

Meeting Agenda

Joint MTC Legislation Committee and ABAG Legislation Committee

Friday, March 8, 2019

9:35 AM

Board Room - 1st Floor

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Website: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 9:35 a.m. or immediately following the 9:30 a.m. Joint MTC Planning Committee with the ABAG Administrative Committee meeting.

1. Roll Call / Confirm Quorum

Quorum: A quorum of the ABAG Legislation Committee shall be a majority of its regular voting members (6).

Quorum: A quorum of the MTC Legislation Committee shall be a majority of its regular voting members (4).

2. ABAG Compensation Announcement - Clerk of the Board

3. ABAG Legislation Committee Consent Calendar

- 3a. [19-0145](#) Approval of ABAG Legislation Committee Summary Minutes of the February 8, 2019 Meeting

Action: ABAG Legislation Committee Approval

Attachments: [3a ABAG Legislation Minutes 20190208.pdf](#)

4. MTC Legislation Committee Consent Calendar

- 4a. [19-0120](#) Approval of MTC Legislation Committee Minutes of the February 8, 2019 Meeting

Action: MTC Legislation Committee Approval

Attachments: [4a MTC LEGIS Minutes Feb 8 2019.pdf](#)

5. Information

- 5a. [19-0121](#) Legislative History

Action: Information

Presenter: Rebecca Long

Attachments: [5a Mar LegisHistory State and Federal.pdf](#)

6. State Legislation

- 6a. [19-0206](#) CASA Local Outreach & Legislative Update
- Update on local outreach and bills introduced related to the CASA Compact.
- Action:** Information
- Presenter:** Rebecca Long
- Attachments:** [6a_CASA Update v2 Combined.pdf](#)
[6a Handout CASA Bill Matrix Share 3.7.19.pdf](#)
- 6b. [19-0207](#) SB 5 (Beall): Local-State Sustainable Investment Incentive Program
- Establishes a new mechanism to use local property tax revenue for affordable housing, infrastructure and sea-level rise mitigation, among other purposes.
- Action:** Support in Concept / MTC Commission Approval and ABAG Executive Board Approval
- Presenter:** Rebecca Long
- Attachments:** [6b_SB 5 Beall Sustainable Investment.pdf](#)
- 6c. [19-0208](#) SB 128 (Beall): Enhanced Infrastructure Financing Districts
- Eliminates the current requirement for an enhanced infrastructure financing district to obtain voter approval prior to issuing bonds backed by future property tax growth.
- Action:** Support / MTC Commission Approval and ABAG Executive Board Approval
- Presenter:** Rebecca Long
- Attachments:** [6c_SB 128 Beall EIFDs.pdf](#)

- 6d. [19-0215](#) AB 147 (Burke) - Use Taxes: Collection: Retailer Engaged in Business in this State: Marketplace Facilitators

This bill would specify that, on and after April 1, 2019, a retailer engaged in business in this state includes any retailer that, in the preceding calendar year or the current calendar year, has a cumulative sales price from the sale of tangible personal property for delivery in this state that exceeds \$500,000.

Action: Support / MTC Commission Approval and ABAG Executive Board Approval

Presenter: Rebecca Long

Attachments: [6d_AB 147 \(Burke\) - Use Taxes.pdf](#)

7. Federal Legislation

- 7a. [19-0209](#) Overview of FY 2019 Federal Appropriations

Summary of Transportation and Housing Funding Provisions in H.J.R. 31, Consolidated Appropriations Act of 2019.

Action: Information

Presenter: Randy Rentschler

Attachments: [7a_FY 2019 Federal Appropriations.pdf](#)

- 7b. [19-0124](#) Tom Bulger's Report

Report from Washington, D.C. advocate.

Action: Information

Presenter: Randy Rentschler

Attachments: [7b_Tom Bulger's DC Report_Feb_2019.pdf](#)

8. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the MTC Legislation Committee will be Friday, April 12, 2019 9:40 a.m. the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章：MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Título VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 19-0145 **Version:** 1 **Name:**

Type: Minutes **Status:** Informational

File created: 2/4/2019 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 3/8/2019 **Final action:**

Title: Approval of ABAG Legislation Committee Summary Minutes of the February 8, 2019 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [3a ABAG Legislation Minutes 20190208.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Approval of ABAG Legislation Committee Summary Minutes of the February 8, 2019 Meeting

Recommended Action:

ABAG Legislation Committee Approval

Attachments:



Meeting Minutes - Draft

ABAG Legislation Committee

*Chair, Scott Haggerty, Supervisor, County of Alameda
Vice Chair, Julie Pierce, Councilmember, City of Clayton*

Friday, February 8, 2019

9:35 AM

Board Room - 1st Floor

Association of Bay Area Governments Legislation Committee

The ABAG Legislation Committee may act on any item on the agenda.
The ABAG Legislation Committee will meet jointly with the MTC Legislation Committee.

The meeting is scheduled to begin at 9:35 a.m.,
or immediately following the preceding ABAG committee meeting.
Agenda, roster, and webcast available at <http://abag.ca.gov>
For information, contact Clerk of the Board at (415) 820-7913.

Legislation Committee Roster

Scott Haggerty, Supervisor, County of Alameda—Chair
Julie Pierce, Councilmember, City of Clayton—Vice Chair
Jesse Arreguin, Mayor, City of Berkeley
David Cortese, Supervisor, County of Santa Clara
Pat Eklund, Councilmember, City of Novato
Dave Hudson, Councilmember, City of San Ramon
Karen Mitchoff, Supervisor, County of Contra Costa
David Rabbitt, Supervisor, County of Sonoma
Belia Ramos, Supervisor, County of Napa

1. Call to Order / Roll Call / Confirm Quorum

Chair Haggerty called the meeting to order at about 11:08 a.m. Jesse Arreguin, Mayor, City of Berkeley is an ex officio member of the committee. Quorum was present.

Present: 9 - Arreguin, Cortese, Eklund, Haggerty, Hudson, Mitchoff, Pierce, Rabbitt, and Ramos

2. MTC Commission Chair's Report - Mackenzie

MTC Chair Mackenzie presented Alicia Aguirre a resolution in appreciation for her service on the Metropolitan Transportation Commission.

- 2.a. [19-0130](#) MTC Resolution No. 4367 - Resolution of Appreciation for Commissioner Alicia Aguirre on the Occasion of Her Departure from MTC
- The MTC Legislation Committee took action on this item.

3. ABAG Compensation Announcement - Clerk of the Board

The Clerk of the Board gave the compensation announcement.

4. ABAG Legislation Committee Consent Calendar

- 4.a. [19-0100](#) Approval of ABAG Legislation Committee Minutes of January 17, 2019

Upon the motion by Pierce and second by Arreguin, the ABAG Legislation Committee minutes of January 17, 2019 were approved. The motion passed unanimously by the following vote:

Aye: 9 - Arreguin, Cortese, Eklund, Haggerty, Hudson, Mitchoff, Pierce, Rabbitt, and Ramos

5. MTC Legislation Committee Consent Calendar

- 5.a. [19-0101](#) Approval of MTC Legislation Committee Minutes of January 11, 2019

The MTC Legislation Committee took action on this item.

