its promise of providing FY 2019 funding increases to federal highway and transit programs, some of which were funded <i>above</i> FAST Act-authorized levels. Staff worked with our Congressional delegation to maximize Bay Area funding and flexibility in these appropriations. As of the writing of this memo, Congress has not yet approved a FY 2020 transportation funding bill, though both the House and Senate funding proposals would again augment highway and transit programs in a way that would benefit the Bay Area. Staff is continuing to coordinate with our Congressional delegation on this issue.
	B. Advocate for Capital Investment Grant funding for Resolution 3434/ <i>Plan Bay Area 2040</i> Projects	Caltrain in FY 2019 received \$100 million in federal appropriations, consistent with the full funding grant agreements (FFGAs) approved for the Peninsula Corridor Electrification project, as advocated for by MTC. Both House and Senate FY 2020 funding proposals would fully fund the project. Additionally, BART to Silicon Valley: Phase 2 and the Transbay Corridor Core Capacity project—both priorities for the Bay Area’s next generation of transit expansion projects—received funding commitments from the Federal Transit Administration, though both are still awaiting a signed FFGA.
	C. Support robust FY 2019 and FY 2020 housing appropriations	Congress in FY 2019 rejected the President’s proposal to significantly reduce federal support for affordable housing funds and programs, including Section 8 housing vouchers, the HOME Investment Partnership Program and the Community Development Block Grant Program. Both the House and Senate proposals for FY 2020 housing appropriations maintain support for these programs.
4. Connected Vehicles and Autonomous Vehicles (CV/AV)	Monitor and engage in legislation and regulations to facilitate CV/AV deployment	No major legislative or regulatory action occurred in 2019 on this issue. The Administration remained in “information-gathering” mode while Congress focused on drafting legislation related to CV/AV deployment. In partnership with Bay Area, state, and national partners, staff continued to advocate for strong federal vehicle safety standards while also preserving the ability of state and local agencies to maintain authority over the <i>operation</i> of vehicles on highways and local roads, regardless of whether they are driven autonomously or manually.
5. Climate Change and Resiliency	Strengthen federal partnership to support resiliency and climate change preparedness	See Issue 1 (FAST Act Reauthorization) for an update.

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LEGISLATIVE HISTORY
Status of ABAG and MTC Priority Bills
10/10/2019



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
AB 11 Chiu	Amended 4/11/2019	Assembly 2 year	Community Redevelopment Law of 2019. Current law dissolved redevelopment agencies as of February 1, 2012, and designates successor agencies to act as successor entities to the dissolved redevelopment agencies. This bill, the Community Redevelopment Law of 2019, would authorize a city or county, or two or more cities acting jointly, to propose the formation of an affordable housing and infrastructure agency by adoption of a resolution of intention that meets specified requirements, including that the resolution of intention include a passthrough provision and an override passthrough provision, as defined.	Support and Seek Amendments	Support and Seek Amendments
AB 68 Ting	Chaptered 10/9/2019	Assembly Chaptered	Land use: accessory dwelling units. 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 such an ordinance to impose standards on accessory dwelling units, including, among others, lot coverage. Current law also requires such an ordinance to require that the accessory dwelling units to be either attached to, or located within, the living area of the proposed or existing primary dwelling, or detached from the proposed or existing primary dwelling and located on the same lot as the proposed or existing primary dwelling. This bill would delete the provision authorizing the imposition of standards on lot coverage and would prohibit an ordinance from imposing requirements on minimum lot size.	Support	Support
AB 69 Ting	Amended 6/20/2019	Senate 2 year	Land use: accessory dwelling units. Current law requires the Department of Housing and Community Development to propose building standards to the California Building Standards Commission, and to adopt, amend, or repeal rules and regulations governing, among other things, apartment houses and dwellings, as specified. This bill would require the department to propose small home building standards governing accessory dwelling units smaller than 800 square feet, junior accessory dwelling units, and detached dwelling units smaller than 800 square feet, as specified, and to submit the small home building standards to the California Building Standards Commission for adoption on or before January 1, 2021.	Support	Support

