



Agenda

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

October 11, 2021

9:00 A.M.

1025 Escobar St., Martinez
(Via Zoom)

To slow the spread of COVID-19, in lieu of a public gathering, the Transportation, Water, and Infrastructure meetings will be remote until further notice and accessible via link to all members of the public, as permitted by the Governor's Executive Order N29-20.

Supervisor Candace Andersen, Chair
Supervisor Diane Burgis, Vice Chair

Agenda Items:

Items may be taken out of order based on the business of the day and preference of the Committee

When: Oct 11, 2021 09:00 AM Pacific Time (US and Canada)

TWIC Meeting Zoom Information

Please click the link below to join the meeting:

<https://cccouny-us.zoom.us/j/88477307569?pwd=eFlzTzFTZjU3MFRweTRTZm1sWFRSUT09>

Passcode: 458837

Or via Telephone, dial:

USA 214 765 0478 US Toll or USA 888 278 0254 US Toll-free

Conference code: 198675

1. Introductions
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).
3. **Administrative Items, if applicable.** (John Cunningham, Department of Conservation and Development)
4. **REVIEW record of meeting for September 13, 2021, Transportation, Water and Infrastructure Committee Meeting.** This record was prepared pursuant to the Better Government Ordinance 95-6, Article 25-205 (d) of the Contra Costa County Ordinance Code. Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record. (John Cunningham, Department of Conservation and Development) ([Page 6](#))

5. **CONSIDER the proposed Caltrans Sustainable Transportation Planning grant for: the Parr Boulevard Complete Streets Project, the Tara Hills Drive Complete Streets Project, and the Willow Pass Road Bike and Pedestrian Improvement Project.** Staff from the Departments of Conservation and Development and Public Works have developed a list of proposed grant applications for consideration by the Committee. (Jamar Stamps, Department of Conservation and Development) ([Page 8](#))

6. **CONSIDER report on Local, State, Regional, and Federal Transportation Related Legislative Issues and take ACTION as appropriate.** (John Cunningham, Department of Conservation and Development) ([Page 10](#))

7. The next meeting is currently scheduled for Monday, November 8, 2021.

8. Adjourn

The Transportation, Water & Infrastructure Committee (TWIC) will provide reasonable accommodations for persons with disabilities planning to attend TWIC meetings. Contact the staff person listed below at least 72 hours before the meeting.

Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the County to a majority of members of the TWIC less than 96 hours prior to that meeting are available for public inspection at the County Department of Conservation and Development, 30 Muir Road, Martinez during normal business hours.

Public comment may be submitted via electronic mail on agenda items at least one full work day prior to the published meeting time.

For Additional Information Contact:

John Cunningham, Committee Staff
Phone (925) 655-2915, Fax (925) 655-2750
john.cunningham@dcd.cccounty.us

Glossary of Acronyms, Abbreviations, and other Terms (in alphabetical order): Contra Costa County has a policy of making limited use of acronyms, abbreviations, and industry-specific language in meetings of its Board of Supervisors and Committees. Following is a list of commonly used abbreviations that may appear in presentations and written materials at meetings of the Transportation, Water and Infrastructure Committee:

AB Assembly Bill	HOT High-Occupancy/Toll
ABAG Association of Bay Area Governments	HOV High-Occupancy-Vehicle
ACA Assembly Constitutional Amendment	HSD Contra Costa County Health Services Department
ADA Americans with Disabilities Act of 1990	HUD United States Department of Housing and Urban Development
ALUC Airport Land Use Commission	IPM Integrated Pest Management
AOB Area of Benefit	ISO Industrial Safety Ordinance
BAAQMD Bay Area Air Quality Management District	JPA/JEPA Joint (Exercise of) Powers Authority or Agreement
BART Bay Area Rapid Transit District	Lamorinda Lafayette-Moraga-Orinda Area
BATA Bay Area Toll Authority	LAFCo Local Agency Formation Commission
BCDC Bay Conservation & Development Commission	LCC League of California Cities
BDCP Bay-Delta Conservation Plan	LTMS Long-Term Management Strategy
BGO Better Government Ordinance (Contra Costa County)	MAC Municipal Advisory Council
BOS Board of Supervisors	MAF Million Acre Feet (of water)
CALTRANS California Department of Transportation	MBE Minority Business Enterprise
CalWIN California Works Information Network	MOA Memorandum of Agreement
CalWORKS California Work Opportunity and Responsibility to Kids	MOE Maintenance of Effort
CAER Community Awareness Emergency Response	MOU Memorandum of Understanding
CAO County Administrative Officer or Office	MTC Metropolitan Transportation Commission
CCTA Contra Costa Transportation Authority	NACo National Association of Counties
CCWD Contra Costa Water District	NEPA National Environmental Protection Act
CDBG Community Development Block Grant	OES-EOC Office of Emergency Services-Emergency Operations Center
CEQA California Environmental Quality Act	PDA Priority Development Area
CFS Cubic Feet per Second (of water)	PWD Contra Costa County Public Works Department
CPI Consumer Price Index	RCRC Regional Council of Rural Counties
CSA County Service Area	RDA Redevelopment Agency or Area
CSAC California State Association of Counties	RFI Request For Information
CTC California Transportation Commission	RFP Request For Proposals
DCC Delta Counties Coalition	RFQ Request For Qualifications
DCD Contra Costa County Dept. of Conservation & Development	SB Senate Bill
DPC Delta Protection Commission	SBE Small Business Enterprise
DSC Delta Stewardship Council	SR2S Safe Routes to Schools
DWR California Department of Water Resources	STIP State Transportation Improvement Program
EBMUD East Bay Municipal Utility District	SWAT Southwest Area Transportation Committee
EIR Environmental Impact Report (a state requirement)	TRANSPAC Transportation Partnership & Cooperation (Central)
EIS Environmental Impact Statement (a federal requirement)	TRANSPLAN Transportation Planning Committee (East County)
EPA Environmental Protection Agency	TWIC Transportation, Water and Infrastructure Committee
FAA Federal Aviation Administration	USACE United States Army Corps of Engineers
FEMA Federal Emergency Management Agency	WBE Women-Owned Business Enterprise
FTE Full Time Equivalent	WCCTAC West Contra Costa Transportation Advisory Committee
FY Fiscal Year	WETA Water Emergency Transportation Authority
GHAD Geologic Hazard Abatement District	WRDA Water Resources Development Act
GIS Geographic Information System	
HBRR Highway Bridge Replacement and Rehabilitation	



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

3.

Meeting Date: 10/11/2021

Subject: Administrative Items, if applicable.

Department: Conservation & Development

Referral No.: N/A

Referral Name: N/A

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925)655-2915

Referral History:

This is an Administrative Item of the Committee.

Referral Update:

Staff will review any items related to the conduct of Committee business.

Recommendation(s)/Next Step(s):

CONSIDER Administrative items and Take ACTION as appropriate.

Fiscal Impact (if any):

N/A

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

4.

Meeting Date: 10/11/2021

Subject: REVIEW record of meeting for September 13, 2021, Transportation, Water and Infrastructure Meeting.

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: N/A

Referral Name: N/A

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925)655-2915

Referral History:

County Ordinance (Better Government Ordinance 95-6, Article 25-205, [d]) requires that each County Body keep a record of its meetings. Though the record need not be verbatim, it must accurately reflect the agenda and the decisions made in the meeting.

Referral Update:

Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record. Links to the agenda and minutes will be available at the TWI Committee web page: <http://www.cccounty.us/4327/Transportation-Water-Infrastructure>

Recommendation(s)/Next Step(s):

Staff recommends approval of the attached Record of Action for the September 13, 2021, Committee Meeting with any necessary corrections.

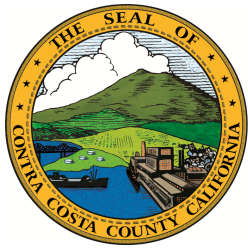
Fiscal Impact (if any):

N/A

Attachments

September TWIC Meeting Record

DRAFT



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

RECORD OF ACTION FOR
September 13, 2021

Supervisor Candace Andersen, Chair
Supervisor Diane Burgis, Vice Chair

Present: Candace Andersen, Chair
Diane Burgis, Vice Chair

1. Introductions
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).

No public comment.

3. CONSIDER Administrative items and Take ACTION as appropriate.

The Committee and staff discussed the resumption of in-person meetings. The committee advised staff that the October meeting would be on zoom and that subsequent meetings will be subject to anticipated action at the State level.

4. Staff recommends approval of the attached Record of Action for the August 9, 2021, Committee Meeting with any necessary corrections.

The Committee unanimously APPROVED the meeting record.

5. ACCEPT the draft Plan for fiscal years 2021/2022 to 2027/2028, open a public comment period, and schedule a public hearing to be held on November 8, 2018.

The Committee unanimously APPROVED the staff recommendation, DIRECTED staff to bring the item to the Board of Supervisors on Consent with discussion including appreciation for the continued creek safety activities and ongoing partnerships with creek groups.

6. ACCEPT the recommendations from the Hazardous Materials Commission to address the potential impacts of sea level rise, and DIRECT staff as appropriate.

The Committee unanimously ACCEPTED the recommendations in the report, Supervisor Burgis (as Chair of the BOS) will work with the County Administrator's office to determine how best to respond to the recommendations.

Comments from Sadie Wilson of the Greenbelt Alliance included the support for Measure X funding being direction to sustainability/green position and a "convening" of responsible agencies/departments to determine how best to respond to sea level rise.

7. CONSIDER report on Local, Regional, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate.

The Committee RECEIVED the report.

8. The next meeting is currently scheduled for Monday, October 11, 2021.

9. Adjourn

For Additional Information Contact:

John Cunningham, Committee Staff
Phone (925) 674-7833, Fax (925) 674-7250
john.cunningham@dcd.cccounty.us



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

5.

Meeting Date: 10/11/2021

Subject: CONSIDER proposed Caltrans Sustainable Communities Planning Grant applications (various)

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: 2

Referral Name: Review applications for transportation, water and infrastructure grants to be prepared by the Public Works and Conservation and Development Departments.

Presenter: Jamar Stamps, AICP, Principal Planner **Contact:** Jamar Stamps, (925) 655-2917

Referral History:

TWIC authorized submittal of applications to the State Department of Transportation (“Caltrans”) for the Sustainable Communities Planning Grant Program in previous cycles. In 2018, staff received authorization to apply for the Marsh Creek Multi-Use Trail Feasibility Study but unfortunately did not receive an award, and more recently an application for the Contra Costa County Short-term Active Transportation Infrastructure Plan, which was awarded funding.

Referral Update:

On September 2021, Caltrans released final grant guidelines and a call for projects for the Caltrans Sustainable Communities Planning Grant Program. These planning grants will provide funding to encourage local and regional planning activities that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission. This cycle is expected to include approximately \$34 million in Senate Bill (“SB”) 1 statewide competitive funding. The maximum grant award is \$700,000 and an 11.47% match is required (cash or in-kind contribution). Applications are due October 27, 2021, 5:00 p.m.

Department of Conservation and Development and Public Works Department staff developed an initial list of candidate projects that was narrowed down to three based on their perceived success relative to the grant program objectives and previously awarded projects. Staff also considered the complexity of these applications and relatively short

turnaround time (applications due by October 27) and determined it is best to focus on preparing at maximum only the three candidate projects. Summaries of the three candidate projects are provided below.

1. Parr Boulevard Complete Street Project – Richmond Parkway to Union Pacific Railroad (North Richmond)

This project proposes to widen Parr Boulevard from Richmond Parkway to the Union Pacific Railroad crossing (approximately 0.96-mile study segment) and provide complete street improvements. This project could also potentially tie into a Complete Streets effort currently underway on Giant Road in the City of San Pablo.

2. Tara Hills Drive Complete Streets Project (Tara Hills)

This project proposes to install bicycle and pedestrian improvements along Tara Hills Drive from San Pablo Avenue to the end of Tara Hills Drive and Cornelius Drive (approximately 0.67-mile study segment) to the City of Pinole.

3. Willow Pass Road Complete Streets Project (Bay Point)

This project will provide recommendations and concepts that fulfill the community's desire for a safe and visually attractive Willow Pass Road that accommodates bicycle, pedestrian, and transit users along Willow Pass Road from Port Chicago Highway to Crivello Road/City of Pittsburg city limits (approximately 1.5-mile study segment).

Recommendation(s)/Next Step(s):

CONSIDER the proposed Caltrans Sustainable Communities Planning Grant candidate projects, REVISE as appropriate, FORWARD to the full Board of Supervisors for approval, and/or DIRECT staff as appropriate.