6. Information

Rebecca Long reported that the Legislative History was under the MTC Legislation Committee Consent Calendar.

- 6.a. [19-0104](#) Legislative History

7. State Legislation

- 7.a. [19-0128](#) ACA 1 (Aguilar-Curry): Voter Approval Requirements for Local Tax and Bond Measures - Support

Reduces vote threshold to 55 percent for affordable housing and public infrastructure bonds and local special taxes.

Upon the motion by Arreguin and second by Pierce, the ABAG Legislation Committee recommended ABAG Executive Board support on ACA 1 (Aguilar-Curry): Voter Approval Requirements for Local Tax and Bond Measures. The motion passed by the following vote:

Aye: 8 - Arreguin, Cortese, Haggerty, Hudson, Mitchoff, Pierce, Rabbitt, and Ramos

Abstain: 1 - Eklund

- 7.b. [19-0125](#) AB 252 (Daly): Delegation of Federal Environmental Review to Caltrans - Support

Makes permanent Caltrans' authority to assume responsibility for National Environmental Protection Act review.

Upon the motion by Rabbitt and second by Eklund, the ABAG Legislation Committee recommended ABAG Executive Board support on AB 252: Delegation of Federal Environmental Review to Caltrans. The motion passed unanimously by the following vote:

Aye: 9 - Arreguin, Cortese, Eklund, Haggerty, Hudson, Mitchoff, Pierce, Rabbitt, and Ramos

- 7.c. [19-0126](#) SB 137 (Dodd): Federal Transportation Funds: State Exchange Programs - Support and Seek Amendments

Expands federal funding exchange program to allow all parts of the state the option to exchange federal funds for new state funds to accelerate project delivery.

Upon the motion by Mitchoff and second by Pierce, the ABAG Legislation Committee recommended ABAG Executive Board support and seek amendments on SB 137 (Dodd): Federal Transportation Funds: State Exchange Programs. The motion passed unanimously by the following vote:

Aye: 9 - Arreguin, Cortese, Eklund, Haggerty, Hudson, Mitchoff, Pierce, Rabbitt, and Ramos

- 7.d. [19-0127](#) CASA Local Outreach and Legislative Update

Update on meetings held with local elected officials regarding the CASA Compact, proposal for keeping all stakeholders updated during legislative discussions, and the latest developments in Sacramento.

The ABAG Legislation Committee and MTC Legislative Committee received the report.

8. Federal Legislation

- 8.a. [19-0103](#) Tom Bugler's Report - Report from Washington D.C., Advocate

The ABAG Legislation Committee and MTC Legislation Committee received the report.

9. Public Comment / Other Business

There were no public comments.

10. Adjournment / Other Business

Chair Haggerty adjourned the meeting at about 12:11 p.m.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 19-0120 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 1/29/2019 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 3/8/2019 **Final action:**

Title: Approval of MTC Legislation Committee Minutes of the February 8, 2019 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [4a MTC LEGIS Minutes Feb 8 2019.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Approval of MTC Legislation Committee Minutes of the February 8, 2019 Meeting

Recommended Action:

MTC Legislation Committee Approval

Attachments:

Meeting Minutes - Draft

Joint MTC Legislation Committee and ABAG Legislation Committee

Friday, February 8, 2019

9:35 AM

Board Room - 1st Floor

1. Roll Call / Confirm Quorum

Present: 7 - Chair Aguirre, Commissioner Halsted, Vice Chair Liccardo, Commissioner Pierce, Commissioner Sperring, Commissioner Cortese and Commissioner Connolly

Non-Voting Members Present: Commissioner Azumbrado and
Commissioner Giacomini

Ex Officio Voting Members Present: Commission Chair Mackenzie and
Commission Vice Chair Haggerty

Ad Hoc Non-Voting Members Present: Commissioner Glover, Commissioner Josefowitz,
Commissioner Pedroza, and Commissioner Worth

ABAG Legislation Committee Members Present: Arreguin, Cortese, Eklund, Haggerty, Hudson, Mitchoff,
Pierce, Rabbitt, and Ramos.

2. MTC Commission Chair's Report - Mackenzie

Upon the motion by Vice Chair Liccardo and second by Commissioner Pierce,
MTC Resolution No. 4367 - Resolution of Appreciation for Commissioner Alicia
Aguirre on the Occasion of her departure from MTC was adopted to be forwarded
to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Chair Aguirre, Commissioner Halsted, Vice Chair Liccardo, Commissioner Pierce,
Commissioner Sperring, Commissioner Cortese and Commissioner Connolly

- 2a. [19-0129](#) MTC Resolution No. 4367 - Resolution of Appreciation for Commissioner
Alicia Aguirre on the Occasion of her departure from MTC

Action: Commission Approval

Presenter: MTC Commission Chair Mackenzie

3. ABAG Compensation Announcement - Clerk of the Board

4. ABAG Legislation Committee Consent Calendar

- 4a. [19-0062](#) Approval of ABAG Legislation Committee Summary Minutes of the
January 17, 2019 Meeting

Action: ABAG Legislation Committee Approval

Attachments: [4a ABAG Legislation Minutes 20190117.pdf](#)

5. MTC Legislation Committee Consent Calendar

Approval of the Consent Calendar

Upon the motion by Commissioner Halsted and second by Commissioner Spering, the Consent Calendar was approved by the following vote:

Aye: 7 - Chair Aguirre, Commissioner Halsted, Vice Chair Liccardo, Commissioner Pierce, Commissioner Spering, Commissioner Cortese and Commissioner Connolly

5a. [19-0007](#) Approval of MTC Legislation Committee Minutes of the January 11, 2019 Meeting

Action: MTC Legislation Committee Approval

Attachments: [5a MTC LEGIS Minutes Jan 11 2019.pdf](#)

6. Information

6a. [19-0008](#) Legislative History

Action: Information

Presenter: Rebecca Long

Attachments: [6a Feb LegisHistory State and Federal.pdf](#)

7. State Legislation

7a. [19-0091](#) ACA 1 (Aguir-Curry): Voter Approval Requirements for Local Tax and Bond Measures - Support

Reduces vote threshold to 55 percent for affordable housing and public infrastructure bonds and local special taxes.

Action: Support / MTC Commission Approval and ABAG Executive Board Approval

Presenter: Rebecca Long

Attachments: [7a ACA 1 Support.pdf](#)

Upon the motion by Commissioner Pierce and second by Commissioner Halsted, a support position on ACA 1 (Aguir-Curry) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Chair Aguirre, Commissioner Halsted, Vice Chair Liccardo, Commissioner Pierce, Commissioner Spering, Commissioner Cortese and Commissioner Connolly

7b. [19-0092](#) AB 252 (Daly): Delegation of Federal Environmental Review to Caltrans - Support

Makes permanent Caltrans' authority to assume responsibility for National Environmental Protection Act review.