AB 147 Burke	Chaptered 4/25/2019	Assembly Chaptered	Use taxes: collection: retailer engaged in business in this state: marketplace facilitators. Would specify that, on and after April 1, 2019, a retailer engaged in business in this state includes any retailer that, in the preceding calendar year or the current calendar year, has total combined sales of tangible personal property for delivery in this state by the retailer and all persons related to the retailer that exceed \$500,000. The bill would allow the California Department of Tax and Fee Administration to grant relief to certain retailers engaged in business in this state for specified interest or penalties imposed on use tax liabilities due and payable for tax reporting periods beginning April 1, 2019 and ending December 31, 2022.	Support	Support
AB 252 Daly	Chaptered 7/31/2019	Assembly Chaptered	Department of Transportation: environmental review process: federal program. Current federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery program, under which the participating states may assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Current law, until January 1, 2020, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the program. This bill would extend the operation of these provisions indefinitely.	Support	Support
AB 393 Nazarian	Amended 5/29/2019	Senate 2 year	Building codes: earthquake safety: functional recovery standard. Would require the California Building Standards Commission, by June 30, 2020, to assemble a functional recovery working group comprised of certain state entities and members of the construction and insurance industries, as specified. The bill would require the working group, by June 30, 2021, to consider whether a "functional recovery" standard is warranted for all or some building occupancy classifications, using specified criteria, and to investigate the practical means of implementing that standard, as specified. The bill would require the working group to advise the appropriate state agencies to propose the building standards, as specified.		Support

AB 429 Nazarian	Amended 8/30/2019	Senate 2 year	Seismically vulnerable buildings: inventory. Current law establishes a program within all cities and all counties and portions thereof located within seismic zone 4, as defined, to identify all potentially hazardous buildings and to establish a mitigation program for these buildings. The mitigation program may include, among other things, the adoption by ordinance of a hazardous buildings program, measures to strengthen buildings, and the application of structural standards necessary to provide for life safety above current code requirements. Current law requires the Alfred E. Alquist Seismic Safety Commission to report annually to the Legislature on the filing of mitigation programs relating to building construction standards from local jurisdictions. This bill would require the commission, by specified deadlines, to identify funding and develop a bidding process for hiring a third-party contractor to create an inventory of potentially vulnerable buildings, as defined.		Support
AB 784 Mullin	Chaptered 10/9/2019	Assembly Chaptered	Sales and use taxes: exemption: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses. Current 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 would, until January 1, 2024, 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, specified zero-emission technology transit buses sold to specified public agencies. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund.	Support	
AB 970 Salas	Enrollment 9/11/2019	Assembly Enrolled	California Department of Aging: grants: transportation. Current law establishes certain wellness, injury prevention, and other programs within the California Department Of Aging to serve both older individuals and persons with a disability, as defined. This bill would make grant awards available under the State Air Resources Board's Clean Mobility Options program for disadvantaged communities and low-income communities to eligible applicants, including, but not limited to, area agencies on aging and public transit operators. The grant awards would be used to fund transportation to and from nonemergency medical services for older individuals and persons with a disabilities, for the purpose of reducing greenhouse gas emissions.	Support if Amended	

AB 1142 Friedman	Amended 8/12/2019	Senate 2 year	Regional transportation plans: transportation network companies. Current law requires a regional transportation plan to include a policy element, an action element, a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Under current law, the policy element describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, as well as pragmatic objective and policy statements. Current law authorizes the policy element of transportation planning agencies with populations that exceed 200,000 persons to quantify a set of specified indicators. This bill would authorize the inclusion of an additional indicator regarding measures of policies to increase use of existing transit.	Support	
AB 1481 Grayson	Amended 5/20/2019	Assembly 2 year	Tenancy termination: just cause. Would, with certain exceptions, prohibit a lessor of residential property from terminating the lease without just cause, as defined, stated in the written notice to terminate.	Support	Support
AB 1482 Chiu	Chaptered 10/8/2019	Assembly Chaptered	Tenant Protection Act of 2019: tenancy: rent caps. Would, with certain exceptions, prohibit an owner, as defined, of residential real property from terminating a tenancy without just cause, as defined, which the bill would require to be stated in the written notice to terminate tenancy when the tenant has continuously and lawfully occupied the residential real property for 12 months, except as provided. The bill would require, for certain just cause terminations that are curable, that the owner give a notice of violation and an opportunity to cure the violation prior to issuing the notice of termination. The bill, if the violation is not cured within the time period set forth in the notice, would authorize a 3-day notice to quit without an opportunity to cure to be served to terminate the tenancy. The bill would require, for no-fault just cause terminations, as specified, that the owner, at the owner's option, either assist certain tenants to relocate, regardless of the tenant's income, by providing a direct payment of one month's rent to the tenant, as specified, or waive in writing the payment of rent for the final month of the tenancy, prior to the rent becoming due.	Support	Support