Fiscal Impact (if any):

None to the General Fund. Staff time for recommended activities are covered under existing budgets (50% Road Fund and 50% Measure J Fund).

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

6.

Meeting Date: 10/11/2021

Subject: CONSIDER report: Local, Regional, State, and Federal Transportation Issues: Legislation, Studies, Miscellaneous Updates, take ACTION as Appropriate

Department: Conservation & Development

Referral No.: 1

Referral Name: REVIEW legislative matters on transportation, water, and infrastructure.

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925)655-2915

Referral History:

This is a standing item on the Transportation, Water, and Infrastructure Committee referral list and meeting agenda.

Referral Update:

In developing transportation related issues and proposals to bring forward for consideration by TWIC, staff receives input from the Board of Supervisors (BOS), references the County's adopted Legislative Platforms, coordinates with our legislative advocates, partner agencies and organizations, and consults with the Committee itself.

This report includes four sections, 1: LOCAL, 2: REGIONAL, 3: STATE, and 4: FEDERAL.

1. LOCAL

No local report in October.

2. REGIONAL

No regional report in October.

3. STATE

Update

The County's legislative advocate will be in attendance at the October meeting, the October report is attached. The list of tracked legislation is attached as well.

Proposed Accessible Transportation Legislation from the California Senior Legislature

The California Senior Legislature (CSL) is proposing new legislation to fund accessible transportation statewide. County staff has provided sporadic support the CSL on the topic given our experience on the topic and the language in our State Legislative Platform (see below). The proposal would create the Accessible Transportation Account

(ATA) and authorize Consolidated Transportation Services Agencies (CTSAs, authorized under existing law) to oversee expenditures at the local level. Vehicle registration/license fees are cited as potential revenue sources for the ATA.

The proposal is consistent with our adopted State Legislative Platform as follows:

Legislative and/or Regulatory Advocacy Priorities: Transportation for Seniors, Persons with Disabilities

Climate Change: SUPPORT efforts to expand eligible expenditures of the Climate Investments to investments in accessible transit/transportation systems (serving seniors, disabled, and veterans) which result in more efficient service and corresponding reductions in greenhouse gas production, and in investments in infrastructure and programs to promote active transportation, particularly bicycling and walking.

Human Services: Older Adults: • SUPPORT continued and improved funding to expand services for older adults and people with disabilities.

Staff is seeking input from the Committee on the proposal as well as direction to continue to support the effort as it moves through the CSL process and potentially into the State Legislature.

4. FEDERAL

The following is an update on the Build Back Better climate and social spending package and on the bipartisan Infrastructure Investment and Jobs Act gleaned from an MTC update. See attached for materials, summary below.

President Biden has signed a short-term funding bill, keeping the government funded through December 3. The Senate passed the \$1 trillion infrastructure bill 69-30 back in August, but it has been held up pending an agreement on the \$3.5 trillion Build Back Better plan reconciliation bill.

Background outlined in the Agenda Item

- 2 parts
 - \$1 trillion physical infrastructure (IIJA)
 - Build Back Better plan (Much bigger) - wide-range climate and social spending reconciliation package
- The House bill must have addressed key issues before sending the finalized bill to the Senate
 - Policy issues from prescription drug pricing to SALT deductions
 - Size of the Build Back Better plan
 - Democrats considering tying it to the passage of the IIJA
 - Senate moderates want to scale the package down to \$1.5 trillion
 - Progressives in Senate and House have stated that \$3.5 trillion is the minimum spending level they can support
 - House can only afford to lose 3 votes

Recommendation(s)/Next Step(s):

CONSIDER report on Local, Regional, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate.

Fiscal Impact (if any):

There is no fiscal impact.

Attachments

October TWIC Legislative Report

MTC FedActionUpdate

CSL-AssemblyProposal

2021-10-06 Legislation-Status-Report

Smith, Watts & Company, LLC.

Consulting and Governmental Relations

October 4, 2021

TO: Transportation, Water, and Infrastructure Committee

FROM: Mark Watts

SUBJECT: Sacramento Report –October TWIC Meeting

This report provides an update on activities related to virtual meetings for local agencies and activities under the California Transportation Commission.

California Transportation Commission

New Commissioner appointed

Commissioner Kehoe has elected to depart from the Commission and on September 7 Governor Newsom appointed Clarissa Falcon to fill the position.

Clarissa Falcon is the President and Principal Consultant for Falcon Strategies. She previously worked for the California State Senate as a district director and as a public policy analyst for the San Diego Regional Economic Development Corporation.

SB 1 Competitive Programs

The guideline development workshops for the Local Partnership Program (LPP), the Solutions for Congested Corridors Program (SCCP), and the Trade Corridor Enhancement Program (TCEP) are set for initial meetings during the period of September 21 through September 28.

The overall Schedule for programs under California Transportation Commission jurisdiction are:

September 2021 LPP Tuesday, September 21, 1:00 – 4:00 pm
 TCEP Thursday, September 23, 1:00 – 4:00 pm
 SCCP Tuesday, September 28, 1:00 – 4:00 pm

October 2021 LPP Tuesday, October 19, 1:00 – 4:00 pm
 TCEP Thursday, October 21, 1:00 – 4:00 pm
 SCCP Tuesday, October 26, 1:00 – 4:00 pm

Smith, Watts & Company, LLC.

Consulting and Governmental Relations

November 2021 LPP Monday, November 8, 1:00 – 4:00 pm
TCEP Wednesday, November 10, 1:00 – 4:00 pm
SCCP Tuesday, November 16, 1:00 – 4:00 pm

December 2021 TCEP Monday, December 13, 1:00 – 4:00 pm
LPP Tuesday, December 14, 1:00 – 4:00 pm
SCCP Thursday, December 16, 1:00 – 4:00 pm

Transit and Intercity Rail Program (TIRCP)

This program remains under the sole jurisdiction of the Transportation Agency. The Guideline development process has just been initiated, with the distribution of Cycle 5 Draft Guidelines issues on September 30. Workshops are set for November 2 and 3, with final published guidelines effective November 19. This will be followed by the “call for projects” on November 19, with applications due March 3, 2022.

It is anticipated that even in the face of the reversion of earlier funding in the amount of \$2.5 billion, the TIRCP will provide a two year program of \$1.0 to \$1.2+ billion.

Key COVID-related Legislation

AB 361(Rivas)

This bill allows local agencies to use teleconferencing for virtual board sessions in state declared emergencies, and provides similar authorizations for state agencies, as well.

The measure was approved in September and was effective immediately. To provide direction to local agencies during the period up to the close of the present COVID virtual meeting Executive Order on September 30th, the Governor provided another Executive Order to cover this period until the end of September 2021.

At this writing the provisions of AB 361 prevail for local agencies.

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

October 8, 2021

Agenda Item 4a

Federal Infrastructure Update

Subject:

Status update on the Build Back Better climate and social spending package and on the bipartisan Infrastructure Investment and Jobs Act.

Background:

This past month Congress has been working furiously to advance key components of the President's domestic agenda: A bipartisan \$1 trillion physical infrastructure bill—the Infrastructure Investment and Jobs Act (IIJA)—and a much larger, wide-ranging climate and social spending reconciliation package, referred to as the Build Back Better plan. Summaries of the IIJA and the Build Back Better housing and transportation provisions are included as attachments.

As of the writing of this memo, the House is slated to vote on the Senate-passed IIJA on September 30—the same day that the current surface transportation law is set to expire—which would tee up the bill for the President's signature. House leadership has not yet announced the timeline for a vote on the reconciliation package, though Speaker Pelosi maintains that a compromise that can pass both the House and Senate is within reach.

Before a House bill is finalized and sent to the Senate, outstanding policy issues ranging from prescription drug pricing to state and local tax deductions (SALT) must be addressed. Other serious challenges remain—namely the size of the Build Back Better plan and the disagreement within the Democratic caucus about tying together the fates of the bipartisan infrastructure bill and this larger progressive spending bill. Senate moderates are seeking to scale the package down to \$1.5 trillion while progressives in the House and Senate have stated that \$3.5 trillion is the minimum spending level they can support.

As a reminder, the Democratic majority is razor thin in both the House and Senate—the House can only afford to lose three votes and the Senate needs every member caucusing with the Democrats to secure a majority. Speaker Pelosi faces a challenging situation with growing progressive anger with concessions to moderates and moderates keeping the pressure on for a timely vote on the IIJA.

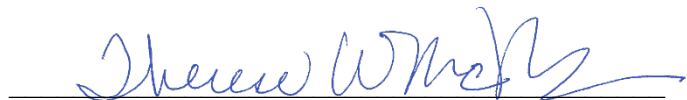
Given these many moving pieces, we expect to provide another status update at your October 8, 2021 committee meeting.

Recommendations:

Information

Attachments:

- Attachment A: Build Back Better Housing Provisions
- Attachment B: Build Back Better Transportation Provisions
- Attachment C: Infrastructure Investment and Jobs Act Summary



Therese W. McMillan

Build Back Better Housing Provisions
September 23, 2021

(Summary is based on House Financial Services Committee and House Ways and Means Committee-passed bills)

The Build Back Better House reconciliation package would provide roughly \$320 billion for affordable housing and community development investments—more than six times the entire annual Department of Housing and Urban Development (HUD) budget. The House bill would also make several transformational changes to the federal low-income housing tax credit (LIHTC) program—the single most important affordable housing production tool in California—and create a new homeownership-targeted tax credit to subsidize production and preservation of affordable owner-occupied homes. The LIHTC updates alone could enable California to more than double affordable housing production over the coming years. These housing financing changes paired with the proposed direct HUD investments would establish the federal government as a much stronger partner in affordable housing production, preservation, and protection efforts in the Bay Area and across the country and could help close the significant affordable housing funding gaps identified in Plan Bay Area 2050. A funding chart is below and summaries of MTC and ABAG-priority programs and policies follow.

Build Back Better Housing Funding Chart

Category/Program Name	Funding Amount* (\$ in billions)
Affordable Housing Production, Preservation and Community Development	\$ 91
<i>Housing Trust Fund Formula</i>	\$ 37
<i>HOME Investment Partnerships Formula</i>	\$ 35
<i>Community Development Block Grant (CDBG) Formula</i>	\$ 7
<i>Housing Investment Fund (new) (U.S. Treasury-run competitive grants for CDFIs and non-profit developers)</i>	\$ 10
<i>Other CDBG (manufactured housing, colinias, technical assistance)</i>	\$ 2
Fair Housing and Community Restoration Discretionary Grants	\$ 25
<i>Unlocking Possibilities Program (new)</i>	\$ 5
<i>Community Revitalization and Restoration (new)</i>	\$ 8
<i>Lead-based Paint & Other Health Hazard Mitigation (new)</i>	\$ 10
<i>Choice Neighborhoods Grants (revised)</i>	\$ 3
Homeownership Programs (new)	\$ 11
Public Housing, Rental Assistance, and Capital Improvements for HUD-assisted Properties	\$ 188
<i>Public Housing Capital Improvements</i>	\$ 77
<i>HUD Rental Assistance (Section 8 Housing Choice Vouchers- \$75B, Project Based Rental Assistance - \$15B, Housing for Seniors & Persons with Disabilities - \$3.5B)</i>	\$ 94

<i>Energy & Water Efficiency, Climate Resilience and Preservation of HUD-supported Multifamily Housing</i>	\$ 10
<i>Other (Rural, Indian and Native Hawaiian housing)</i>	\$ 7
Other (FEMA Flood Insurance Program, HUD administration, etc.)	\$ 7
Total	\$ 321

*Total may not sum due to rounding

Federal Housing Tax Credits

The Build Back Better housing-related tax provisions could help transform the affordable housing landscape in the Bay Area by unlocking financing for a long pipeline of affordable housing projects that are ready to go but await federal tax credit financing. The Low Income Housing Tax Credit (LIHTC) program—a unique federal-state-local-private partnership—is California’s most important affordable housing financing tool. In 2020 the tax credit helped finance 23,700 apartments for low-income California households, up nearly 20 percent from 2018. This increase is in large part because California has been so effective at leveraging LIHTCs, and for some years now the state has been the unusual position of having hit the ceiling on federal tax credit affordable housing financing capacity. Consistent with our top housing advocacy priorities, the Build Back Better plan would make several changes that would lift that ceiling, including increasing the state’s annual LIHTC allocation by 74 percent over four years and—most importantly for California—revising the bond-financed LIHTC threshold to 25 percent from 50 percent to make more projects feasible. These and the other tax credit changes could translate to an increase of 230,000 affordable homes in California over 10 years according to an analysis by the real estate tax consulting firm Novogradac.¹ The bond-financing threshold provision alone could *double* California’s annual affordable housing production financing capacity until the state’s bond-financed project pipeline—20,000 units as of April 2021—has been built.

