

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

September 10, 2021

Agenda Item 3b

**Priority Bills Update**

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**Subject:** Update on bills for which MTC and/or ABAG took a position and other important tracked bills.

**Background:** Legislators introduced many bills of interest to MTC and ABAG in 2021, the first year of a two-year legislative session, but unfortunately, most of them are not advancing to the finish line this year. This memo provides an overview of their status.

**Active Bills – Housing**

At the time this memo was prepared, SB 10 (Wiener), which MTC and ABAG support, had passed the Assembly and was awaiting final concurrence in the Senate on the amendments made in the Assembly. The bill would authorize a local agency to update its zoning (and any associated changes to a general plan) to enable up to 10 units per parcel without undergoing a CEQA analysis (California Environmental Quality Act) until January 1, 2029.

SB 9 (Atkins) is another important housing bill that was part of Senate Democratic leadership's housing package is still active. The bill broadly authorizes duplexes up to at least 800 square feet in single-family residential neighborhoods without any discretionary approvals, excluding historic districts. The bill also allows for ministerial approval of urban lot splits on parcels that meet specified conditions and to extend the life of subdivision maps by an additional year. Additionally, SB 7 (Atkins), which extended and expanded a streamlining program to include affordable housing, was enacted in May.

**Active Bills – Transportation**

Two MTC supported transportation bills that are still active are AB 917 (Bloom), expanding authorization of cameras to enforce bus-only lanes and parking restrictions at bus stops, and AB 43 (Friedman), allowing greater flexibility to lower speed limits.

**Two Year Bills – Transportation**

Transportation bills that MTC supported that were deferred until next year include: AB 476 (Mullin) authorizing a pilot program for eight corridors in which transit buses could use the shoulder part-time and SB 623 (Newman) related to the ability of toll agencies to handle information to administer electronic toll collection.

Transportation bills that MTC took a “support and seek amendment” position on that were deferred until next year include AB 629 (Chiu), related to seamless transit reforms and AB 455 (Wicks) authorizing BATA to convert a lane to bus-only on the San Francisco-Oakland Bay Bridge.

**Bills that Failed to Advance**

The following priority bills were held in committee at various stages of the legislative process and appear no longer active.

- AB 1401 (Friedman) – prohibited minimum parking requirements near transit (MTC and ABAG supported)
- AB 6 (Caballero) – authorized residential development in commercial zones; included in Senate Democrats’ housing package (no position, but aligned with MTC/ABAG 2021 Advocacy Program)
- AB 897 (Mullin) – authorized regional climate adaptation networks (MTC and ABAG supported). There is a possibility that its provisions may be incorporated into a budget trailer bill related to the climate resilience funds in the FY 2021-22 State Budget.

**Attachments:**

Attachment A: Status of ABAG and MTC Priority Bills

  
Therese W. McMillan



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**LEGISLATIVE HISTORY**  
**Status of ABAG and MTC Priority Bills**  
**8/27/2021**



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<a href="#">AB 43</a> <a href="#">Friedman</a>	Amended 8/23/2021	Senate Third Reading	<b>Traffic safety.</b> Current law establishes various default speed limits for vehicles upon highways, as specified. Current law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an engineering and traffic survey. Existing law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. Current law authorizes local authorities to consider additional factors, including pedestrian and bicyclist safety. This bill would authorize local authorities to consider the safety of vulnerable pedestrian groups, as specified.	Support	Support
<a href="#">AB 455</a> <a href="#">Wicks</a>	Amended 5/20/2021	Senate 2 year	<b>San Francisco-Oakland Bay Bridge: transit-only traffic lanes.</b> Under current law, the San Francisco-Oakland Bay Bridge is part of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles, and may authorize or permit the exclusive or preferential use of designated lanes on existing highways that are part of the state highway system. This bill would authorize the authority, in consultation with the department, to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge.	Support and Seek Amendment	

<a href="#">AB 476</a> <a href="#">Mullin</a>	Amended 3/16/2021	Assembly 2 year	<b>Department of Transportation: state highways: transit bus pilot program.</b> Would authorize the Department of Transportation to establish a pilot program to authorize a transit operator or operators to operate transit buses on the shoulders of state highways, under a project selected under the program. The bill would authorize an operator or operators, in partnership with a regional transportation agency that meets specified requirements, to submit an application to the department to establish and operate a project under the program. The bill would authorize the department to select no more than 8 total projects under the program using guidelines developed with input from the Department of the California Highway Patrol and the public. The bill would require the department, the Department of the California Highway Patrol, and the operator or operators and regional transportation agency that submitted the application to jointly determine the state highways, or segment of state highways, that will be used in a project.	Support	
<a href="#">AB 550</a> <a href="#">Chiu</a>	Amended 4/29/2021	Assembly 2 year	<b>Vehicles: Speed Safety System Pilot Program.</b> Would authorize, until January 1, 2027, the Cities of Los Angeles, Oakland, San Jose, one city in southern California, and the City and County of San Francisco to establish the Speed Safety System Pilot Program for speed limit enforcement in certain areas, if the system meets specified requirements, including that the presence of a fixed or mobile system is clearly identified. The bill would require the participating cities or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized.	Support	Support
<a href="#">AB 629</a> <a href="#">Chiu</a>	Amended 3/22/2021	Assembly 2 year	<b>San Francisco Bay area: public transportation.</b> Current law requires the Metropolitan Transportation Commission to develop regional transit service objectives, develop performance measures of efficiency and effectiveness, specify uniform data requirements to assess public transit service benefits and costs, and formulate procedures for establishing regional transportation priorities in the allocation of funds for transportation purposes. This bill would require the commission to consult with transit agencies, local jurisdictions, county transportation agencies, and the general public to establish and maintain a transit priority network for the San Francisco Bay area that designates corridors that will most benefit from interventions to support fast and reliable transit service.	Support and Seek Amendments	