Action: Support / MTC Commission Approval and ABAG Executive Board Approval

Presenter: Rebecca Long

Attachments: [7b AB 252 \(Daly\) NEPA Delegation Support.pdf](#)

Upon the motion by Commissioner Pierce and second by Commissioner Halsted, a support position on AB 252 (Daly) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Chair Aguirre, Commissioner Halsted, Vice Chair Liccardo, Commissioner Pierce, Commissioner Spering, Commissioner Cortese and Commissioner Connolly

7c. [19-0093](#) SB 137 (Dodd): Federal Transportation Funds: State Exchange Programs - Support and Seek Amendments

Expands federal funding exchange program to allow all parts of the state the option to exchange federal funds for new state funds to accelerate project delivery

Action: Support and Seek Amendments / MTC Commission Approval and ABAG Executive Board Approval

Presenter: Rebecca Long

Attachments: [7c SB 137 \(Dodd\) Federal Exchange.pdf](#)

Upon the motion by Commissioner Connolly and second by Vice Chair Liccardo, a support and seek amendment position on SB 137 (Dodd) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

Aye: 7 - Chair Aguirre, Commissioner Halsted, Vice Chair Liccardo, Commissioner Pierce, Commissioner Spering, Commissioner Cortese and Commissioner Connolly

7d. [19-0095](#) CASA Local Outreach & Legislative Engagement / Update

Update on meetings held with local elected officials regarding the CASA Compact, proposal for keeping all stakeholders updated during legislative discussions, and the latest developments in Sacramento.

Action: Information

Presenter: Rebecca Long and Ken Kirkey

Attachments: [7d CASA Legislative Update.pdf](#)

Sujjiti Hussain of Public Advocates was called to speak.

8. Federal Legislation

8a. [19-0009](#) Tom Bulger's Report

Report from Washington, D.C. advocate.

Action: Information

Presenter: Randy Rentschler

Attachments: [8a Tom Bulger's DC Report Jan 2019.pdf](#)

9. Public Comment / Other Business

10. Adjournment / Next Meeting

The next meeting of the MTC Legislation Committee will be Friday, March 8, 2019 9:40 a.m. the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 19-0121 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 1/29/2019 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 3/8/2019 **Final action:**

Title: Legislative History

Sponsors:

Indexes:

Code sections:

Attachments: [5a Mar LegisHistory State and Federal.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Legislative History

Presenter:
Rebecca Long

Recommended Action:
Information

Attachments:



METROPOLITAN
TRANSPORTATION
COMMISSION

LEGISLATIVE HISTORY
2019-20 Session
March 1, 2019

Agenda Item 5a



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
AB 11 Chiu	Introduced 12/3/2018	Assembly Housing and Community Development	Community Redevelopment Law of 2019. Current law dissolved redevelopment agencies as of February 1, 2012, and designates successor agencies to act as successor entities to the dissolved redevelopment agencies. This bill, the Community Redevelopment Law of 2019, would authorize a city or county, or two or more cities acting jointly, to propose the formation of an affordable housing and infrastructure agency by adoption of a resolution of intention that meets specified requirements, including that the resolution of intention include a passthrough provision and an override passthrough provision, as defined.		
AB 36 Bloom	Introduced 12/3/2018	Assembly Print	Affordable housing: rental prices. Would state the findings and declarations of the Legislature that, among other things, affordable housing has reached a crisis stage that threatens the quality of life of millions of Californians as well as the state economic outlook. This bill also would express the Legislature's intent to enact legislation in order to stabilize rental prices and increase the availability of affordable rental housing.		
AB 40 Ting	Introduced 12/3/2018	Assembly Transportation	Zero-emission vehicles: comprehensive strategy. Would, no later than January 1, 2021, require the State Air Resources Board to develop a comprehensive strategy to ensure that the sales of new motor vehicles and new light-duty trucks in the state have transitioned fully to zero-emission vehicles, as defined, by 2040, as specified.		

AB 47 Daly	Amended 1/23/2019	Assembly Transportation	Driver records: points: distracted driving. Current law establishes that specified convictions and violations under the Vehicle Code and traffic-related incidents count as points against a driver's record for purposes of suspension or revocation of the privilege to drive and that certain other violations do not result in a violation point. Current law also generally provides that traffic convictions involving the safe operation of a motor vehicle result in a violation point. Current law provides an exemption for the electronic device violations described above from being counted as points against a driver's record for purposes of suspension or revocation of the privilege to drive. This bill would abolish that exemption for violations occurring on or after January 1, 2021, and would expressly make those electronic device violations subject to a violation point against the driver's record.		
AB 68 Ting	Introduced 12/3/2018	Assembly Housing and Community Development	Land use: accessory dwelling units. The Planning and Zoning Law authorizes a local agency to provide, by ordinance, for the creation of accessory dwelling units in single-family and multifamily residential zones and sets forth required ordinance standards, including, among others, maximum unit size, parking, and height standards. This bill would prohibit an ordinance from imposing requirements on minimum lot size, lot coverage, or floor area ratio, and would prohibit an ordinance from establishing size requirements for accessory dwelling units that do not permit at least an 800 square foot unit of at least 16 feet in height to be constructed.		
AB 69 Ting	Introduced 12/3/2018	Assembly Housing and Community Development	Land use: accessory dwelling units. Would authorize the Department of Housing and Community Development to submit written findings to a local agency as to whether the local ordinance complies with state law, and to notify the Attorney General if the ordinance violates state law. The bill would require a local agency to consider the department's findings and would authorize the local agency to amend its ordinance to comply with state law or adopt a resolution with findings explaining why the ordinance complies with state law, and addressing the department's findings.		

AB 139 Quirk-Silva	Introduced 12/11/2018	Assembly Housing and Community Development	Emergency and Transitional Housing Act of 2019. The The Planning and Zoning Law requires, after the legislative body of the city or county has adopted all or part of a general plan, the planning agency to investigate and make recommendations to the legislative body of the city or county regarding reasonable and practical means to implement the general plan or element and to provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that includes specified information pertaining to the implementation of the general plan, including, among other things, a listing of sites rezoned to accommodate that portion of the city's or county's share of the regional housing need for each income level that could not be accommodated on specified sites. This bill would additionally require the report to include the number of emergency shelter beds currently available within the jurisdiction and the number of shelter beds that the jurisdiction has contracted for that are located within another jurisdiction, as specified.		
AB 145 Frazier	Introduced 12/13/2018	Assembly Transportation	High-Speed Rail Authority: Senate confirmation. Current law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.		
AB 146 Quirk-Silva	Introduced 12/14/2018	Assembly Local Government	State highways: property leases: County of Orange. Would authorize the Department of Transportation to lease airspace under a freeway, or real property acquired for highway purposes, in the County of Orange, that is not excess property, to a city located in the County of Orange, the County of Orange, a political subdivision of the state whose jurisdiction is located in the County of Orange, or another state agency for purposes of an emergency shelter or feeding program, subject to certain conditions. The bill would specifically authorize the Orange County Housing Finance Trust to enter into these leases.		