The plan would also create a new Neighborhood Homes Tax Credit (NHTC) to finance construction or rehabilitation of owner-occupied homes in distressed neighborhoods. State housing agencies would administer this tax credit—just as they do with LIHTC—providing affordable housing developers with tax credits to build or preserve homes in distressed areas (census tracts with high poverty rates, low median incomes, and a median value for owner-occupied homes at or below the area median). Given that this would be a new funding tool, impact estimates are less refined than those for the LIHTC, but some have estimated that the NHTC could build or preserve 500,000 homes nationwide.²

¹ Source: [Novogradac analysis](#) published September 16, 2021

² Source: [Novogradac analysis](#) published September 13, 2021.

Rental Assistance and Investments in HUD-assisted Housing

The proposal includes more than \$320 billion in housing and community investment. As shown in the chart on page 1, nearly 60 percent of the housing funding would fund expanded rental assistance (both tenant-based rental assistance (i.e., housing vouchers) and project-based rental assistance), public housing repair, and other capital improvements for HUD-assisted properties. For the Bay Area and California, the \$94 billion rental assistance is particularly important. Federal rental assistance currently helps 530,000 low-income California families, seniors and individuals with disabilities afford rent every month, but the need is much greater; according to the California Housing Partnership, more than 1.3 million low-income households lack access to affordable housing. Build Back Better investments could help close this gap both by subsidizing rent for more low-income households so more families can afford to live in existing housing units and/or by ensuring that rental subsidy can be available to help fill units in those much-needed new affordable housing developments that the tax credit improvements and other investments can help accelerate.

Affordable Housing, State and Local Government Funding

Roughly 30 percent (\$91 billion) of the Build Back Better housing investments would be available to states, local governments, and affordable housing developers to create and preserve affordable housing and invest in community development. Nearly half these funds would be allocated to the HOME Investment Partnership Program (HOME) and Community Development Block Grant Program (CDBG)—which are distributed via formula to eligible local governments and states—and roughly half would fund affordable housing projects and programs, with \$37 billion directed according to the National Housing Trust Fund formula to states for project selection and \$10 billion in competitive grants administered by the U.S. Treasury Community Development Financial Institution (CDFI) Fund to certified CDFIs and nonprofit affordable housing developers.

Bay Area local governments would receive an estimated \$810 million in HOME and CDBG formula funds if the funds are distributed consistent with fiscal year 2021 allocations. The California Department of Housing and Community Development would additionally receive an estimated \$1.1 billion to award to local jurisdictions and other eligible recipients that are not direct HUD formula recipients.³ Additionally, California would receive an estimated \$6.7 billion to supplement the state's National Housing Trust Fund allocations, which have been prioritized for housing investments to support persons experiencing homelessness since 2018.⁴

³ These are rough estimates based on Bay Area and California fiscal year 2021 shares of HUD HOME, CDBG and Housing Trust Fund formulas. Though the legislation provides that funds are distributed via existing programs, the bill would revise select set-asides for CDBG, formula inputs can change year-over-year and direct recipients of CDBG and HOME can change periodically due to CDBG population thresholds (results from the 2020 census may impact Bay Area direct recipients) and HOME's allowance for eligible local governments to opt-in to be direct recipients.

⁴ California's share of National Housing Trust Fund (HTF) formula funds ranged from 13.1 percent in 2019 to 18.3 percent in 2021. The bill provides that the funds be distributed pursuant to the HTF grantees that received funds pursuant to that same formula in 2021, so staff assumed that 18.3 percent formula share in our estimate.

New Discretionary Grant Funding Opportunities

Unlocking Possibilities Program

The Build Back Better proposal would fund \$25 billion in new or revised competitive program grants to support fair housing, neighborhood revitalization, and housing-related health and safety improvements. Importantly, a new Unlocking Possibilities Program—which has been the target for the Bay Area’s regional efforts to secure grant opportunities for the Bay Area Housing Finance Authority (BAHFA) initiatives within the Build Back Better Plan—would receive \$4.5 billion for both planning and implementation components. Planning grants could fund zoning updates and regulatory changes to eliminate barriers to affordable housing; local housing strategies to equitably increase affordable housing supply; and local or regional plans to increase availability and access to affordable housing, access to public transportation, and location-efficient housing, among other items. Unlocking Possibilities implementation grants would be available to *implement* the plans as well as implementing projects to affirmatively further fair housing. States, counties with populations of at least 200,000, and cities with populations of at least 50,000, and/or census-designated “principal” cities of metropolitan areas are eligible grant recipients.⁵ Regional planning agencies are eligible for planning grants but not yet the implementation grants. MTC and ABAG—in close coordination with our regional and national partners—are seeking an amendment to make regional agencies also eligible for implementation grants as an additional funding tool for BAHFA.

Community Restoration and Revitalization Fund

The bill would also create a new \$7.5 billion Community Restoration and Revitalization Fund, of which \$5.7 billion would be awarded as competitive grants to local partnerships—local governments of all sizes are eligible joint applicants—that are led by nonprofits to develop and implement plans to preserve and create affordable housing, increase access to opportunity, and conduct neighborhood stabilization activities in communities experiencing cycles of blight and limited access to opportunity. The remaining funds would be reserved for HUD technical assistance and to support existing residents preserve equity in their homes and offset displacement, as well as HUD administrative costs. MTC and ABAG, in close coordination with our regional BAHFA coalition and national partners, are seeking to add regional planning agencies as eligible joint applicants.

Other discretionary grant opportunities for local governments include a new \$10 billion program to address housing-related health hazards (primarily lead) in housing serving low-income families (the bulk of this is reserved for non HUD-assisted housing) and \$2.8 billion to fund community development in neighborhoods surrounding public housing and other HUD multi-family housing developments. These grants are structured to be similar to the Choice Neighborhoods Initiative Program.

⁵ Grant eligibility is restricted to local governments that qualify as metropolitan cities and urban counties, the same designation that qualifies a local government as an “entitlement” jurisdiction eligible to directly receive CDBG funds. The Bay Area’s 38 CDBG entitlement grantees as of fiscal year 2021 can be found thorough [the HUD FY 2021 Community Development Program office funding page](#).

Homeownerships Programs

Regarding homeownership, the bill would invest \$10 billion to provide first-time, first-generation homebuyers with down payment assistance of up to \$20,000 or 10 percent of the home's purchase price, whichever is less, though HUD has discretion to lift this cap for economically disadvantaged home buyers. In high-cost areas—which would almost certainly include the San Francisco Bay Area—assistance is limited to homebuyers earning up to 140 percent area median income (AMI).⁶ In San Francisco, for example, this would cover four-person households earning up to \$186,500 per year.⁷ Nearly \$7 billion of these funds would be distributed to states as a block grant via a needs-based formula that is yet-to-be-determined. CDFIs and other qualified nonprofits could compete for \$2.3 billion, and the remaining funds would be reserved for financial counseling and HUD technical assistance.

In addition, the bill would create a \$500 million program to subsidize 20-year mortgages for first-generation homebuyers to accelerate wealth-building and a \$100 million pilot program targeted at helping homebuyers purchase low-cost (\$100,000 or less) homes.

⁶ The bill does not define “high-cost area,” but in [in 2020 the Federal Housing Administration reconfirmed all of California as a “high-cost area” for the purposes of determining mortgage assistance caps.](#)

⁷ HUD's AMI and California's AMI limits as determined by the Department of Housing and Community Development (HCD) for the purposes of implementing state programs can vary. For example, in 2021 HUD's four-person household AMI for San Francisco County is \$133,200 while HCD's is \$149,600. [This example utilizes San Francisco's income limits using HUD's 2021 AMI threshold.](#)

Build Back Better Transportation Provisions
September 23, 2021

(Summary is based on House Transportation & Infrastructure Committee, House Energy & Commerce Committee, and House Ways & Means Committee-passed bills)

The House Build Back Better plan would invest nearly \$54 billion in surface transportation investments that are targeted toward fighting climate change and improving equity. The bill would also create new tools to finance transportation projects and update the tax code to support the transition toward transportation electrification. This spending—which includes funding for high speed rail, transit and sustainable transportation, electric vehicle tax incentives and charging infrastructure—is intended to supplement the more than \$630 billion in surface transportation investments in the bipartisan Infrastructure Investment and Jobs Act.

Transit and High Speed Rail

Encouragingly, the Build Back Better plan includes programs that can fund transit, but to work within the parameters of the White House’s “no double dipping” rule, the funding would not come to transit directly. First, the proposal would create a new \$10 billion housing and transit access discretionary grant program administered jointly by the Department of Housing and Urban Development (HUD) and Federal Transit Administration (FTA) which would fund transit service and access improvements for transit serving low income and disadvantaged communities, including bus corridor transit priority investments; service expansion, frequency increases, and related fare subsidies; Americans with Disabilities Act accessibility upgrades; and public transportation planning.

Second, the bill creates a new \$4 billion competitive climate-focused grant program to support transportation-related greenhouse gas emission reduction. About 25 percent of the money is reserved for state-sponsored projects, \$50 million for the Federal Highway Administration (FHWA) to expand federal performance standards for states to include greenhouse gas reduction targets, leaving the remaining \$3 billion for non-state entities, including metropolitan planning organizations, transit agencies, and other local project sponsors. Funds would be distributed by FHWA on a competitive basis for projects that reduce greenhouse gas emissions, provide zero-emission transportation options, reduce dependence on single-occupancy vehicle trips, or contribute to achieving net-zero greenhouse gas emissions by 2050.

The bill also includes \$10 billion for high speed rail, nearly \$4 billion to supplement the Reconnecting Communities funds from the bipartisan bill (but named “Neighborhood Access and Equity Grants” so as to avoid the “double dipping” issue) and \$6 billion for “local projects” that the Transportation and Infrastructure Committee is hoping can fund some or all of the House INVEST Act earmarks, \$209 million of which was designated for 61 Bay Area projects (note: this faces practical and political hurdles).

Transportation and other Capital Infrastructure Financing

Encouragingly, the Build Back Better bill would authorize a new transportation, water, and school infrastructure financing tool—qualified infrastructure bonds—modeled after the widely supported Build America Bonds (BABs), which were made available from 2009 through 2010 via the American Recovery and Reinvestment Act. Instead of making interest on BABs exempt from federal income taxes like typical tax-exempt municipal bonds, the federal government provided a direct subsidy. The Bay Area Toll Authority and many states, local governments and transit agencies around the country utilized BABs to finance transportation projects. Under the Build Back Better bill, issuers of the new qualified infrastructure bonds could use them to finance capital infrastructure projects and receive a direct federal payment to cover part of the interest cost. Bonds issued in 2022 through 2024 would be subsidized at 35 percent (the BABs rate), after which the rate would phase down to 28 percent in 2027 and thereafter.

Importantly, the Build Back Better plan would also restore a key feature of municipal bond financing that allows a one-time advance refunding of municipal bonds to refinance existing debt. In 2017, Congress enacted the Tax Cuts and Jobs Act, which eliminated the ability of states and municipalities to issue tax-exempt advance refunding bonds.

Transportation Electrification

Electric Vehicle Charging Infrastructure

The Build Back Better Act would invest \$13.5 billion in electric vehicle infrastructure to support development of an electric vehicle charging network to assist the transition to zero emissions vehicles. This funding would go toward construction of charging infrastructure in publicly accessible locations, multi-unit housing structures, workplaces, ports and airports, and underserved areas. It would also support electrification of industrial and medium-heavy duty vehicles. Additionally, funds are included to support the development of energy transportation plans by state energy offices. These funds would supplement the \$7.5 billion already dedicated to alternative fuel charging infrastructure in the bipartisan Infrastructure Investment and Jobs Act, which is targeted toward expanding the nation's highway charging network.

Clean Heavy-Duty Vehicles

The Build Back Better bill would invest \$5 billion to replace qualified heavy-duty vehicles—including waste management trucks and school buses—with zero emission vehicles through a new grant program at the Environmental Protection Agency (EPA). Of note, although transit buses meet the eligibility requirements to qualify for the funds, it's unclear if the intent is to support transit electrification. We expect there would be an opportunity during the program development process to advocate for transit agency grant eligibility. This funding is on top of the \$5 billion for electric school buses and \$5.6 billion for low- and no-emission transit buses in the Infrastructure Investment and Jobs Act.

