

**Metropolitan Transportation Commission
Policy Advisory Council**

November 13, 2019

Agenda Item 8

Staff Liaison Report – November 2019

Subject: Relevant MTC policy decisions and other activities.

Recommendation: Information

Attachments: Attachment A: Staff Liaison Report – November 2019



METROPOLITAN
TRANSPORTATION
COMMISSION

**Agenda Item 8
Attachment A**
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Memorandum

TO: Policy Advisory Council
DATE: November 13, 2019
FR: Marti Paschal, Staff Liaison
W.I. 1114
RE: Staff Liaison Report – November 2019

CA Legislative Cycle Wrapped Up as Governor Signed MTC-Supported Housing Bills

The 2019 California legislative cycle wrapped up last month as Governor Newsom signed and vetoed dozens of bills to meet the October 13 deadline. [MTC took positions on a number of housing bills](#) that emphasized protection of tenants, production of more housing, and preservation of existing affordable housing throughout the region. MTC ultimately supported the following eight bills, all of which have now been signed into law:

Protection Bills

- AB 1482 (Chiu), which enacts a 10-year statewide cap of 5 percent on annual rent increases (plus a cost-of-living adjustment based on the regional Consumer Price Index that would allow rents to rise by up to 10 percent in a single year), to protect tenants from extreme rent increases. The bill also establishes a “just cause” eviction policy for 10 years, prohibiting landlords from evicting tenants without “just cause” to do so, requiring that the cause be stated in writing, and requiring relocation assistance in “no-fault” cases.

Production Bills

- AB 68 (Ting), which makes it easier for homeowners to create Accessory Dwelling Units (ADUs), also known as “casitas” or “granny units,” by easing restrictions and speeding up the permitting process. A related bill, SB 13 (Wieckowski), on which MTC took a “seek amendments” position, also was signed into law, prohibiting local agencies from requiring replacement off-street parking or from imposing an owner-occupancy requirement for an ADU permit. SB 13 also prohibits impact fees for an ADU less than 750 square feet and caps fees at 25 percent for an ADU of 750 square feet or larger.
- AB 1483 (Grayson), which requires cities, counties and special districts to post on their websites a current schedule of fees and affordability requirements applicable to housing projects, as well as an archive of nexus studies conducted since January 1, 2018. The bill also requires the Department of Housing and Community Development (HCD), in its next and every subsequent update of the California Statewide Housing Plan, to include a 10-year housing data strategy that identifies data useful to enforce housing laws and inform policymaking, and to establish a workgroup, inclusive of local governments and metropolitan planning organizations, to inform that effort.
- AB 1485 (Wicks), which expands streamlining opportunities for affordable housing projects in the San Francisco Bay Area that dedicate at least 20 percent of the total units to moderate-income households with incomes below 120 percent of the area median.
- AB 1486 (Ting), which revises ambiguities in the Surplus Land Act in order to provide affordable housing developers a clear “right of first refusal” opportunity when public agencies are disposing of surplus land.

- SB 6 (Beall), which provides more transparency about the land available for housing development by requiring HCD to create a database of land suitable for residential development as provided by local agencies in their housing elements and of “excess” state land.
- SB 330 (Skinner), which aims to accelerate housing development by providing developers with greater certainty about requirements and speeding up the overall project review process for five years.

Preservation and Funding Bills

- AB 1487 (Chiu), which authorizes ABAG and MTC (acting as a newly authorized “Bay Area Housing Finance Authority”) to place various measures on the ballot within the nine-county Bay Area to fund affordable housing production, preservation of existing affordable housing, and tenant protection. Measures which voters may consider may include a general obligation bond, an employee “head tax,” a parcel tax and a gross receipts tax.

***Vital Signs* Update Highlights Record High Home Prices and Rent Payments**

MTC and ABAG recently concluded a series of updates to the Economy indicators on *Vital Signs*, MTC/ABAG’s regional performance monitoring initiative. The latest data on median rent payments and home prices across the region are now available on [Vital Signs](#), alongside recently updated data for other Economy indicators, ranging from unemployment to economic output. To check out the Vital Signs website, click [here](#).

Barrier Installation Begun for New Richmond-San Rafael Bridge Bicycle/Pedestrian Path

Crews began work in October to install the moveable concrete barrier that will separate the two westbound traffic lanes on the upper deck of the Richmond-San Rafael Bridge from a new bicycle/pedestrian path expected to open later this fall. Installation work is scheduled for the overnight hours of 9 p.m. to 5 a.m., restricting westbound traffic across the bridge to the far left lane each weeknight. The four-mile-long bridge path will connect to another new bicycle/pedestrian path that runs along the north side of Interstate 580 in Richmond and is protected from freeway traffic by a permanent concrete barrier. Together, these bi-directional paths stretch for almost six miles from Castro Street in Richmond to East Francisco Boulevard in San Rafael, providing the first-ever route for bicyclists and pedestrians traveling between Marin County and the East Bay. These new paths are a key link in the planned 500-mile Bay Trail network.

Both the Richmond-San Rafael Bridge barrier and a barrier-transfer machine (also known as a “zipper truck”) were manufactured by, and will be installed by, Lindsay Transportation Solutions of Rio Vista, which also built and installed the roughly 2.5-mile-long moveable median barrier on the Golden Gate Bridge. Though conceptually similar to the 32-inch-tall Golden Gate Bridge barrier, each of the 3.28-foot-long segments of the Richmond-San Rafael Bridge barrier features a plastic attachment that raises its height to 42 inches to meet published standards for bicycle safety railings. The individual barrier sections weigh 1,575 pounds and feature rubber feet to prevent water from pooling at the barrier’s base and to prevent damage to the concrete bridge deck. Once the barrier is fully installed, trained crews using the “zipper truck” will be able to quickly reposition it as necessary to allow crews working for Caltrans and the Bay Area Toll Authority (BATA) to complete bridge maintenance tasks during short closures of the bicycle/pedestrian path.