AB 148 Quirk-Silva	Introduced 12/14/2018	Assembly Transportation	Regional transportation plans: sustainable communities strategies. Current law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Current law requires the regional transportation plan to include, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. This bill would require each sustainable communities strategy to identify areas within the region sufficient to house an 8-year projection of the emergency shelter needs for the region, as specified.		
AB 158 Voepel	Amended 2/26/2019	Assembly Transportation	Roadside rest areas: commercial vehicles: parking. Would require the Department of Transportation, in consultation with the Department of the California Highway Patrol, to conduct a study evaluating the capacity of the state to provide adequate parking and rest facilities for commercial vehicles engaged in transportation. The bill would require the study to assess the volume of commercial motor vehicle traffic in the state and to develop a system of metrics to measure the adequacy of commercial motor vehicle parking facilities in the state.		
AB 159 Voepel	Introduced 1/7/2019	Assembly Transportation	Vehicles: commercial inspection facilities and platform scales. Current law requires every driver of a commercial vehicle to stop and submit the vehicle to an inspection of the size, weight, equipment, and smoke emissions of the vehicle at any location where members of the Department of the California Highway Patrol are conducting tests and inspections of commercial vehicles and when signs are displayed requiring the stop. This bill would require, if the department or other state or local agencies provide information to drivers, including signage, on the hours of operation of a commercial inspection facility or platform scale, or whether a facility or scale is open or closed, that the department or agency update that information as soon as it changes to enhance driver awareness of when they are required to stop, pursuant to the above-described provision.		
AB 168 Aguiar-Curry	Introduced 1/8/2019	Assembly Housing and Community Development	Housing: streamlined approvals. Current law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards. Under current law the objective planning standards include, among others, a requirement that the development not be located on specified sites. This bill would require the objective planning standards include a requirement that the development not be located on a site that is a tribal cultural resource.		

AB 176 Cervantes	Amended 2/25/2019	Assembly Natural Resources	California Alternative Energy and Advanced Transportation Financing Authority: sales and use taxes: exclusions. The California Alternative Energy and Advanced Transportation Financing Authority Act authorizes, until January 1, 2021, the California Alternative Energy and Advanced Transportation Financing Authority to provide financial assistance in the form of a sales and use tax exclusion for projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, reduction of greenhouse gases, or reduction in air and water pollution or energy consumption. The act prohibits the sales and use tax exclusions from exceeding \$100,000,000 for each calendar year. This bill would extend the authorization to provide financial assistance in the form of a sales and use tax exclusion for qualifying projects until January 1, 2031, and would extend the sales and use tax exclusion until January 1, 2031.		
AB 180 Gipson	Introduced 1/9/2019	Assembly Print	Land use: local planning: housing element. The Planning and Zoning Law requires the housing element to contain, among other items, an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing. This bill would revise references to redevelopment agencies within those housing element provisions to instead refer to housing successor agencies. The bill would also make nonsubstantive changes.		
AB 191 Patterson	Introduced 1/10/2019	Assembly Housing and Community Development	Building standards: exemptions: rebuilding after disasters. Current law, the State Housing Law, establishes statewide construction and occupancy standards for buildings used for human habitation, including energy conservation and fire prevention requirements relating to energy efficiency and the installation of interior sprinklers. This bill would, until January 1, 2030, exempt homes being rebuilt after wildfires or specified emergency events that occurred on or after January 1, 2017, from meeting certain current building standards.		

AB 226 Mathis	Introduced 1/17/2019	Assembly Transportation	Transportation funds: transit operators: fare revenues. Current law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive moneys. This bill would require a fare paid pursuant to a reduced fare transit program to be counted as a full adult fare for purposes of calculating any required ratios of fare revenues to operating costs specified in the act, except for purposes of providing information in a specified annual report to the Controller or providing information to the entity conducting a fiscal or performance audit pursuant to specified provisions.		
AB 246 Mathis	Introduced 1/22/2019	Assembly Transportation	State highways: property leases. Would y authorize the Department of Transportation to offer a lease on a right of first refusal basis of any airspace under a freeway, or real property acquired for highway purposes, located in a disadvantaged community, that is not excess property to the city or county in which the disadvantaged community is located for purposes of an emergency shelter or feeding program, or for park, recreational, or open-space purposes for a rental amount of \$1 per month, subject to certain conditions.		
AB 252 Daly	Introduced 1/23/2019	Assembly Transportation	Department of Transportation: environmental review process: federal program. Current federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery program, under which the participating states may assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Current law, until January 1, 2020, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the program. This bill would extend the operation of these provisions indefinitely.		

AB 254 Quirk-Silva	Introduced 1/23/2019	Assembly Transportation	Alternative fuel vehicles: flexible fuel vehicles. Current law creates the Joint Legislative Committee on Climate Change Policies and requires the committee to ascertain facts and make recommendations to the Legislature and to committees of the Legislature concerning the state's programs, policies, and investments related to climate change, as specified. This bill would authorize the joint committee to recommend that the State Air Resources Board provide education and support to local governments regarding specific components of local government climate action plans, such as ensuring the use of E85 in flexible fuel vehicles, expanding infrastructure for zero-emission vehicles, and enabling active transportation.		
AB 285 Friedman	Introduced 1/28/2019	Assembly Transportation	California Transportation Plan. Would require the Department of Transportation to address in the California Transportation Plan how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions of 40% below 1990 levels by the end of 2030 and carbon neutrality by 2045. Commencing with the 3rd update to the plan to be completed by December 31, 2025, the bill would require the department to include specified information in the plan, including, among other things, a review, conducted in consultation with the Strategic Growth Council, of the potential impacts and opportunities for coordination of specified grant programs and recommendations for the improvement of the grant programs to better align them to meet long-term common goals.		
AB 296 Cooley	Introduced 1/28/2019	Assembly Natural Resources	Climate change: Climate Innovation Commission. Would establish the Climate Innovation Grant Program, to be administered by the Climate Innovation Commission, which the bill would establish in the Natural Resources Agency. The program would award grants in the form of matching funds for the development and research of new innovations and technologies to address issues related to emissions of greenhouse gases and impacts caused by climate change. The bill would establish the Climate Innovation Fund, a special fund, in the State Treasury and would continuously appropriate the moneys in the fund to the commission for purposes of the program. The bill would repeal the program and the commission on January 1, 2031.		
AB 313 Frazier	Introduced 1/30/2019	Assembly Transportation	Road Maintenance and Rehabilitation Account: University of California: California State University: reports. Would require the University of California and the California State University, on or before April 1 of each year, to each submit a report to the Transportation Agency and specified legislative committees detailing its expenditures of those moneys for that fiscal year, including, but not limited to, research activities and administration.		