Electric Vehicle Tax Incentives

The Build Back Better plan would boost the refundable electric vehicle (EV) income tax credit to up to \$12,500 per vehicle, up from the \$7,500 tax credit currently available and includes strong union-supported incentives. In order to qualify for the full credit, the vehicle must be assembled in the U.S. with union labor (which would disqualify nonunion automakers such as Tesla and Toyota) and it must contain a U.S.-built battery. In order to avoid subsidizing primarily high-income earners, the tax credit value would begin to phase out once an individual's modified adjustable gross income reaches \$400,000 (\$600,000 for heads of household and \$800,000 for married filing jointly) such that the credit would reach zero dollars at an income of \$468,000.

The plan would create a new refundable EV credit for the purchase of used plug-in electric cars. The credit is capped at \$2,500 or 30 percent of the sales price. Like the EV credit, this resale credit has an income cap. Buyers with up to \$75,000 in adjustable gross income (\$112,500 for heads of household and \$150,000 for married filing jointly) would be able to claim the full credit, above which the credit would begin to phase out. The credit would reach zero dollars at an income of \$84,000.

Additionally, Build Back Better would create a commercial electric vehicle manufacturers tax credit that could lower the purchase price of new electric transit buses, extend through 2031 and increase the alternative fuel refueling property tax credit, and extend through 2031 the alternative fuels excise tax credit that benefits compressed natural gas (CNG) and liquified natural gas (LNG)-fueled transit vehicles. Regarding bicycles, the bill would create a new electric bicycle tax credit (up to 15 percent of the purchase price) and reinstates and expands bicycle commuter benefits, increasing the bike benefit to up to \$52.50 per month and extending the benefit to cover bike share.

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

September 10, 2021

Agenda Item 4a

Infrastructure Bill Update

Subject: Status update regarding the *Infrastructure Investment and Jobs Act*.

Overview: On August 10, the Senate passed on a bipartisan basis the *Infrastructure Investment and Jobs Act*, or IJA ([H.R. 3684](#)), a roughly \$1 trillion transportation, water, broadband and electric grid infrastructure bill that's intended to deliver on a portion of President Biden's "Build Back Better" jobs, climate and equity agenda. The "summary" section of this memo includes highlights of the bill with additional details included in the attachments.

Intersection with Reconciliation Bill and Next Steps

Senate Democrats and Speaker Pelosi's intention is to supplement this bipartisan infrastructure bill with a wide-ranging climate and social programs stimulus bill that Democrats could pass via a simple majority (reconciliation bill). The goal is that *in combination*, the bills would deliver on President Biden's "build back better" campaign promise such that aspects of his agenda that *weren't* addressed in the bipartisan infrastructure bill would be included in the reconciliation bill, including housing, electric vehicle incentives, building upgrades, health care, childcare, and education (note: this is not an exhaustive list).

House Democrats in late August advanced this dual track approach by adopting a rule that tees up a vote on the bipartisan infrastructure bill on September 27 and approving the Senate's \$3.5 trillion budget blueprint, which sets a *spending ceiling* for the reconciliation bill and divvies up that spending among the respective policy committees. Policy committees—which are charged with drafting legislation to determine how the allocations will be spent—are expected to be working furiously to meet a September 27 deadline to deliver on Speaker Pelosi's goal of advancing the two bills as a package. With so many moving pieces, it's hard to predict the path forward, but this ambitious timeline *could set the stage* for final bill passage before the start of federal fiscal year 2022 (October 1). Staff will provide a status update at your September committee meeting.

Summary: The IIIJA would invest nearly \$1 trillion in transportation, water, broadband, and power infrastructure as well as resilience investments. Of this amount, approximately \$550 billion would be *new* spending (the nearly \$1 trillion dollar amount reflects the cost to also maintain existing spending levels (i.e., baseline) for certain infrastructure, including surface transportation and water). Total spending amounts by infrastructure category are detailed in the chart below.

Infrastructure Investment and Jobs Act Spending Categories
 (\$ in Billions)

Infrastructure Category	Funding Amount
Surface Transportation	\$639
<i>FAST Act Reauthorization</i>	<i>\$477</i>
<i>IJ Act Stimulus (supplemental spending)</i>	<i>\$157</i>
<i>Electric & Low Emission School Buses</i>	<i>\$5</i>
Airports	\$25
Ports and Waterways	\$17
Water Infrastructure	\$91
Broadband	\$65
Power Infrastructure	\$65
Resilience, Western Water Storage and Environmental Remediation	\$71
Transportation Total	\$681
Other Infrastructure Total	\$292
Total	\$973

Source: MTC analysis of H.R 3684, Eno Transportation Weekly and White House Fact Sheet

Transportation - \$681 billion

Transportation infrastructure is by far the largest component of the infrastructure bill. Regarding surface transportation, the bill combines a roughly \$475 billion five-year surface transportation reauthorization—a 56 percent increase above Congress’s last five-year transportation bill, the Fixing America’s Surface Transportation (FAST) Act—with approximately \$157 billion in supplemental one-time stimulus funding to be distributed to more than two dozen grant programs over five years. We estimate that the bill would provide about \$4.5 billion in “guaranteed” funding for the Bay Area via the highway and transit formula funds that MTC distributes. We also expect Bay Area projects to receive a share of the state’s \$4.5 billion in bridge repair funds and dedicated resources for zero emission vehicle charging and resilience projects. The bill would also provide funding for airports, ports and waterways, as shown in the chart on Page 1.

The most unprecedented element of the deal is in the scale of new discretionary grants that would be administered by the U.S. Department of Transportation (USDOT); the bill would authorize approximately \$150 billion in competitive grant funding that could help fund Bay Area surface transportation priorities. (Note: this figure excludes funds dedicated to

geographies outside of the Bay Area, such as the Northeast Corridor). See page 3 of Attachment A for additional details on the discretionary grants.

Water Infrastructure

Water infrastructure would be funded at approximately \$91 billion and—similar to surface transportation—includes a reauthorization of drinking and wastewater funding (\$36 billion) and provides supplemental one-time stimulus funding to targeted programs. Nearly \$53 billion would be distributed through the existing drinking water and clean water state revolving loan funds (\$26.4 billion each) which provide grants to states for loans supporting water infrastructure and water quality improvement projects. An additional \$15 billion would be available for lead pipe replacement (to be administered through drinking water state revolving loan funds) and \$10 billion to address emerging pollutants. The remaining funding would be distributed through various other programs.

Broadband/High-Speed Internet

The IJA provides \$65 billion to help build out broadband infrastructure, assist states with developing and implementing digital equity plans, and to subsidize the cost of Internet service for low-income households. Of the funding, \$42.5 billion would be reserved for a U.S. Department of Commerce broadband buildout grant program for states. Each state would receive a minimum of \$100 million; remaining grant funding would be determined via a formula based on each state's proportionate number of underserved and high-cost locations. Another significant component of the broadband proposal is a \$30/month voucher low-income families may use for Internet service (\$14.2 billion cost). This subsidy builds on the existing Emergency Broadband Benefit established during the pandemic, removing any sunset date for the benefit and expanding eligibility to more low-income households. An estimated 10.6 million Californians would be eligible for the benefit, according to a [White House fact sheet](#).

Power Infrastructure and Clean Energy

The IJA includes \$65 billion to upgrade power infrastructure and increase energy efficiency, creates a new Grid Deployment Authority, and invests in clean energy research and technology. Investments of interest include: \$5 billion in grants to states, grid operators, and other entities to harden the electric grid against extreme weather events, \$5 billion for demonstration projects aimed at hardening and enhancing grid resilience, \$3 billion for the [Smart Grid Investment Matching Grant Program](#) with expanded eligibilities to include improvements that increase flexibility in responding to natural disasters and fluctuating demand, \$8 billion to establish at least four

regional clean hydrogen hubs, \$550 million for the Energy [Efficiency and Conservation Block Grant Program](#) to support state and local governments in investing in energy efficiency and conservation projects and \$225 million for a Department of Energy competitive grant program for states or regional partnerships to update their building energy codes.

Resilience, Western Water Storage, Environmental Remediation

The bill would provide about \$71 billion for resilience, western water storage and remediation, including funding for wildfire resilience, flood mitigation, and ecosystem restoration. With regard to wildfires, the bill includes \$3.3 billion for wildfire risk reduction efforts, including controlled burns, community wildfire defense grants, and funds to boost federal firefighter salaries. The bill would additionally provide \$2 billion for federal ecological restoration projects to support fuel reduction. Other investments of interest:

- \$3.5 billion to supplement the [Weatherization Assistance Program](#) that reduces energy costs for low-income households¹
- \$1 billion is provided for the Federal Emergency Management Administration (FEMA)'s Building Resilient Infrastructure and Communities (BRIC) grants
- \$1 billion for a new grant program for states and local governments to develop and implement cybersecurity plans
- \$24 million for San Francisco Bay restoration (funds will go to EPA) and \$132 million for the National Estuary Program, of which **an estimated \$4.5 million would come directly to the San Francisco Estuary Partnership** over five years (\$900,000/year). This would more than double the Partnership's current annual federal funding of approximately \$700,000.
- \$17 billion for Army Corps of Engineers flood mitigation and waterways management planning and projects, including \$11.6 billion for construction (intended to support both unfunded projects in the Army Corps pipeline and new construction).²
- More than \$8 billion for water storage, recycling, and ecosystem restoration intended to help make California and other western states more resilient to drought

¹ Weatherization funding could also be categorized under "power infrastructure and clean energy" funding.

² Based on external infrastructure bill analyses, staff attributed Army Corps funding to the "resilience" category, though a portion of the \$17 billion most likely accounts for a significant amount of the "ports and waterways" funding listed in the chart on Page 1.

- \$1.2 billion over five years for brownfield remediation
- \$3.5 billion for superfund remediation

Attachments: Attachment A: Summary of Surface Transportation Provisions of the IIJA



Therese W. McMillan

**Summary of Surface Transportation Provisions
 of the Infrastructure Investment and Jobs Act**
 August 25, 2021

This writeup provides highlights of the transportation aspects of the Senate-passed Infrastructure Investment and Jobs (IIJA) Act, with a focus on Bay Area impacts.

Investment and Jobs Act vs. FAST Act Comparison Chart

	FAST Act (FY 2016-2020)	IIJ Act (FY 2022-2026) (Senate passed)	% Increase
Surface Transportation Authorization ⁱ	\$ 305 billion	\$ 477 billion	56%
One-time General Fund advance appropriation ⁱⁱ	-	\$ 157 billion	N/A
Total	\$ 305 billion	\$ 634 billion	108%

Bay Area Highway and Transit Formula Funding Increase

The IIJA would substantially boost the Bay Area transit formula resources that MTC distributes, and the Bay Area would receive a lesser but not insignificant boost in flexible highway funds. Initial estimates are below and are subject to change.

Bay Area Transit

The IIJA would provide the Bay Area \$3.4 billion in transit formula funds over five years vs. the \$2.3 billion in Federal Transit Administration (FTA) formula funds over the FAST Act period. This increase would be a result of both a big boost in the federal transit formula funding from the Highway Trust Fund (HTF)—a big win for the long-term as it would be very unusual for HTF-funded federal transit (and highway) program funding levels to fall below this new baseline after five years at this funding level—and because of additional one-time supplemental stimulus funding to the Section 5337 State of Good Repair program, which we advocated for along with our large transit system partners across the country.

Bay Area Transit Formula Fund Estimate

	FAST Act (FY 2016-2020)¹	IIJ Act (FY 2022-2026)²	5-Year Funding Increase
State of Good Repair	\$1.1 billion	\$1.7 billion	\$0.7 billion
Urbanized Area	\$1.1 billion	\$1.5 billion	\$0.4 billion
Other	\$0.1 billion	\$0.2 billion	\$0.1 billion
Total	\$2.3 billion	\$3.4 billion	\$1.1 billion

Note: Sums may not total due to rounding.

1. Amounts include FAST Act authorized funding plus Federal Transit Administration (FTA) supplemental appropriations from FY 2018, FY 2019 and FY 2020.