<a href="#">AB 897</a>  <a href="#">Mullin</a>	Amended 7/14/2021	Senate Appropriations Suspense File	<b>Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans.</b> Current law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state's climate adaptation strategy, known as the Safeguarding California Plan. Current law establishes the Office of Planning and Research in state government in the Governor's office. Current law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office, through the program, to encourage the inclusion of eligible entities with land use planning and hazard mitigation planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified.	Support	Support
<a href="#">AB 917</a>  <a href="#">Bloom</a>	Amended 8/16/2021	Senate Third Reading	<b>Vehicles: video imaging of parking violations.</b> Current law requires a designated employee, who is qualified by San Francisco, or a contracted law enforcement agency for the Alameda-Contra Costa Transit District, who is qualified by the city and county or the district to issue parking citations, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Current laws makes these video image records confidential, and provides that these records are available only to public agencies to enforce parking violations. Current law provides that if the Alameda-Contra Costa Transit District implements an automated enforcement system as described above, the district is required to submit a report to specified committees of the Legislature by no later than January 1, 2021. This bill would extend the authorization described above to any public transit operator in the state until January 1, 2027, and to the City and County of San Francisco indefinitely, if the examiner or issuing agency, as specified, of a violation allows for the reduction or waiver of parking penalties for indigent individuals, as defined.	Support	

<a href="#">AB 1401</a> <a href="#">Friedman</a>	Amended 7/5/2021	Senate Appropriations Suspense File	<b>Residential and commercial development: remodeling, renovations, and additions: parking requirements.</b> Would prohibit a public agency in a county with a population of 600,000 or more from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within 1/2 mile, as specified, of public transit, as defined. The bill would prohibit a public agency in a city with of 75,000 or more located in a county with a population of less than 600,000 from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the project is located within 1/4 mile, as specified, of public transit, as defined. The bill would create authorizations in this regard for a city or a county to which these prohibitions do not apply.	Support	Support
<a href="#">AB 1500</a> <a href="#">Garcia,</a> <a href="#">Eduardo</a>	Amended 5/11/2021	Assembly Rules	<b>Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022.</b> Would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$7,080,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, and workforce development programs.	Support and Seek Amendments	Support and Seek Amendment
<a href="#">SB 7</a> <a href="#">Atkins</a>	Chaptered 5/20/2021	Senate Chaptered	<b>Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.</b> Would enact the Jobs and Economic Improvement Through Environmental Leadership Act of 2021, which would reenact the former leadership act, with certain changes, and would authorize the Governor, until January 1, 2024, to certify projects that meet specified requirements for streamlining benefits related to CEQA. The bill would additionally include housing development projects, as defined, meeting certain conditions as projects eligible for certification. The bill would, except for those housing development projects, require the quantification and mitigation of the impacts of a project from the emissions of greenhouse gases, as provided. The bill would revise and recast the labor-related requirements for projects undertaken by both public agencies and private entities. The bill would provide that the Governor is authorized to certify a project before the lead agency certifies the final EIR for the project.	Support	Support

<p><b><a href="#">SB 10</a></b>   <a href="#">Wiener</a></p>	<p>Amended 7/5/2021</p>	<p>Senate Concurrence</p>	<p><b>Planning and zoning: housing development: density.</b>  Would, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to adopt an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area or an urban infill site, as those terms are defined. The bill would prohibit a local government from adopting an ordinance pursuant to these provisions on or after January 1, 2029. The bill would specify that an ordinance adopted under these provisions, and any resolution to amend the jurisdiction's General Plan, ordinance, or other local regulation adopted to be consistent with that ordinance, is not a project for purposes of the California Environmental Quality Act. The bill would prohibit an ordinance adopted under these provisions from superceding a local restriction enacted or approved by a local initiative that designates publicly owned land as open-space land or for park or recreational purposes.</p>	<p>Support</p>	<p>Support</p>
<p><b><a href="#">SB 623</a></b>   <a href="#">Newman</a></p>	<p>Introduced 2/18/2021</p>	<p>Senate 2 year</p>	<p><b>Electronic toll and transit fare collection systems.</b> Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would authorize those operators to provide instead only the information specified in functional specifications and standards adopted by the department and operators of toll facilities in this state on federal-aid highways for purposes of interstate interoperability.</p>	<p>Support</p>	