AB 352 Garcia, Eduardo	Introduced 2/4/2019	Assembly Natural Resources	California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: investment plan: Transformative Climate Communities Program. Would, beginning July 1, 2020, require state agencies administering competitive grant programs that allocate moneys from the Greenhouse Gas Reduction Fund to give specified communities preferential points during grant application scoring for programs intended to improve air quality, to include a specified application timeline, to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications, and to require grant eligibility and scoring criteria to define disadvantaged community consistent with specified allocation requirements of the Greenhouse Gas Reduction Fund so as not to preclude low-income communities, as defined, from applying for or being awarded a grant.		
AB 371 Frazier	Introduced 2/5/2019	Assembly Jobs, Economic Development and the Economy	Transportation: freight: statewide economic vitality assessment. Would require GO-Biz, in consultation with the State Air Resources Board, the California Transportation Commission, and the Transportation Agency, to prepare a statewide economic vitality assessment of the California freight industry on or before December 31, 2021, and to update the assessment at least once every five years. The bill would require the assessment to identify specified information, and would require the office, in developing the assessment, to consult with representatives from a cross section of public and private sector freight stakeholders.		
AB 380 Frazier	Introduced 2/5/2019	Assembly Transportation	Office of the Transportation Inspector General. Would eliminate the Independent Office of Audits and Investigations and would instead create the Independent Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to ensure that specified state agencies and all external entities that receive state and federal transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would require the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would prohibit the Transportation Inspector General from being removed from office during the term except for good cause.		

<u>AB 383</u> <u>Mayes</u>	Introduced 2/5/2019	Assembly Natural Resources	Clean Energy Financing Clearinghouse. Would establish the Clean Energy Financing Clearinghouse, a new office under the direction of the Treasurer, to coordinate all government programs that invest capital in energy technologies that advance environmental protection and environmental justice goals, make program information clear and accessible for market participants, and partnering with capital providers, investors, project developers, technology companies, and partner with other market actors to catalyze more private investment into energy technologies that advance environmental protection and environmental justice goals.		
<u>AB 386</u> <u>Garcia, Eduardo</u>	Introduced 2/5/2019	Assembly Natural Resources	Agricultural Working Poor Energy Efficient Housing Program. Would require the Department of Community Services and Development to develop and administer the Agricultural Working Poor Energy Efficient Housing Program and to expend moneys appropriated by the Legislature for the purposes of the program to improve energy efficiency in farmworker-owned housing. The bill would require the department to report to the Legislature on the program with respect to balances and expenditures, households reached, demographics of the households reached, measures funded, and energy savings.		
<u>AB 409</u> <u>Limón</u>	Introduced 2/7/2019	Assembly Natural Resources	Climate change: agriculture: grant program. Would require the Director of State Planning and Research to establish and administer a competitive grant program, as specified, that includes specified planning tools for adapting to climate change in the agricultural sector, specified pilot projects in 3 regions of the state, and trainings for technical assistance providers on how to use the specified planning tools. The bill would require the director, no later than June 30, 2020, to make available, upon appropriation, up to \$2,000,000 to fund the grant program, as specified.		
<u>AB 421</u> <u>Waldron</u>	Introduced 2/7/2019	Assembly Transportation	Transportation finance: De Luz Community Services District. With respect to the portion of revenues that is derived from increases in the motor vehicle fuel excise tax beginning in 2010, current law requires, after certain allocations are made, the Controller to allocate the remaining amount of this portion of revenues 44% to the state transportation improvement program, 12% to the State Highway Operation and Protection Program, and 44% to cities and counties for local street and road purposes. This bill would require the Controller to allocate a portion of these revenues available for counties to the De Luz Community Services District for local street and road purposes as though the De Luz Community Services District were a county. The bill would thereby make an appropriation.		

AB 422 Frazier	Introduced 2/7/2019	Assembly Transportation	High-speed rail: performance measurement dashboards. Current law requires the High-Speed Rail Authority to establish an independent peer review group for purposes of reviewing the planning, engineering, financing, and other elements of the authority's plans and issuing an analysis of the appropriateness and accuracy of the authority's assumptions and an analysis of the viability of the authority's funding plan, including the funding plan for each corridor. This bill would require the authority, in consultation with the peer review group, to develop and update quarterly a set of summary performance measurement dashboards that show ongoing performance of the project and post on its internet website full sets of the summary performance measurement dashboards.		
AB 449 Gallagher	Introduced 2/11/2019	Assembly Transportation	Local alternative transportation improvement program: Feather River crossing. Current law, in certain cases, requires the California Transportation Commission to instead reallocate funds from canceled state highway projects to a local alternative transportation improvement program within the same county and exempts those funds from the fair share distribution formulas that would otherwise be applicable. This bill, with respect to planned state transportation facilities over the Feather River in the City of Yuba City and the Counties of Sutter and Yuba, which facilities are no longer planned to be constructed, would authorize the affected local agencies, acting jointly with the transportation planning agency having jurisdiction, to develop and file with the California Transportation Commission a local alternative transportation improvement program that addresses transportation problems and opportunities in the area that was to be served by the canceled state facilities.		
AB 553 Melendez	Introduced 2/13/2019	Assembly Transportation	High-speed rail bonds: housing. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes before the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.		

AB 578 Mullin	Introduced 2/14/2019	Assembly Print	Electronic toll and transit fare collection systems: personally identifiable information of subscribers. Current law prohibits a transportation agency from selling or providing personally identifiable information of a person obtained through the person's subscription to an electronic toll collection system or electronic transit fare collection system, or through the person's use of a toll facility that employs an electronic toll collection system. Current law exempts certain activities from this prohibition. This bill would make nonsubstantive changes to these provisions.		
AB 587 Friedman	Introduced 2/14/2019	Assembly Housing and Community Development	Accessory dwelling units: sale or separate conveyance. Current property tax law establishes a welfare exemption under which property is exempt from taxation if the property is owned and operated by a nonprofit corporation that is organized and operated for the purpose of building and rehabilitating single-family or multifamily residences for sale, as provided, at cost to low-income families. This bill would authorize an accessory dwelling unit that was ministerially approved pursuant to the process described above to be sold or conveyed separately from the primary residence to a qualified buyer if certain conditions are met.		
AB 631 McCarty	Introduced 2/15/2019	Assembly Local Government	Sacramento Regional Transit District: voting threshold. Current law describes the authorized boundaries of the Sacramento Regional Transit District, as specified. Current law authorizes the detachment of territory from the district by a supermajority vote of at least 80% of the nonweighted vote of the district's board of directors and by a majority vote of the governing body of the territory proposed to be detached. This bill would reduce the board's supermajority vote requirement from 80% to 67% for purposes of detaching a territory from the district.		
AB 670 Friedman	Introduced 2/15/2019	Assembly Print	Accessory dwelling units. The Planning and Zoning Law authorizes a local agency to provide for the creation of accessory dwelling units in single-family and multifamily residential zones by ordinance, and sets forth standards the ordinance is required to impose with respect to matters, including, among others, maximum unit size, parking, and height standards. This bill would make nonsubstantive changes to these provisions.		
AB 671 Friedman	Introduced 2/15/2019	Assembly Print	Accessory dwelling units. The Planning and Zoning Law authorizes a local agency to provide by ordinance for the creation of accessory dwelling units in single-family and multifamily residential zones and sets forth standards the ordinance is required to impose, including, among others, maximum unit size, parking, and height standards. This bill would make nonsubstantive changes to these provisions.		