2. Amounts reflect IIJ transportation authorization and supplemental advance appropriations.

Bay Area Flexible Highway, Climate and Bike/Ped Formula Funding

The IIJA would increase five-year funding totals for flexible highway program funding in the Bay Area from \$0.8 billion to \$1.1 billion. Note that much of this increase is due to the new, highly flexible Carbon Reduction formula program, which the Senate funded at the expense of increasing the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. Like CMAQ, the Carbon Reduction Program has broad eligibilities including public transit, high occupancy vehicle projects and congestion pricing. See chart below:

Bay Area Highway Formula Fund Estimate

	FAST Act (FY 2016-2020)*	IIJ Act (FY 2022-2026)	5-Year Funding Increase
Surface Transportation Program	\$473 million	\$603 million	\$130 million
CMAQ	\$367 million	\$368 million	\$1 million
Transportation Alternatives Program ¹	\$38 million	\$70 million	\$32 million
Carbon Reduction Program (<i>new</i>)	-	\$71 million	\$71 million
Total	\$878 million	\$1.1 billion	\$234 million

1. Amount reflects only those program funds suballocated to the Bay Area for the regional ATP program; does not include the Bay Area’s share of the states “any area” funds

Encouragingly, metropolitan planning resources that come directly to MTC would increase as well, with the Metropolitan Planning program increasing by about 30 percent overall compared to FAST Act levels (FAST Act FY 2016-2020 vs. proposed FY 2022-2026 funding).

California Funding for Bridges, Resilience and Electric Vehicle Charging Infrastructure

The State of California would receive a **much larger** increase in formula funds (proportionately and dollar amount) compared to the suballocated formula programs, including five-year totals of approximately \$4.2 billion from a flexible new bridge repair formula program (\$27.5 billion nationwide) and approximately \$380 million for electric vehicle charging infrastructure. Additionally, California would receive over the five year timeframe roughly \$2.6 billion in funding that could be used for resilience-focused investments, \$630 million from a new resilience-focused formula program for states and up to \$1.9 billion of the state’s anticipated \$12.8 billion in National Highway Performance Program (NHPP) highway funding (highway and bridge resilience would be newly eligible for up to 15 percent of NHPP funding). We expect there will be legislation at the state level to implement these new programs, providing an opportunity to advocate for an approach that maximizes funding for the Bay Area.

Additionally, California’s Trade Corridors Enhancements Program and “any area” Active Transportation Program would both be expected grow in accordance with the funding increases proposed for the federal freight formula program and federal Transportation Alternatives Program since state law directs these federal funds to these programs.

Opportunity for Bay Area Projects to Compete for \$150 billion in Discretionary Grants

Bay Area projects (large and small) could also receive substantial direct federal investment via funding for existing and new discretionary grant programs. In addition to huge dollar amounts, the focus of the grant programs reflects many of the Plan Bay Area 2050 priorities and in general the selection criteria are Bay Area/large metro-friendly (ex: points for national and regional economic benefits). Grant programs of interest are listed below.

Of note, the IJA authorizes approximately \$190 billion in discretionary grants, however a portion of those funds are reserved for geographies outside the Bay Area (notably the Northeast Corridor), thus the Bay Area would be eligible to compete for approximately \$150 billion in discretionary grant funds. Of this, \$95 billion is “guaranteed” funding—i.e., grants are either funded from the Highway Trust Fund (HTF) or one-time supplemental general fund stimulus (upfront stimulus)—while the \$55 billion in non-stimulus general fund authorizations (GF) are much less certain as they are subject to annual appropriations.

Transit, Bridge, Climate, Rail, Safety, and Priority Project Discretionary Grant Programs

(Note: National five-year totals. Fund sources listed to provide indication as to level of certainty that the funding will be made available.)

Highway and Bridge

- Bridge Investment Program - \$15.8 billion for a new bridge program
 - \$9.2 billion in upfront stimulus funding, plus \$3.3 billion guaranteed from the reauthorization (HTF) and \$3.3 billion in general funds subject to annual appropriations
 - Program would provide multi-year grants for major bridge improvements, like full funding grant agreements for bridges. BATA bridges and Golden Gate Bridge could apply. Smaller projects could be funded too.
- Charging and Fueling Infrastructure Grants (alternative fuel vehicles) - \$2.5 billion (HTF)

Transit and Intercity Passenger Rail

- Capital Investment Grants - \$23 billion
 - \$8 billion in one-time upfront stimulus funding plus \$15 billion subject to appropriation (vs. \$12 billion in the FAST Act).
 - Program funds transit modernization and expansion projects
- Federal-State Partnership for Intercity Passenger Rail – \$43.5 billion
 - \$36 billion in upfront funding, of which at least \$12 billion may be spent outside the Northeast Corridor; \$7.5 billion in additional funds subject to annual appropriations, of which not less than \$3.4 billion must be spent outside the Northeast Corridor)
 - Expanded eligibilities to allow program to fund new and expanded intercity rail (e.g. California High Speed Rail), in addition to the program’s historic focus on Amtrak and other intercity rail service’s state of good repair
- Amtrak - \$30 billion (roughly 40 percent is reserved for the Northeast corridor)
 - \$19.2 billion in upfront stimulus and an additional \$11 billion subject to annual appropriations

- Consolidated Rail Infrastructure and Safety Improvements (CRISI) - \$10 billion
 - \$5 billion in upfront stimulus funding and \$5 billion subject to annual appropriations
 - Program funds rail safety, efficiency and reliability improvements. Examples of eligible projects include capital projects to reduce congestion and facilitate ridership growth and highway-rail grade crossing improvements.
- Railroad Crossing Elimination Program - \$5.5 billion
 - New program funded at \$3 billion in upfront stimulus funding and \$2.5 billion subject to annual appropriations
 - Supplements the longstanding Rail-Highway Grade Crossing program funding that is distributed to states via formula, funded through the HTF at \$1.2 billion (FAST Act funded the program at \$1.1 billion).
- Low- and Zero-Emission Bus Program (transit) – \$5.6 billion
 - \$375 million guaranteed from the reauthorization (HTF) and \$5.25 billion in upfront stimulus
- ADA Accessibility Improvements for Legacy Rail Systems - \$1.75 billion (upfront stimulus) (*new program*)
- Competitive Grants for Rail Vehicle Replacement - \$1.5 billion (HTF)
- Electric or Low-Emission Ferry Program - \$500 million
 - \$250 million in upfront stimulus funding, plus \$250 million subject to annual appropriations

Multimodal Mobility, Economy, Safety, and Climate Programs

- National Infrastructure Project Assistance - \$15 billion
 - \$5 billion in upfront stimulus funding and \$10 billion subject to annual appropriations
 - Program would provide multiyear grant agreements for large projects
 - Multimodal eligibility, including for integrated intercity and commuter rail projects, as advocated by MTC and national partners
- Local and Regional Project Assistance - \$15 billion
 - \$7.5 billion in upfront stimulus funding plus \$7.5 billion subject to annual appropriations
 - Authorizes RAISE (BUILD/TIGER)
- INFRA (multimodal freight program) - \$8 billion
 - \$4.8 billion from the HTF and \$3.2 billion in upfront stimulus appropriations
- Safe Streets and Roads for All - \$6 billion
 - \$5 billion in one-time upfront stimulus funding, \$1 billion subject to annual appropriations
 - Grants for local jurisdictions and metropolitan planning organizations to develop and implement Vision Zero safety plans
- Rural Surface Transportation Grant Program - \$2 billion (HTF)
 - Grants for highway and bridge improvement, freight and safety projects in urbanized areas less than 200,000 in population. Travel demand management projects are also eligible.
 - States, regional transportation planning organizations, local governments, and multijurisdictional groups may apply.

- PROTECT resilience grants - \$1.4 billion (HTF)
 - States, locals, metropolitan planning organizations, and other transportation authorities may apply.
- Reconnecting Communities - \$1 billion
 - \$500 million from the HTF, \$500 million in upfront stimulus
 - Grants may fund planning and construction to remove or retrofit highways and restore community connectivity

- SMART (Strengthening Mobility and Revolutionizing Transportation Grant Program) - \$1 billion
 - \$500 million in upfront stimulus; \$500 million subject to annual appropriations
 - Eligible projects include automated and connected vehicle infrastructure deployment, transit signal prioritization, and other technology-related transportation system improvements
- Congestion Relief Program - \$250 million (HTF)
 - New flexible major metro congestion reduction program. Eligibilities are broad and allow for congestion pricing on existing Interstate highways

Note: CRISI and Railroad Crossing Elimination Programs could also fall in the “safety program” category.

ⁱ Transportation authorization bill funding reflects both Highway Trust Fund (HTF) amounts—which are essentially “guaranteed”—in addition to those funding amounts authorized but subject to the uncertainty of the annual appropriations process. The FAST Act’s \$305 billion price tag reflected \$282 in HTF proceeds and only \$23 billion in general funds while the IIJA would provide \$383 billion in HTF funding, with \$94 billion subject to annual appropriations.

ⁱⁱ Chart does not yet reflect the FY 2018 through FY 2020 Highway Improvement Program and Transit Infrastructure Grants, which supplemented highway and transit funding.

**INTRODUCED BY SENIOR ASSEMBLY MEMBER KROHN
(COAUTHOR: SENIOR ASSEMBLY MEMBER VANACKEREN)**

LEGISLATIVE COUNSEL'S DIGEST

**AP 6: PUBLIC TRANSPORTATION: ACCESSIBLE TRANSPORTATION SERVICES:
SENIORS AND DISABLED PERSONS.**

THE CALIFORNIA CONSTITUTION RESTRICTS THE EXPENDITURE OF REVENUES FROM FEES AND TAXES IMPOSED BY THE STATE UPON VEHICLES, OR THEIR USE OR OPERATION, TO STATE ADMINISTRATION AND ENFORCEMENT OF LAWS REGULATING THE USE, OPERATION, OR REGISTRATION OF VEHICLES, RESEARCH, PLANNING, CONSTRUCTION, IMPROVEMENT, MAINTENANCE, AND OPERATION OF PUBLIC STREETS AND HIGHWAYS, AND RESEARCH, PLANNING, CONSTRUCTION, AND IMPROVEMENT OF EXCLUSIVE PUBLIC MASS TRANSIT GUIDEWAYS, AS SPECIFIED. THESE RESTRICTIONS DO NOT APPLY TO REVENUES FROM TAXES OR FEES IMPOSED UNDER THE SALES AND USE TAX LAW OR THE VEHICLE LICENSE FEE LAW.

UNDER EXISTING LAW, PUBLIC TRANSIT SERVICES ARE FUNDED FROM VARIOUS SOURCES, INCLUDING THE STATE TRANSPORTATION FUND.

THIS MEASURE WOULD MEMORIALIZE THE LEGISLATURE AND THE GOVERNOR TO ENACT LEGISLATION THAT WOULD CREATE THE ACCESSIBLE

TRANSPORTATION ACCOUNT IN THE STATE TRANSPORTATION FUND, ESTABLISH A NEW VEHICLE REGISTRATION FEE OR VEHICLE LICENSE FEE TO FUND THE ACCOUNT, REQUIRE MONEYS IN THE ACCOUNT TO BE USED TO FUND ACCESSIBLE TRANSPORTATION SERVICES FOR SENIORS AND DISABLED PERSONS, AND AUTHORIZE CONSOLIDATED TRANSPORTATION SERVICES AGENCIES TO OVERSEE LOCAL EXPENDITURES OF THE MONEYS IN THE ACCOUNT.

VOTE: MAJORITY.