AB 1483 Grayson	Chaptered 10/9/2019	Assembly Chaptered	Housing data: collection and reporting. Would require a city, county, or special district to maintain on its internet website, as applicable, a current schedule of fees, exactions, and affordability requirements imposed by the city, county, or special district, including any dependent special district, applicable to a proposed housing development project, all zoning ordinances and development standards, and annual fee reports or annual financial reports, as specified. The bill would require a city, county, or special district to provide on its internet website an archive of impact fee nexus studies, cost of service studies, or equivalent, as specified. By requiring a city or county to include this information on its internet website, the bill would impose a state-mandated local program.	Support and Seek Amendments	Support and Seek Amendments
AB 1485 Wicks	Chaptered 10/9/2019	Assembly Chaptered	Housing development: streamlining. The Planning and Zoning Law requires that a development be subject to a requirement mandating a minimum percentage of below market rate housing based on one of 3 specified conditions. This bill would modify that condition to authorize a development that is located within the San Francisco Bay area, as defined, to instead dedicate 20% of the total number of units to housing affordable to households making at or below 120% of the area median income with the average income of the units at or below 100% of the area median income, except as provided.	Support	Support
AB 1486 Ting	Chaptered 10/9/2019	Assembly Chaptered	Surplus land. Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines "local agency" for these purposes as every city, county, city and county, and district, including school districts of any kind or class, empowered to acquire and hold real property. This bill would expand the definition of "local agency" to include sewer, water, utility, and local and regional park districts, joint powers authorities, successor agencies to former redevelopment agencies, housing authorities, and other political subdivisions of this state and any instrumentality thereof that is empowered to acquire and hold real property, thereby requiring these entities to comply with these requirements for the disposal of surplus land. The bill would specify that the term "district" includes all districts within the state, and that this change is declaratory of existing law.	Support	Support

<u>AB 1487</u> <u>Chiu</u>	Chaptered 10/8/2019	Assembly Chaptered	San Francisco Bay area: housing development: financing. Current law provides for the establishment of various special districts that may support and finance housing development, including affordable housing special beneficiary districts that are authorized to promote affordable housing development with certain property tax revenues that a city or county would otherwise be entitled to receive. This bill, the San Francisco Bay Area Regional Housing Finance Act, would establish the Bay Area Housing Finance Authority (hereafter the authority) and would state that the authority's purpose is to raise, administer, and allocate funding for affordable housing in the San Francisco Bay area, as defined, and provide technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production. The bill would provide that the governing board of the Metropolitan Transportation Commission serve as the governing board of the authority.	Support	Support
<u>ACA 1</u> <u>Aguiar-Curry</u>	Amended 3/18/2019	Assembly Third Reading	Local government financing: affordable housing and public infrastructure: voter approval. The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.	Support	Support
<u>SB 5</u> <u>Beall</u>	Enrollment 9/18/2019	Senate Enrolled	Affordable Housing and Community Development Investment Program. Would establish in state government the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district, or a combination of those entities, to apply to the Affordable Housing and Community Development Investment Committee to participate in the program and would authorize the committee to approve or deny plans for projects meeting specific criteria. The bill would also authorize certain local agencies to establish an affordable housing and community development investment agency and authorize an agency to apply for funding under the program and issue bonds, as provided, to carry out a project under the program.	Support	Support