AB 684 Levine	Introduced 2/15/2019	Assembly Housing and Community Development	Building standards: electric vehicle charging infrastructure. Under current law, the California Building Standards Commission is required to adopt, approve, codify, and publish mandatory building standards for the installation of electric vehicle charging infrastructure for parking spaces in multifamily dwellings and nonresidential development. This bill would require the Department of Housing and Community Development to review the standards for the installation of electric vehicle charging infrastructure every 4 years and update the standards as needed pursuant to that review.		
AB 697 Ting	Introduced 2/19/2019	Assembly Transportation	Bicycles. Current law requires any person operating a bicycle under specified conditions to ride as close as practicable to the right-hand curb or edge of the roadway, except under specified conditions, including, among other things, when reasonably necessary to avoid conditions that make it unsafe or when approaching a place where a right turn is authorized. This bill would recast those provisions to instead require a person operating a bicycle to ride in the right-hand lane or bicycle lane, if one is present, and would additionally require a person operating a bicycle in a lane that is wide enough for a vehicle and bicycle to travel safely side by side within the lane to ride far enough to the right in order to allow vehicles to pass, except when it is reasonably necessary to avoid conditions that make it hazardous to continue along the right-hand edge of the lane, and when approaching a place where a right turn is authorized.		
AB 725 Wicks	Introduced 2/19/2019	Assembly Housing and Community Development	General plans: housing element: above moderate-income housing. The Planning and Zoning Law requires that the housing element include, among other things, an inventory of land suitable for residential development, to be used to identify sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need determined pursuant to specified law. This bill would prohibit more than 20% of a jurisdiction's share of regional housing need for above moderate-income housing from being allocated to sites with zoning restricted to single-family development.		
AB 738 Mullin	Introduced 2/19/2019	Assembly Print	Regional housing need allocation. Current law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine each region's current and projected housing need, as provided. Current law requires each council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county and that furthers specified objectives. This bill would make nonsubstantive changes to these provisions.		

AB 747 Levine	Introduced 2/19/2019	Assembly Local Government	Planning and zoning: general plan: safety element. The Planning and Zoning Law requires a general plan to include certain mandatory elements, including a safety element for the protection of the community from unreasonable risks associated with the effects of various geologic hazards, flooding, wildland and urban fires, and climate adaptation and resilience strategies. That law requires the safety element to address, among other things, evacuation routes related to identified fire and geologic hazards. This bill would require the safety element's address of evacuation routes to include their capacity under a range of emergency scenarios.		
AB 753 Garcia, Eduardo	Introduced 2/19/2019	Assembly Transportation	Alternative and Renewable Fuel and Vehicle Technology Program: fuels: fueling infrastructure. Would require the State Energy Resources Conservation and Development Commission to make available at least 30% of the moneys available for allocation as part of the Alternative and Renewable Fuel and Vehicle Technology Program for projects to produce alternative and renewable low-carbon fuels in the state, as specified, and projects to develop stand-alone alternative and renewable fuel infrastructure, fueling stations, and equipment, as specified.		
AB 821 O'Donnell	Introduced 2/20/2019	Assembly Print	Transportation: Trade Corridor Enhancement Account: project nomination: California Port Efficiency Program. Current law creates the Trade Corridor Enhancement Account to receive revenues attributable to 50% of a \$0.20 per gallon increase in the diesel fuel excise tax imposed by the Road Repair and Accountability Act of 2017 for corridor-based freight projects nominated by local agencies and the state. Current law makes these funds and certain federal funds apportioned to the state available upon appropriation for allocation by the California Transportation Commission for trade infrastructure improvement projects that meet specified requirements. This bill would require the commission to allocate not less than 10% of the funds that are required to be allocated to projects nominated by the department to projects nominated pursuant to the California Port Efficiency Program, which this bill would create		
AB 832 Gipson	Introduced 2/20/2019	Assembly Print	Income taxes: credits: qualified developer: affordable housing. The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 2020, and before January 1, 2025, to a taxpayer in an amount equal to 50% of the amount contributed by the taxpayer to a qualified developer for the development of a qualified project, as defined, but that does not exceed a specified amount per taxpayer per qualified project. The bill would also limit the aggregate amount of the credit, as specified.		

AB 847 Grayson	Introduced 2/20/2019	Assembly Print	Transportation finance: priorities: housing. Would require the Department of Housing and Community Development, on or before June 30, 2020, and on or before June 30 every year thereafter, to review each production report submitted by a city or county in accordance with the provisions described above to determine if that city or county has met its very low, low-, and moderate-income housing goals, as defined, for that reporting period. The bill would require the department, if it determines that a city or county has met one of those housing goals, to submit a certification of that result to the Controller by no later than June 30 of that year.		
AB 881 Bloom	Introduced 2/20/2019	Assembly Print	Accessory dwelling units. The Planning and Zoning Law provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. Current law requires the ordinance to designate areas where accessory dwelling units may be permitted and authorizes the designated areas to be based on criteria that includes, but is not limited to, the adequacy of water and sewer services and the impact of accessory dwelling units on traffic flow and public safety. This bill would instead require a local agency to designate these areas based on the adequacy of water and sewer services and the impact of accessory dwelling units on traffic flow and public safety.		
AB 923 Wicks	Introduced 2/20/2019	Assembly Print	Bay Area Rapid Transit District: electricity procurement and delivery. Would authorize BART to elect to obtain electricity purchased from an electrical corporation or marketer, as defined, and electricity purchased through a market operated by the Independent System Operator or any other electricity market.		
AB 938 Rivas, Robert	Introduced 2/20/2019	Assembly Print	Sales and use taxes: exclusion: low-emission motor vehicle: trade-in. Would, before January 1, 2025, exclude from the terms "gross receipts" and "sales price" the value of a qualified trade-in motor vehicle that is traded in for a qualified motor vehicle, as defined, if the value of the qualified trade-in motor vehicle is separately stated on the invoice or bill of sale or similar document provided to the purchaser.		
AB 983 Boerner Horvath	Introduced 2/21/2019	Assembly Print	Transportation electrification. Would require an electrical corporation to work with local agencies or regional planning agencies in its service territory with responsibility for planning electric vehicle deployment to determine where to install new electrical charging stations along local transit corridors. The bill would authorize an electrical corporation to file an application with the PUC by December 31, 2020, with the support of the local or regional planning agency, for the infrastructure investments required to support electrical charging stations at transit corridor entry and exit points or other locations.		