Performance of the new bicycle/pedestrian path will be monitored and assessed continually as data becomes available on the use of the path by bicyclists and pedestrians, and operational adjustments will be made as needed. This evaluation will include a before-and-after study conducted by Caltrans and the University of California’s Partners for Advanced Transportation Technology (PATH) program. BATA and Caltrans are now conducting a study of the bridge’s load rating to evaluate the span’s structural capacity for both current and future conditions. This study is slated for completion in the spring of 2020 and will

include analysis of three westbound traffic lanes with the moveable barrier on the upper deck. The Transportation Authority of Marin (TAM) also has begun working on a corridor traffic analysis to identify improvements that may be needed on the Marin County side of the bridge to accommodate three lanes of westbound traffic across the span.

The \$20 million Richmond-San Rafael bicycle/pedestrian path and the \$36 million third eastbound traffic lane that opened on the lower deck of the bridge in April 2018 were developed as four-year pilot projects through a partnership between BATA, Caltrans, the Contra Costa Transportation Authority and TAM.

Last Section of the Marin-Sonoma Narrows Project in Sonoma Has Broken Ground

On October 2, groundbreaking of the last segment of the Marin-Sonoma Narrows project in Sonoma County began. The 3.3 mile segment is in Petaluma and will take about three years to complete. MTC has long identified improvements to the U.S. 101 corridor in the North Bay as an important regional priority, including the Marin-Sonoma Narrows, where lanes narrow from three to two creating bottlenecks.

MTC contributed \$15 million in re-purposed federal earmarks, \$15.4 million in Surface Transportation Program (STP) funds and \$23 million in Regional Transportation Improvement Program (RTIP) funds, and monies from the Prop 1B Corridor Improvement program. Marin County is pursuing funding to complete its final piece.

Fed Spotlights Innovations in MTC-Backed Design Challenge

The [Bay Area Regional Collaborative](#) — which includes MTC, the Association of Bay Area Governments, the Bay Area Air Quality Management District and the Bay Conservation and Development Commission — earned recognition by the Federal Reserve Bank of San Francisco with publication of a new paper authored by BARC Executive Director Allison Brooks in the bank's Community Development Innovation Review.

Entitled [*Drawing a New Roadmap: The Resilient by Design Bay Area Challenge*](#), the paper synthesizes lessons that emerged from the collaborative 2017-18 effort to develop strategies for adapting to the impacts of sea-level rise along the San Francisco Bay shoreline, including the need to use multi-benefit projects to leverage diverse financing sources and to build on community knowledge in the first steps of the design process. The MTC-backed Resilient by Design Bay Area Challenge produced nine innovative design concepts, and confronted questions of community development such as how to best engage at-risk populations in critical decisions, and how municipalities should incorporate resilience into capital planning.

The [October 2019 issue](#) of the San Francisco Fed's Community Development Innovation Review focuses on strategies for dealing with climate-change risks in lower- and moderate-income communities, and addresses the financial challenges of global warming.

Executive Director's Report

The following items are excerpts from the October 2019 Executive Director's Report to the Commission. To read the report in its entirety go to:

<http://www.mtc.ca.gov/whats-happening/news/executive-directors-report>.

APTA National Conference: TransFORM

I attended the conference held in New York, moderating a session on "Cities and Mobility." The Bay Area was well represented among APTA's annual awards, honoring Senator Jim Beall with the State Distinguished Service award; and Chair Haggerty accepting an "AdWheel" Grand Award for Livermore Amador Valley Transportation Authority. VTA was also awarded an AdWheel Grand Award. Jason Weinstein was a presenter highlighting the region's planned advancements for the Clipper program.

Mega-Measure (FASTER Bay Area)

The Executive Committee met on October 11, 2019 to discuss key expectations and communications to representatives for the FASTER Bay Area proposal, to help inform the presentation that is agendized today. The Chair and Vice Chair have requested an ongoing presence in future strategic level discussions; staff is engaged in technical discussions, focusing on coordination with Plan Bay Area 2050 development in particular. We will be providing standing reports to the Commission on the status of this and any other mega measure initiatives, such as principles being advanced by community stakeholders coalesced by Voices for Public Transit.

Housing Update

Central to our long range planning work is housing related policy and analysis. Significant initiatives were passed by the Legislature and reported to the Legislation Committee. Among the key bills signed by the Governor was AB 1487, authorizing the Bay Area Housing Finance Authority. MTC and ABAG leadership are outlining a strategy regarding next steps for this bill, and will report back through the joint ABAG and MTC Legislative Committee meetings over the ensuing months. As well, ABAG's Housing Methodology Working Group met on October 18th in a productive kick-off of an intensive effort supporting the Regional Housing Needs Assessment (RHNA).

Equity Platform

Today I am presenting an "Equity Platform" as an essential framing for our external and internal work at MTC and ABAG. This initiative will also be presented to the ABAG Executive Committee in November. I would note that Commissioner Amy Worth accompanied me, Nalungo Conley, Ky-Nam Miller and Judis Santos to the conference "Connecting Equity and Transportation", developed and sponsored by the UCLA Institute of Transportation Studies and Lewis Center for Regional Policy Studies. The conference underscored the critical need for integrating and being accountable to equity in policy, service delivery and advocacy, as is embodied in the Platform.