AP 6: RELATING TO TRANSPORTATION

WHEREAS, THE SOCIAL SERVICE TRANSPORTATION IMPROVEMENT ACT (PART 13 (COMMENCING WITH SECTION 15950) OF DIVISION 3 OF TITLE 2 OF THE GOVERNMENT CODE), WHICH WAS ENACTED IN 1979, WAS INTENDED TO IMPROVE TRANSPORTATION SERVICE REQUIRED BY SOCIAL SERVICE RECIPIENTS BY PROMOTING THE CONSOLIDATION OF SOCIAL SERVICE TRANSPORTATION SERVICES; AND

WHEREAS, IN THE 42 YEARS SINCE THE SOCIAL SERVICE TRANSPORTATION IMPROVEMENT ACT WAS ENACTED, DEMAND FOR ACCESSIBLE TRANSPORTATION SERVICES HAS SIGNIFICANTLY INCREASED, IN PARTICULAR FOR SERVICES THAT IMPROVE TRANSPORTATION SERVICES AVAILABLE TO THE RAPIDLY GROWING POPULATION OF OLDER CALIFORNIANS AND TO CALIFORNIANS WITH DISABILITIES; AND

WHEREAS, CHAPTER 5 OF THE STATUTES OF 2017 ESTABLISHED FUNDING SOURCES FOR VARIOUS TRANSPORTATION SERVICES, BUT DID NOT DEDICATE FUNDING TO ACCESSIBLE TRANSPORTATION SERVICES FOR OLDER OR DISABLED CALIFORNIANS; AND

WHEREAS, TRANSPORTATION POLICY AND FUNDING DECISIONS DO NOT REGULARLY PRIORITIZE ACCESSIBLE TRANSPORTATION SERVICES FOR OLDER OR DISABLED CALIFORNIANS; AND

WHEREAS, THE RECENT MASTER PLAN FOR AGING, COMPLETED IN 2021, ADDRESSED NUMEROUS POLICY AREAS CRITICAL TO OLDER CALIFORNIANS; HOWEVER, NO MEANINGFUL IMPROVEMENTS TO ACCESSIBLE TRANSPORTATION SERVICES WERE INCLUDED; AND

WHEREAS, SENIOR-ORIENTED MOBILITY SERVICES, AS CURRENTLY ORGANIZED AND FUNDED, DO NOT HAVE THE CAPACITY TO HANDLE THE STATE'S INCREASING NUMBER OF PEOPLE OVER 65 YEARS OF AGE; AND

WHEREAS, ACCESSIBLE TRANSPORTATION SERVICES ARE CURRENTLY PROVIDED BY TRANSIT AGENCIES, CITIES, COUNTIES, NONPROFIT AGENCIES, SOCIAL SERVICE AGENCIES, AND HEALTH INSURANCE PROVIDERS, YET NO SINGLE AGENCY OR ORGANIZATION FALLS NATURALLY INTO A LEADERSHIP ROLE; AND

WHEREAS, IN MANY AREAS, IN ORDER TO EXPAND TRANSPORTATION SERVICES THAT ARE ACCESSIBLE AND FRIENDLY TO SENIORS AND THAT EXCEED TRADITIONAL TRANSPORTATION SERVICES, ADDITIONAL FUNDING,

RELIABLE INSTITUTIONAL STRUCTURES, AND A BROADER LEVEL OF COMMUNITY INPUT AND DECISIONMAKING AUTHORITY IS NECESSARY; AND

WHEREAS, PLANS TO EXPAND TRANSPORTATION SERVICES WOULD OFTEN PROVIDE FUNDING THROUGH NEW TAXES; HOWEVER, OPPONENTS TO THESE PLANS OFTEN OBJECT TO THESE PLANS BECAUSE OF THEIR COSTS; AND

WHEREAS, COUNTY GOVERNMENTS, WHICH HAVE EXPERTISE IN THE PROVISION OF SOCIAL SERVICES, LOCAL KNOWLEDGE, AND DIRECTLY ELECTED REPRESENTATIVES, ARE THE MOST APPROPRIATE ENTITIES TO ADMINISTER FUNDING TO SUPPORT TRANSPORTATION SERVICES; AND

WHEREAS, TRANSIT AUTHORITIES AND TRANSIT DISTRICTS SHOULD ALSO COLLABORATE WITH COUNTY GOVERNMENTS, NONPROFIT PROVIDERS OF SOCIAL SERVICES, AND SOCIAL SERVICES TRANSPORTATION PROVIDERS TO PROVIDE SENIORS WITH BETTER ACCESS TO APPROPRIATE TRANSPORTATION SERVICES; AND

WHEREAS, THIS COLLABORATION WILL ENABLE FUNDING TO TARGET THE NEEDS OF THE POPULATIONS WHO ARE UNABLE, DUE TO THEIR HEALTH OR DISABILITY, TO USE SERVICES PROVIDED BY PUBLIC TRANSIT; AND

WHEREAS, WHILE FUNDING DECISIONS ARE PRIMARILY CONTROLLED BY LOCAL COUNTY TRANSPORTATION AUTHORITIES AND PUBLIC TRANSIT AGENCIES, FUNDING SHOULD BE ADMINISTERED JOINTLY AT THE STATE LEVEL BY THE DEPARTMENT OF HEALTH AND HUMAN SERVICES AND THE DEPARTMENT OF TRANSPORTATION BECAUSE THESE DEPARTMENTS HAVE

CRITICAL EXPERTISE IN SERVING THE TARGET POPULATION; NOW, THEREFORE,
BE IT

RESOLVED, BY THE SENIOR ASSEMBLY AND THE SENIOR SENATE, JOINTLY,
THAT THE SENIOR LEGISLATURE OF THE STATE OF CALIFORNIA AT ITS 2021
REGULAR SESSION, A MAJORITY OF THE MEMBERS VOTING THEREFOR, HEREBY
PROPOSES THAT THE ACCESSIBLE TRANSPORTATION ACCOUNT BE CREATED IN
THE STATE TRANSPORTATION FUND, A NEW VEHICLE REGISTRATION FEE OR
VEHICLE LICENSE FEE BE ESTABLISHED TO FUND THE ACCOUNT, MONEYS IN THE
ACCOUNT BE USED TO FUND ACCESSIBLE TRANSPORTATION SERVICES FOR
SENIORS AND DISABLED PERSONS, AND CONSOLIDATED TRANSPORTATION
SERVICES AGENCIES BE AUTHORIZED TO OVERSEE LOCAL EXPENDITURES OF
THE MONEYS IN THE ACCOUNT; AND BE IT FURTHER

RESOLVED, THAT THE SENIOR LEGISLATURE OF THE STATE OF
CALIFORNIA RESPECTFULLY MEMORIALIZES THE LEGISLATURE AND THE
GOVERNOR OF THE STATE OF CALIFORNIA TO ENACT APPROPRIATE
LEGISLATION THAT WOULD ADDRESS THE CONCERNS SET FORTH IN THIS
MEASURE; AND BE IT FURTHER

RESOLVED, THAT A COPY OF THIS MEASURE BE TRANSMITTED TO THE
SPEAKER OF THE ASSEMBLY, THE PRESIDENT PRO TEMPORE OF THE SENATE,
AND THE GOVERNOR OF THE STATE OF CALIFORNIA.

WHEREAS, THE SOCIAL SERVICE TRANSPORTATION IMPROVEMENT ACT, PASSED IN 1979, WAS INTENDED TO IMPROVE TRANSPORTATION SERVICE REQUIRED BY SOCIAL SERVICE RECIPIENTS BY PROMOTING THE CONSOLIDATION OF SOCIAL SERVICE TRANSPORTATION SERVICES; AND

WHEREAS, IN THE 42 YEARS SINCE THE SOCIAL SERVICE TRANSPORTATION IMPROVEMENT ACT WAS PASSED, THERE HAS BEEN A SIGNIFICANT INCREASE IN DEMAND FOR ACCESSIBLE TRANSPORTATION SERVICES, IN PARTICULAR SERVICES THAT IMPROVE TRANSPORTATION FOR THE RAPIDLY GROWING POPULATION OF OLDER CALIFORNIANS AND THOSE WITH DISABILITIES; AND

WHEREAS, SENATE BILL 1, PASSED IN 2017, INCLUDED FUNDING FOR MANY TRANSPORTATION OPTIONS, BUT NONE DEDICATED TO ACCESSIBLE TRANSIT FOR OLDER AND DISABLED CALIFORNIANS; AND

WHEREAS, OFTEN, TRANSPORTATION POLICY AND FUNDING DECISIONS DO NOT REGULARLY PRIORITIZE ACCESSIBLE TRANSPORTATION SERVICES TO OLDER PERSONS AND THOSE WITH DISABILITIES; AND

WHEREAS, THE RECENT MASTER PLAN FOR AGING, COMPLETED IN 2021, ADDRESSED NUMEROUS POLICY AREAS CRITICAL TO OLDER CALIFORNIANS, HOWEVER, NO MEANINGFUL TRANSPORTATION IMPROVEMENTS WERE INCLUDED; AND

WHEREAS, SENIOR ORIENTED MOBILITY SERVICES AS CURRENTLY ORGANIZED AND FUNDED DO NOT HAVE THE CAPACITY TO HANDLE THE STATE'S INCREASING NUMBER OF PEOPLE OVER THE AGE OF 65; AND

WHEREAS, ACCESSIBLE TRANSPORTATION SERVICES ARE CURRENTLY PROVIDED BY TRANSIT AGENCIES, CITIES, COUNTIES, NON-PROFIT AGENCIES, SOCIAL SERVICE AGENCIES, AND HEALTH INSURANCE, YET NO SINGLE AGENCY OR ORGANIZATION FALLS NATURALLY INTO A LEADERSHIP ROLE; AND

WHEREAS, IN MANY AREAS, IN ORDER TO EXPAND TRANSPORTATION OFFERINGS THAT ARE ACCESSIBLE AND FRIENDLY TO SENIORS THAT GO BEYOND TRADITIONAL TRANSIT SERVICES, ADDITIONAL FUNDING, RELIABLE INSTITUTIONAL STRUCTURES, AND A BROADER LEVEL OF COMMUNITY INPUT AND DECISIONMAKING AUTHORITY IS NECESSARY; AND

WHEREAS, A NUMBER OF PLANS TO EXPAND TRANSPORTATION OFFERINGS ARE OFTEN FUNDED VIA NEW TAXES, HOWEVER, THESE PLANS ARE MORE OFTEN THAN NOT OBJECTED TO BECAUSE OF COST ISSUES; AND

WHEREAS, COUNTY GOVERNMENTS, WITH THEIR EXPERTISE IN PROVIDING SOCIAL SERVICES, LOCAL KNOWLEDGE, AND DIRECTLY ELECTED REPRESENTATION ARE THE MOST APPROPRIATE ENTITY TO ADMINISTER FUNDING TO SUPPORT TRANSPORTATION SERVICES; AND

WHEREAS, TRANSIT AUTHORITIES AND TRANSIT DISTRICTS SHOULD ALSO COLLABORATE WITH COUNTY GOVERNMENTS, ALONG WITH NON-PROFIT PROVIDERS OF SOCIAL SERVICES AND SOCIAL SERVICES TRANSPORTATION PROVIDERS IN ORDER TO PROVIDE SENIORS BETTER ACCESS TO APPROPRIATE TRANSPORTATION OPTIONS; AND

WHEREAS, THIS COLLABORATION WILL ENABLE FUNDING TO TARGET THE NEEDS OF THE POPULATIONS WHO ARE UNABLE, DUE TO THEIR HEALTH OR DISABILITY, TO USE SERVICES PROVIDED BY PUBLIC TRANSIT; AND

WHEREAS, WHILE FUNDING DECISIONS ARE PRIMARILY CONTROLLED BY LOCAL COUNTY TRANSPORTATION AUTHORITIES AND PUBLIC TRANSIT AGENCIES, FUNDING SHOULD BE ADMINISTERED JOINTLY AT THE STATE LEVEL BY THE DEPARTMENT OF HEALTH AND HUMAN SERVICES AND DEPARTMENT OF TRANSPORTATION, AS THESE DEPARTMENTS HAVE CRITICAL EXPERTISE IN SERVING THE TARGET POPULATION; NOW, THEREFORE, BE IT

RESOLVED, BY THE SENIOR ASSEMBLY AND THE SENIOR SENATE, JOINTLY, THAT THE SENIOR LEGISLATURE OF THE STATE OF CALIFORNIA AT ITS 2021 REGULAR SESSION, A MAJORITY OF THE MEMBERS VOTING THEREFOR, HEREBY PROPOSES THAT THE ACCESSIBLE TRANSPORTATION ACCOUNT BE CREATED IN THE STATE TRANSPORTATION FUND, A NEW VEHICLE REGISTRATION FEE OR VEHICLE LICENSE FEE BE ESTABLISHED TO FUND THE ACCOUNT, AND CONSOLIDATED TRANSPORTATION SERVICES AGENCIES SHALL HAVE THE AUTHORITY TO OVERSEE LOCAL EXPENDITURES OF ACCOUNT FUNDS; AND BE IT FURTHER

RESOLVED, THAT THE SENIOR LEGISLATURE OF THE STATE OF CALIFORNIA RESPECTFULLY MEMORIALIZES THE LEGISLATURE AND THE GOVERNOR OF THE STATE OF CALIFORNIA TO ENACT APPROPRIATE LEGISLATION THAT WOULD ADDRESS THE CONCERNS SET FORTH IN THIS MEASURE; AND BE IT FURTHER

RESOLVED, THAT A COPY OF THIS MEASURE BE TRANSMITTED TO THE SPEAKER OF THE ASSEMBLY, THE PRESIDENT PRO TEMPORE OF THE SENATE, AND THE GOVERNOR OF THE STATE OF CALIFORNIA.