AB 1010 Garcia, Eduardo	Introduced 2/21/2019	Assembly Print	Housing programs: eligible entities. Current law sets forth the general responsibilities and roles of the Business, Consumer Services and Housing Agency, the Department of Housing and Community Development, and the California Housing Finance Agency in carrying out state housing policies and programs. Current law defines various terms for these purposes, including, but not limited to, the terms "local agency," "local public entity," and "nonprofit housing sponsor." This bill would expand those definitions, as applicable, to include a duly constituted governing body of an Indian reservation or rancheria, or a tribally designated housing entity, as specified.		
AB 1017 Boerner Horvath	Introduced 2/21/2019	Assembly Print	Railroads: at-grade pedestrian crossings: supplemental safety measure improvements. The Public Utilities Commission has the exclusive power to determine and prescribe the manner and the terms of installation, operation, maintenance, use, and protection of specified rail crossings. Under current law, except as provided, a bell, siren, horn, whistle, or similar audible warning device shall be sounded at any public crossing in accordance with federal law. To the extent consistent with federal law, this bill would require the commission to identify standardized supplemental safety measure improvements for at-grade pedestrian crossings, as specified.		
AB 1046 Ting	Introduced 2/21/2019	Assembly Print	Charge Ahead California Initiative. Would set as a goal of the Charge Ahead California Initiative the placement in service of at least 5 million zero-emission vehicles by January 1, 2030 (2030 goal). The bill would require the forecast for the Clean Vehicle Rebate Project to include, among other things, the total state rebate investment necessary to facilitate reaching the 2030 goal and recommendation on changes to the project structure and rebate levels. The bill would require the state board to annually update the forecast until January 1, 2030. The bill would require the state board to adopt criteria and other requirements to ensure that rebate levels can be phased down in increments based on cumulative sales levels.		

AB 1056 Garcia, Eduardo	Introduced 2/21/2019	Assembly Print	Regional transportation plans: State Air Resources Board: report. Current law requires a regional transportation plan to include, among other things, a sustainable communities strategy or alternative planning strategy prepared by each metropolitan planning organization, as specified, which is designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. Current law requires the state board, by September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board. This bill would instead require this report to be prepared every 2 years.		
AB 1074 Diep	Introduced 2/21/2019	Assembly Print	Accessory Dwelling Unit Construction Bond Act of 2020. Would enact the Accessory Dwelling Unit Construction Bond Act of 2020 (bond act), which, if adopted, would authorize the issuance of bonds in the amount of \$500,000,000 pursuant to the State General Obligation Bond Law to finance the Accessory Dwelling Unit Construction Program, established as part of the bond act. The bill would authorize the Department of Housing and Community Development to enter into a contract under that program with a homeowner to provide financing to pay for the eligible costs incurred by the homeowner in constructing an accessory dwelling unit on the homeowner's property, subject to specified terms and conditions.		
AB 1084 Mayes	Introduced 2/21/2019	Assembly Print	Redevelopment: housing successor: Low and Moderate Income Housing Asset Fund. Would expand the definition of "excess surplus" to also include, for a housing successor that owns and operates affordable housing that was transferred to the housing successor as a housing asset of the former redevelopment agency, an unencumbered amount in the housing successor's Low and Moderate Income Housing Asset Fund that exceeds the greater of \$1,000,000 or the aggregate amount deposited into the account during the housing successor's preceding 8 fiscal years, whichever is greater.		

AB 1089 Stone, Mark	Introduced 2/21/2019	Assembly Print	Local transportation funds: transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Current law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Current law establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas. This bill would make a nonsubstantive change to the provision relating to operator eligibility in urbanized areas based on farebox ratio.		
AB 1100 Kamlager-Dove	Introduced 2/21/2019	Assembly Print	Electric vehicles: parking requirements. Would require a parking space served by electric vehicle service equipment, as defined, and a parking space designated as a future electric vehicle charging space, as defined, to be counted as at least one standard automobile parking space for the purpose of complying with any applicable minimum parking requirements established by a local jurisdiction. The bill would require a van-accessible parking space served by electric vehicle service equipment and a van-accessible parking space intended as a future electric vehicle charging space to be counted as at least 2 standard automobile parking spaces for the purpose of complying with any applicable minimum parking requirements established by a local jurisdiction.		
AB 1118 Rubio, Blanca	Introduced 2/21/2019	Assembly Print	Land use: general plan: livability issues for older adults. Would require the of Planning and Research, commencing January 1, 2020, upon the next revision of the guidelines, to amend the guidelines to include elements of the domains of livability developed by the World Health Organization that specifically address livability issues for older adults.		
AB 1142 Friedman	Introduced 2/21/2019	Assembly Print	Strategic Growth Council: transportation pilot projects: regional transportation plans. Would require the Strategic Growth Council, in consultation with the State Air Resources Board, to manage and award financial assistance to specified local entities for the purpose of funding pilot projects that reduce vehicle miles traveled to support the planning and development of sustainable communities. The bill would require a local entity that receives funding for a pilot project to provide data regarding the reduction of vehicle miles traveled by the project to the board for use in a specified report.		

<u>AB 1148</u> <u>Patterson</u>	Introduced 2/21/2019	Assembly Print	High-speed rail: independent peer review group. Would require the independent peer review group to study and annually report to the Legislature on alternative uses for high-speed rail project infrastructure that is located in the project's Central Valley corridor and the construction of which the group anticipates will be completed by the end of the calendar year in which the report will be submitted to the Legislature.		
<u>AB 1164</u> <u>Gloria</u>	Introduced 2/21/2019	Assembly Print	Surplus property: written offers. Current law prescribes requirements for the disposal of surplus land by a local agency. Current law requires a local agency disposing of surplus land to send, prior to disposing of that property, a written offer to sell or lease the property to specified entities. This bill would make nonsubstantive changes to those provisions.		
<u>AB 1167</u> <u>Mathis</u>	Introduced 2/21/2019	Assembly Print	Greenhouse Gas Reduction Fund: high-speed rail. Would no longer continuously appropriate 25% of the annual proceeds of the Greenhouse Gas Reduction Fund for certain components of a specified high-speed rail project. The bill also would make a conforming change.		
<u>AB 1177</u> <u>Frazier</u>	Introduced 2/21/2019	Assembly Print	Planning and zoning: housing development: streamlined approval. Current law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development, which satisfies specified objective planning standards, that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit. Under current law, those objective planning standards include that the development proponent must certify both (1) that the development is either a public work, for purposes of specified law, or that all construction workers employed in the execution of the development will be paid at least the general prevailing rate of per diem wages for the type of work and geographic area and (2) that if the development meets certain conditions, a skilled and trained workforce, as defined, will be used to complete the development if the application is approved, as provided. Existing law exempts from any requirement to pay prevailing wages or use a skilled and trained workforce a project that includes 10 or fewer units and is not a public work. This bill would delete the requirement that a skilled and trained workforce be employed on any project subject to these provisions.		
<u>AB 1197</u> <u>Santiago</u>	Introduced 2/21/2019	Assembly Print	California Environmental Quality Act: affordable housing projects. Would state the intent of the Legislature to enact subsequent legislation that would establish a streamlined administrative and judicial process for environmental reviews performed pursuant to CEQA for affordable housing projects.		