SB 6 Beall	Chaptered 10/9/2019	Senate Chaptered	Residential development: available land. Would require the Department of Housing and Community Development to furnish the Department of General Services with a list of local lands suitable and available for residential development as identified by a local government as part of the housing element of its general plan. The bill would require the Department of General Services to create a database of that information and information regarding state lands determined or declared excess and to make this database available and searchable by the public by means of a link on its internet website.	Support	Support
SB 13 Wieckowski	Chaptered 10/9/2019	Senate Chaptered	Accessory dwelling units. Would authorize the creation of accessory dwelling units in areas zoned to allow single-family or multifamily dwelling residential use. The bill would also revise the requirements for an accessory dwelling unit by providing that the accessory dwelling unit may be attached to, or located within, an attached garage, storage area, or other structure, and that it does not exceed a specified amount of total floor area. This bill contains other related provisions and other existing laws.	Support if Amended	Support if Amended
SB 137 Dodd	Chaptered 10/8/2019	Senate Chaptered	Federal transportation funds: state exchange programs. Current law requires that all moneys in the State Highway Account in the State Transportation Fund derived from federal sources or from appropriations to other state agencies, or deposited in the account by local agencies or by others, to be continuously appropriated to, and available for expenditure by, the Department of Transportation for the purposes for which the money was made available, including, among other purposes, transportation improvements. This bill would authorize the Department of Transportation to allow the above-described federal transportation funds that are allocated as local assistance to be exchanged for nonfederal State Highway Account funds appropriated to the department on a dollar-for-dollar basis for federal local assistance funds received by a city, county, or city and county, as specified. The bill would require, among other things, the total amount of federal funds exchanged to not exceed \$100,000,000 during each federal fiscal year.	Support	Support

SB 152 Beall	Amended 4/25/2019	Senate 2 year	Active Transportation Program. Current law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires specified funds for the program to be appropriated to the department in the annual Budget Act and allocated to eligible projects by the California Transportation Commission. This bill would require that 60% of available funds be awarded to projects selected by metropolitan planning organizations (MPO) in urban areas with populations greater than 200,000, with the available funds distributed to each MPO based on its relative share of the population, 15% to fund projects in small urban and rural regions, and 25% to projects competitively awarded by the commission on a statewide basis.	Support (Sponsor)	Support
SB 254 Hertzberg	Amended 4/1/2019	Senate Appropriations Suspense File	California Earthquake Authority. Current law authorizes the California Earthquake Authority, with the Treasurer as its agent, to issue and sell investment grade revenue bonds or issue or secure other debt financing, or both, in amounts up to \$1,000,000,000 plus specified costs, if claims and claim expenses paid following an earthquake event exhaust 4 specified sources of capital, including the CEA's available capital and all insurer capital contributions and assessments. This bill would, instead, limit the amount of the investment grade revenue bonds or other debt financing to an amount up to \$1,000,000,000 outstanding at any time, excluding those specified costs.		Support and Seek Amendments
SB 277 Beall	Enrollment 9/18/2019	Senate Enrolled	Road Maintenance and Rehabilitation Program: Local Partnership Program. Current law continuously appropriates \$200,000,000 annually from the Road Maintenance and Rehabilitation Account for allocation by the commission for a program commonly known as the Local Partnership Program to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed certain fees, which taxes or fees are dedicated solely for road maintenance and rehabilitation and other transportation improvement projects. Current law requires the commission, in cooperation with the Department of Transportation, transportation planning agencies, county transportation commissions, and other local agencies, to develop guidelines for the allocation of those moneys. This bill would require the commission to annually deposit 85% of these funds into the Local Partnership Formula Subaccount, which the bill would create, and 15% of these funds into the Small Counties and Uniform Developer Fees Competitive Subaccount, which the bill would create.	Support	

<p>SB 330 Skinner</p>	<p>Chaptered 10/9/2019</p>	<p>Senate Chaptered</p>	<p>Housing Crisis Act of 2019. The The Housing Accountability Act requires a local agency that proposes to disapprove a housing development project that complies with applicable, objective general plan and zoning standards and criteria that were in effect at the time the application was deemed to be complete, or to approve it on the condition that it be developed at a lower density, to base its decision upon written findings supported by substantial evidence on the record that specified conditions exist, and places the burden of proof on the local agency to that effect. The act requires a court to impose a fine on a local agency under certain circumstances and requires that the fine be at least \$10,000 per housing unit in the housing development project on the date the application was deemed complete. This bill would, until January 1, 2025, specify that an application is deemed complete for these purposes if a preliminary application was submitted, as specified.</p>	<p>Support</p>	
<p>SB 664 Allen</p>	<p>Amended 9/10/2019</p>	<p>Assembly 2 year</p>	<p>Electronic toll and transit fare collection systems. Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, in compliance with specified objectives, including that a vehicle owner shall not be required to purchase or install more than one device to use on all toll facilities, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would expand the above-described objective so that a user of a toll facility shall also not be required to purchase or install more than one device to use on all toll facilities.</p>	<p>Support</p>	