Status actions entered today are **listed in bold**.

File name: Master

California

1. **CA AB 15**



ADJOURNED
Eligible For Carryover
Reconvene on January 03, 2022

1st Committee 1st Chamber 2nd Committee 2nd Chamber Executive

Our Forecast ⓘ
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Author: David Chiu (D-017)
Title: COVID-19 Relief: Tenancy Stabilization Act of 2021
Fiscal Committee: yes
Urgency Clause: yes
Introduced: 12/07/2020
Disposition: Pending - Carryover
Location: Assembly Housing and Community Development Committee
Summary: Extends the definition of "COVID-19 rental debt" as unpaid rent or any other unpaid financial obligation of a tenant that came due between March 1, 2020, and December 31, 2021. Extends the repeal date of the COVID-19 Tenant Relief Act of 2020 to January 1, 2026. Prohibits a landlord from taking certain actions with respect to a tenant's COVID-19 rental debt, including, among others, charging or attempting to collect late fees, or withholding a service or amenity.
Status: 01/11/2021 To ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT.
Topic: Health, Housing

2. **CA AB 43**



SESSION ADJOURNMENT
August 31, 2022
329 Days Remaining

1st Committee 1st Fiscal Committee 1st Chamber 2nd Committee 2nd Fiscal Committee 2nd Chamber

Our Forecast ⓘ
▼ Show More



Author: Laura Friedman (D-043)
Title: Traffic Safety
Fiscal Committee: yes

Urgency Clause: no

Introduced: 12/07/2020

Last Amend: 09/01/2021

Disposition: To Governor

Location: To Governor

Summary: Authorizes local authorities to consider the safety of vulnerable pedestrian groups. Establishes a prima facie speed limit on state highways located in any business or residence district. Authorize Caltrans to change the speed limit on any such highway, including erecting signs to give notice. Authorizes a lowered speed limit on a section of highway contiguous to a business activity district and would require that certain violations be subject to a warning citation, for the first 30 days of implementation.

Status: 09/20/2021 *****To GOVERNOR.

Positions: MTC - Support
ABAG - Support
League of California Cities - Support

Topic: Safety, Speed-Limits, Transportation

3. CA AB 117



ADJOURNED
Eligible For Carryover
Reconvene on January 03, 2022

Slow Moving Bill

	1st Committee	1st Fiscal Committee	1st Chamber	2nd Committee	2nd Fiscal Committee	2nd Chamber
Our Forecast ⓘ ▼ Show More	✓	✓	✓	✓		

Author: Tasha Boerner Horvath (D-076)

Title: Air Quality Improvement Program: Electric Bicycles

Fiscal Committee: yes

Urgency Clause: no

Introduced: 12/18/2020

Last Amend: 07/16/2021

Disposition: Pending - Carryover

Location: Senate Appropriations Committee

Summary: Specifies projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the program. Requires the state board, no later than a specified date, to establish an Electric Bicycle Incentives Project to provide incentives, in the form of vouchers, to income-qualified individuals for the purchase of electric bicycles, as provided.

Status: 08/26/2021 In SENATE Committee on APPROPRIATIONS. Held in committee and made a Two-year bill.

Topic: Bikes, Transportation

4. CA AB 537



	1st Committee	1st Fiscal Committee	1st Chamber	2nd Committee	2nd Fiscal Committee	2nd Chamber
Our Forecast ⓘ ▼ Show More	✓	✓	✓	✓	✓	✓

Author: Bill Quirk (D-020)
Title: Wireless Telecommunications and Broadband Facilities
Fiscal Committee: yes
Urgency Clause: no
Introduced: 02/10/2021
Enacted: 10/04/2021
Disposition: Enacted
Effective Date: 01/01/2022 [code impact]
Location: Chaptered
Chapter: 2021-467
Summary: Requires that the city, county, or city and county notify the applicant of the incompleteness of an application within the time periods established by applicable FCC rules. Requires that the time period for a city or county to approve or disapprove a collocation or siting application commence when the applicant makes the first required submission. Requires that a city or county not prohibit or unreasonably discriminate in favor of, or against, any particular wireless technology.
Status: 10/04/2021 Chaptered by Secretary of State. Chapter No. 2021-467
Topic: Telecom/Broadband

5. CA AB 773



SESSION ADJOURNMENT
 August 31, 2022
 329 Days Remaining

	1st Committee	1st Chamber	2nd Committee	2nd Fiscal Committee	2nd Chamber	Concurrence
Our Forecast ⓘ ▼ Show More	✓	✓	✓	✓	✓	✓

Author: Adrin Nazarian (D-046)
Title: Street Closures and Designations
Fiscal Committee: no

Urgency Clause: no

Introduced: 02/16/2021

Last Amend: 07/05/2021

Disposition: To Governor

Location: To Governor

Summary: Authorizes a local authority to adopt a rule or regulation by ordinance to implement a slow street program, which may include closures to vehicular traffic or through vehicular traffic of neighborhood local streets with connections to citywide bicycle networks, destinations that are within walking distance, or green space.

Status: 09/02/2021 *****To GOVERNOR.

Positions: League of California Cities - Support

Topic: Bikes, LandUse, Safety, Transportation

6. **CA AB 780**



ADJOURNED
 Eligible For Carryover
 Reconvene on January 03, 2022

1st Committee 1st Chamber 2nd Committee 2nd Chamber Executive

Our Forecast ⓘ
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Author: Philip Y. Ting (D-019)

Title: Local Zoning Ordinances: School Employee Housing

Fiscal Committee: no

Urgency Clause: no

Introduced: 02/16/2021

Last Amend: 03/15/2021

Disposition: Pending - Carryover

Location: Assembly Local Government Committee

Summary: Authorizes the governing board of a school district to render a city or county zoning ordinance inapplicable if the proposed use of property by the school district is to offer school district employee housing under specified conditions. Exempts the rendering of a city or county zoning ordinance as inapplicable, in order to offer school district employee housing, from review under this authority.

Status: 03/25/2021 In ASSEMBLY. Suspend Assembly Rule 96.
 03/25/2021 Re-referred to ASSEMBLY Committees on LOCAL GOVERNMENT and EDUCATION.

Topic: Housing, LandUse

CA AB 784



	1st Committee	1st Fiscal Committee	1st Chamber	2nd Committee	2nd Fiscal Committee	2nd Chamber
Our Forecast ⓘ ▼ Show More	✓	✓	✓	✓	✓	✓

Author: Bill Quirk (D-020)
Title: Alameda-Contra Costa Transit District
Fiscal Committee: yes
Urgency Clause: no
Introduced: 02/16/2021
Enacted: 09/22/2021
Disposition: Enacted
Effective Date: 01/01/2022 [code impact]
Location: Chaptered
Chapter: 2021-200
Summary: Repeals the authority to form a transit district under certain provisions and recognizes the Alameda-Contra Costa Transit District as the district formed pursuant to this authority. Designates the Alameda-Contra Costa Transit District as a rapid transit district, thereby excluding the district from the definition of a local agency.
Status: 09/22/2021 Chaptered by Secretary of State. Chapter No. 2021-200
Topic: Transportation

8. CA AB 970



SESSION ADJOURNMENT
 August 31, 2022
 329 Days Remaining

	1st Committee	1st Chamber	2nd Committee	2nd Chamber	Concurrence	Executive
Our Forecast ⓘ ▼ Show More	✓	✓	✓	✓	✓	

Author: Kevin McCarty (D-007)
Title: Planning and Zoning: Electric Vehicle Charging Stations
Fiscal Committee: no
Urgency Clause: no
Introduced: 02/18/2021

Last Amend: 07/13/2021

Disposition: To Governor

Location: To Governor

Summary: Requires an application to install an electric vehicle charging station to be deemed complete if, either 5 business days or 10 business days after the application was submitted, depending on the number of electric vehicle charging stations proposed in the application, the city, county, or city and county has not deemed the application to be incomplete or issued a written correction notice detailing all deficiencies in the application, as specified.

Status: 09/14/2021 *****To GOVERNOR.

Positions: League of California Cities - Oppose

Topic: Transportation

9. **CA AB 1147**



SESSION ADJOURNMENT
 August 31, 2022
 329 Days Remaining

	1st Committee	1st Fiscal Committee	1st Chamber	2nd Committee	2nd Fiscal Committee	2nd Chamber
Our Forecast ⓘ ▼ Show More	✓	✓	✓	✓	✓	✓

Author: Laura Friedman (D-043)

Title: Active Transportation Program

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/18/2021

Last Amend: 08/16/2021

Disposition: To Governor

Location: To Governor

Summary: Amends specified sections of the Government Code and adds section to the Public Resources Code. Adds and repeals specified section of the Streets and Highways Code, relating to transportation planning. Relates to the requirement of the Strategic Growth Council to complete an overview of the state Transportation Plan. Provides that the State Air Resources Board reports shall include specified information and be developed in consultation with specified organizations and stakeholders.

Status: 09/10/2021 Enrolled.
 09/10/2021 *****To GOVERNOR.

Topic: Bikes, GHG, LandUse, Transportation

10. **CA AB 1188**



ADJOURNED
 Eligible For Carryover
 Reconvene on January 03, 2022
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1st Committee

1st Fiscal Committee

1st Chamber

2nd Committee

2nd Chamber

Executive

Our Forecast ⓘ
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Author: Buffy Wicks (D-015)
Title: State Rental Assistance Program: Data

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/18/2021

Last Amend: 05/04/2021

Disposition: Pending - Carryover

Location: Assembly Appropriations Committee

Summary: Requires the Department of Housing and Community Development to retain data from designated sources, including data on the state rental assistance program, information submitted by eligible grantees that received the federal funding, and data on rental registries operated by local governments, as specified.

Status: 05/20/2021 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.

Topic: Admin, Housing

11. **CA AB 1304**



1st Committee

1st Fiscal Committee

1st Chamber

2nd Committee

2nd Fiscal Committee

2nd Chamber

Our Forecast ⓘ
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Author: Miguel Santiago (D-053)
Title: Affirmatively Further Fair Housing: Housing Element

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/19/2021

Enacted: 09/28/2021

Disposition: Enacted

Effective Date: 01/01/2022 [code impact]

Location: Chaptered
Chapter: 2021-357
Summary: Revises the items to be included in the analysis and would require that analysis to be done in a specified manner. Requires that the schedule of actions assess the local and regional historical origins and current policies and practices that contribute to fair housing factors identified in the schedule. Requires the inventory of land to include an analysis of the relationship of the sites identified in the inventory to the jurisdiction's duty to affirmatively further fair housing.
Status: 09/28/2021 Chaptered by Secretary of State. Chapter No. 2021-357
Topic: Housing

12. **CA AB 1401**



ADJOURNED
 Eligible For Carryover
 Reconvene on January 03, 2022



Our Forecast ⓘ
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	1st Committee	1st Fiscal Committee	1st Chamber	2nd Committee	2nd Chamber	Executive
	✓	✓	✓	✓		

Author: Laura Friedman (D-043)
Title: Residential And Commercial Development: Parking
Fiscal Committee: yes
Urgency Clause: no
Introduced: 02/19/2021
Last Amend: 07/05/2021
Disposition: Pending - Carryover
Location: Senate Appropriations Committee
Summary: Prohibits 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.
Status: 08/26/2021 In SENATE Committee on APPROPRIATIONS: Held in committee.
Positions: League of California Cities - Oppose
Topic: Parking, Transportation

13. **CA AB 1409**



	1st Committee	1st Fiscal Committee	1st Chamber	2nd Committee	2nd Fiscal Committee	2nd Chamber

Our Forecast ⓘ
▼ Show More



Author: Marc Levine (D-010)

Title: Planning And Zoning: General Plan: Safety Element

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/19/2021

Enacted: 10/04/2021

Disposition: Enacted

Effective Date: 01/01/2022 [code impact]

Location: Chaptered

Chapter: 2021-481

Summary: Provides that the Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city and of any land outside its boundaries that bears a relation to its planning. Requires the safety element to be reviewed and updated to identify evacuation locations. Imposes a state-mandated local program.

Status: 10/04/2021 Chaptered by Secretary of State. Chapter No. 2021-481

Topic: Emergency, Safety

14. **CA AB 1500**



ADJOURNED
Eligible For Carryover
Reconvene on January 03, 2022

Fast Moving Bill

1st Committee 1st Fiscal Committee 1st Chamber 2nd Committee 2nd Chamber Executive

Our Forecast ⓘ
▼ Show More



Author: Eduardo Garcia (D-056)

Title: Safe Drinking Water, Wildfire Prevention

Fiscal Committee: yes

Urgency Clause: yes

Introduced: 02/19/2021

Last Amend: 05/11/2021

Disposition: Pending - Carryover

Location: Assembly Rules Committee

Enacts the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection,

Summary: Extreme Heat Mitigation, and Workforce Development Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds 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.

Status: 05/20/2021 In ASSEMBLY. Joint Rule 62(a) suspended.
05/20/2021 From ASSEMBLY Committee on APPROPRIATIONS: Do pass to Committee on RULES. (12-3)

Positions: MTC - Support and Seek Amendments
ABAG - Support and Seek Amendments

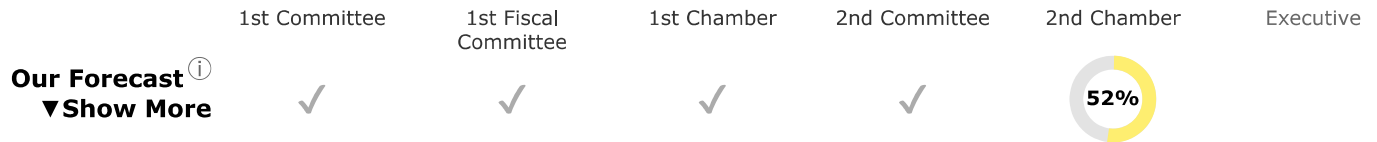
Topic: Climate, Fire, Health, Water

15. **CA SB 12**



ADJOURNED
Eligible For Carryover
Reconvene on January 03, 2022

Slow Moving Bill



Author: Mike McGuire (D-002)

Title: Local Government Planning and Zoning: Wildfires

Fiscal Committee: yes

Urgency Clause: no

Introduced: 12/07/2020

Last Amend: 07/01/2021

Disposition: Pending - Carryover

Location: Assembly Housing and Community Development Committee

Summary: Requires the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after a certain date, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit strategy to reduce the risk of property loss and damage during wildfires, and would require the planning agency to submit the adopted strategy to the Office of Planning and Research for inclusion into the clearinghouse for climate adaptation.

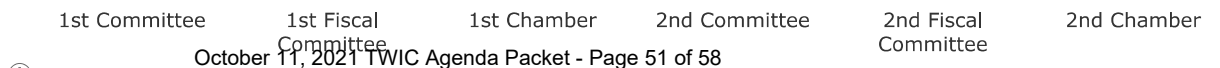
Status: 07/12/2021 In ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT: Failed passage.
07/12/2021 In ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT: Reconsideration granted.

Topic: Admin, Climate, Emergency, Fire, Housing, Safety

16. **CA SB 28**



SESSION ADJOURNMENT
August 31, 2022
329 Days Remaining



Our Forecast ⓘ
▼ Show More



Author: Anna M. Caballero (D-012)
Title: Digital Infrastructure and Video Competition Act
Fiscal Committee: yes
Urgency Clause: no
Introduced: 12/07/2020
Last Amend: 08/30/2021
Disposition: To Governor
Location: To Governor
Summary: Repeals the requirement that franchise holders annually report regarding the availability of and subscriptions to broadband and video service. Requires the commission to collect granular data on the actual locations served by franchise holders, adopt customer service requirements for franchise holders, and adjudicate any customer complaints. Prohibits the commission from publicly disclosing any personally identifiable information collected pursuant to these requirements.
Status: 09/17/2021 *****To GOVERNOR.
Positions: League of California Cities - Support
Topic: Telecom/Broadband

17. **CA SB 32**



ADJOURNED
Eligible For Carryover
Reconvene on January 03, 2022

➤ **Slow Moving Bill**

1st Committee 1st Fiscal Committee 1st Chamber 2nd Committee 2nd Chamber Executive

Our Forecast ⓘ
▼ Show More



Author: Dave Cortese (D-015)
Title: Energy: General Plan: Building Decarbonization
Fiscal Committee: yes
Urgency Clause: no
Introduced: 12/07/2020
Last Amend: 04/08/2021
Disposition: Pending - Carryover
Location: Senate Appropriations Committee

Summary: Requires a city or county to make a one-time amendment to the appropriate elements of its general plan, climate action or greenhouse gas emissions reduction plan, or building or other codes, to include goals, policies, objectives, targets, and feasible implementation strategies to decarbonize newly constructed commercial and residential buildings. Requires a city or county to submit these draft amendments to the commission at least 45 days prior to the adoption of the amendments.

Status: 05/20/2021 In SENATE Committee on APPROPRIATIONS: Held in committee.

Positions: BAAQMD staff recommend - Oppose

Topic: Admin, Climate, GHG, Housing, LandUse

18. **CA SB 45**



ADJOURNED
Eligible For Carryover
Reconvene on January 03, 2022

Slow Moving Bill

1st Committee 1st Fiscal Committee 1st Chamber 2nd Committee 2nd Chamber Executive

Our Forecast ⓘ
▼ Show More



Author: Anthony J. Portantino (D-025)
Title: Wildfire Prevention, Safe Drinking Water Bond Act
Fiscal Committee: yes
Urgency Clause: no
Introduced: 12/07/2020
Last Amend: 04/08/2021
Disposition: Pending - Carryover
File: A-34
Location: Senate Inactive File

Summary: Enacts the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in a specified amount pursuant to the State General Obligation Bond Law to finance projects for a wildfire prevention, safe drinking water, drought preparation, and flood protection program.

Status: 06/01/2021 In SENATE. From third reading. To Inactive File.
Topic: Climate, Fire, Water

19. **CA SB 66**



ADJOURNED
Eligible For Carryover
Reconvene on January 03, 2022

Slow Moving Bill

1st Committee 1st Fiscal Committee 1st Chamber 2nd Committee 2nd Fiscal Committee 2nd Chamber

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Author: Ben Allen (D-026)
Title: California Council on the Future of Transportation
Fiscal Committee: yes
Urgency Clause: no
Introduced: 12/07/2020
Last Amend: 04/28/2021
Disposition: Pending - Carryover
Location: Assembly Appropriations Committee
Summary: Requires the Secretary of Transportation to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road and transit safety, promote equity, and meet public health and environmental objectives. Develops an internet website and post on that site information.
Status: 08/26/2021 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.
Topic: Admin, Safety, Transportation

20. CA SB 261



ADJOURNED
Eligible For Carryover
Reconvene on January 03, 2022



1st Committee 1st Chamber 2nd Committee 2nd Chamber Executive

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Author: Ben Allen (D-026)
Title: Regional Transportation Plans: Sustainable Communities
Fiscal Committee: yes
Urgency Clause: no
Introduced: 01/27/2021
Disposition: Pending - Carryover
Location: Senate Transportation Committee
Summary: Requires that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the State Air Resources Board.

Status: 03/15/2021 From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass to Committee on TRANSPORTATION. (5-2)

Topic: Climate, GHG, Transportation

21. **CA SB 378**



SESSION ADJOURNMENT

August 31, 2022
329 Days Remaining

	1st Committee	1st Fiscal Committee	1st Chamber	2nd Committee	2nd Fiscal Committee	2nd Chamber
Our Forecast ⓘ ▼ Show More	✓	✓	✓	✓	✓	✓

Author: Lena A. Gonzalez (D-033)

Title: Local Government: Broadband Infrastructure Development

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/10/2021

Last Amend: 06/29/2021

Disposition: To Governor

Location: To Governor

Summary: Requires a local agency to allow, except as provided, microtrenching for the installation of underground fiber if the installation in the microtrench is limited to fiber. Authorizes a local agency to impose a fee for its reasonable costs on an application for a permit to install fiber.

Status: 09/09/2021 *****To GOVERNOR.

Topic: Telecom/Broadband

22. **CA SB 475**



ADJOURNED

Eligible For Carryover
Reconvene on January 03, 2022

➤ **Slow Moving Bill**

	1st Committee	1st Chamber	2nd Committee	2nd Chamber	Executive
Our Forecast ⓘ ▼ Show More	✓				

Author: Dave Cortese (D-015)

Title: Transportation Planning: Sustainable Communities

Fiscal yes

Committee:

Urgency Clause: no

Introduced: 02/17/2021

Last Amend: 03/10/2021


Disposition: Pending - Carryover

Location: Senate Transportation Committee

Summary: Requires the State Air Resources Board, on or before a certain date, and in coordination with the California Transportation Commission and the Department of Housing and Community Development, to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at a specified rate.

Status: 04/26/2021 From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass to Committee on TRANSPORTATION. (6-0)

Topic: Admin, Climate, Housing, LandUse, Transportation

23. **CA SB 499**  **ADJOURNED**
 Eligible For Carryover
 Reconvene on January 03, 2022

1st Committee 1st Chamber 2nd Committee 2nd Chamber Executive

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Author: Connie M. Leyva (D-020)

Title: General Plan: Land Use Element: Adverse Health Impact

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/17/2021

Disposition: Pending - Carryover

Location: Senate Governance and Finance Committee

Summary: Prohibits the land use element from designating land uses that have the potential to significantly degrade local air, water, or soil quality or to adversely impact health outcomes in disadvantaged communities to be located, or to materially expand, within or adjacent to a disadvantaged community or a racially and ethnically concentrated area of poverty.

Status: 02/25/2021 To SENATE Committees on GOVERNANCE AND FINANCE and ENVIRONMENTAL QUALITY.

Topic: Admin, GHG, LandUse

24. **CA SB 640** 

	1st Committee	1st Fiscal Committee	1st Chamber	2nd Committee	2nd Fiscal Committee	2nd Chamber
Our Forecast ⓘ ▼ Show More	✓	✓	✓	✓	✓	✓

Author: Josh Becker (D-013)
Title: Transportation Financing: Jointly Funded Projects
Fiscal Committee: yes
Urgency Clause: no
Introduced: 02/19/2021
Enacted: 07/16/2021
Disposition: Enacted
Effective Date: 01/01/2022 [code impact]
Location: Chaptered
Chapter: 2021-108
Summary: Authorizes cities and counties to propose projects to be jointly funded by the cities and counties' apportionments of funds.
Status: 07/16/2021 Signed by GOVERNOR.
07/16/2021 Chaptered by Secretary of State. Chapter No. 2021-108
Positions: League of California Cities - Support
Topic: Admin, Transportation

25. **CA SB 679**



ADJOURNED
Eligible For Carryover
Reconvene on January 03, 2022



	1st Committee	1st Fiscal Committee	1st Chamber	2nd Committee	2nd Chamber	Executive
Our Forecast ⓘ ▼ Show More	✓	✓	✓			

Author: Sydney Kamlager (D-030)
Title: Los Angeles County: Affordable Housing
Fiscal Committee: yes
Urgency Clause: no
Introduced: 02/19/2021
Last Amend: 08/23/2021

Disposition: Pending - Carryover

Location: Assembly Housing and Community Development Committee

Summary: Establishes the Los Angeles County Affordable Housing Solutions Agency and states that the agency's purpose is to increase the supply of affordable housing in the County by providing for significantly enhanced funding and technical assistance at a regional level for renter protections, affordable housing preservation, and new affordable housing production. Requires a board composed of certain members to govern the agency. Requires an oversight committee composed of voting members and a nonvoting member.

Status: 08/23/2021 To ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT.
 08/23/2021 From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT with author's amendments.
 08/23/2021 In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.

Topic: Housing

26. **CA SB 780**



	1st Committee	1st Chamber	2nd Committee	2nd Chamber	Concurrence	Executive
Our Forecast ⓘ ▼ Show More	✓	✓	✓	✓	✓	✓

Author: Dave Cortese (D-015)

Title: Local Finance: Public Investment Authorities

Fiscal Committee: no

Urgency Clause: no

Introduced: 02/19/2021

Enacted: 09/28/2021

Disposition: Enacted

Effective Date: 01/01/2022 [code impact]

Location: Chaptered

Chapter: 2021-391

Summary: Authorizes the legislative body of a city or county to divide the district into multiple project areas, and require the resolution to form the district to state any project area proposed within the district. Authorizes the legislative bodies to appoint an alternate member to the community revitalization and investment authority who may serve and vote in place of a member who is absent or disqualifies themselves from participating in a meeting of the authority.

Status: 09/28/2021 Chaptered by Secretary of State. Chapter No. 2021-391

Positions: League of California Cities - Support

Topic: Admin, LandUse