AB 1232 Gloria	Introduced 2/21/2019	Assembly Print	Affordable housing: housing. Would state the intent of the Legislature to subsequently amend this bill to include provisions that would require the use of energy efficiency upgrade funds targeting disadvantaged communities to be tied to enforceable affordability agreements, require energy and weatherization programs to be linked to environmental health programs at no cost to tenants, and require a specified study to be conducted on the barriers to access renewable energy programs, as provided.		
AB 1238 Cunningham	Introduced 2/21/2019	Assembly Print	Electric vehicle charging stations. Would state the intent of the Legislature to enact legislation to encourage business owners to build onsite electric vehicle charging stations.		
AB 1239 Cunningham	Introduced 2/21/2019	Assembly Print	Local government: housing. Would state the intent of the Legislature to enact legislation that would ensure regional housing needs are being met.		
AB 1243 Fong	Introduced 2/21/2019	Assembly Print	Traffic Relief Program. Would state the intent of the Legislature to enact legislation that would establish the Traffic Relief Program to address traffic congestion on the state highway system and the local street and road system.		
AB 1255 Rivas, Robert	Introduced 2/21/2019	Assembly Print	Surplus public land: database. The Planning and Zoning Law requires the housing element to contain an inventory of land suitable for residential development, as defined, and requires that inventory to be used to identify sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need for all income levels. This bill would also require the housing element to contain an inventory of land owned by the city or county that is in excess of its foreseeable needs. The bill would require the city or county identify those sites that qualify as infill or high density, as defined.		
AB 1266 Rivas, Robert	Introduced 2/21/2019	Assembly Print	Traffic control devices: bicycles. Would permit drivers of bicycles to disobey the directions of a traffic control device requiring a turn when pavement markings indicate that bicycles may travel straight through a right-turn only lane.		

AB 1267 Rivas, Robert	Introduced 2/21/2019	Assembly Print	<p>Driver's licenses: instruction permits and provisional licenses. This bill would, commencing July 1, 2020, expand the scope of the provisional licensing program by expanding the applicable age range for the program to persons at least 16 years of age, but under 21 years of age. The restrictions on provisional licensees described above would apply during the first 6 months after issuance of a provisional license to a licensee who is 18, 19, or 20 years of age, subject to specified exemptions. The bill would, commencing July 1, 2020, require a person at least 18 years of age, but under 21 years of age, to hold an instruction permit for at least 60 days before applying for a provisional license. By expanding the scope of the provisional licensing program, the violation of which constitutes an infraction, the bill would impose a state-mandated local program. The bill would, commencing July 1, 2020, make other technical and conforming changes. The bill would also include specified findings and declarations. This bill contains other related provisions and other existing laws</p>		
AB 1279 Bloom	Introduced 2/21/2019	Assembly Print	<p>Planning and zoning: housing development: high-resource areas. Would require the department to designate areas in this state as high-resource areas, as provided, by January 1, 2021, and every 5 years thereafter. The bill would authorize a city or county to appeal the designation of an area within its jurisdiction as a high-resource area during that 5-year period. In any area designated as a high-resource area, the bill would require that a housing development project be a use by right, upon the request of a developer, in any high-resource area designated pursuant be a use by right in certain parts of the high-resource area if those projects meet specified requirements, including specified affordability requirements. For certain development projects where the initial sales price or initial rent exceeds the affordable housing cost or affordable rent to households with incomes equal to or less than 100% of the area median income, the bill would require the applicant agree to pay a fee equal to 10% of the difference between the actual initial sales price or initial rent and the sales price or rent that would be affordable, as provided. The bill would require the city or county to deposit the fee into a separate fund reserved for the construction or preservation of housing with an affordable housing cost or affordable rent to households with a household income less than 50% of the area median income. This bill contains other related provisions and other existing laws.</p>		

AB 1318 Mullin	Introduced 2/22/2019	Assembly Print	Housing: school employees. Current law exempts certain transactions from the requirements that otherwise apply to the sale or lease of real property by a school district if certain conditions are met, including that the financing proceeds obtained by the school district pursuant to the transaction are expended solely for capital outlay purposes, including the acquisition of real property for intended use as a schoolsite. This bill would specify that the acquisition of real property for intended use as school district employee housing is a permissible capital outlay expenditure for purposes of those provisions.		
AB 1350 Gonzalez	Introduced 2/22/2019	Assembly Print	Youth Transit Pass program. Current law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Current law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would state the intent of the Legislature to enact legislation that would create a Youth Transit Pass program for purposes of creating lifelong transit riders and reducing greenhouse gas emissions		
AB 1351 Lackey	Introduced 2/22/2019	Assembly Print	Transit operators: paratransit and dial-a-ride services. Would require a for-profit or nonprofit transit operator that receives funds through the Mills-Alquist-Deddeh Act and that provides dial-a-ride or paratransit service to (1) determine the eligibility of an applicant for those services within 7 days following the submission of a complete application, as specified, (2) provide service to an eligible person at any requested time on a particular day in response to a request for service made the previous day, and (3) allow a person who has been determined eligible by another transit operator to submit any proof of that eligibility electronically and, upon receipt of that information, to provide service to that person.		
AB 1374 Fong	Introduced 2/22/2019	Assembly Print	Department of Transportation: state highways. Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make nonsubstantive changes to these provisions.		
AB 1383 McCarty	Introduced 2/22/2019	Assembly Print	Sacramento Regional Transit District. The Sacramento Regional Transit District Act authorizes the Sacramento Regional Transit District to be formed to carry out certain purposes relating to operating a single unified public transportation system in the Sacramento region. This bill would make nonsubstantive changes to the title of the act.		

AB 1386 Chen	Introduced 2/22/2019	Assembly Print	Local planning. Current law, the Planning and Zoning Law, requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. Current law makes findings and declarations regarding the availability of housing. This bill would make a nonsubstantive change to the above-described findings and declarations.		
AB 1402 Petrie-Norris	Introduced 2/22/2019	Assembly Print	Department of Transportation: permits. Current law provides that the Department of Transportation has full possession and control of all state highways and associated property, and sets forth the powers and duties of the department with respect to the operation, maintenance, and improvement of state highways. Current law authorizes the department to issue written permits to authorize a permittee to, among other things, install or remove tire chains upon motor vehicles for compensation on a state highway. This bill would make a nonsubstantive change to the latter provision.		
AB 1411 Reyes	Introduced 2/22/2019	Assembly Print	Integrated action plan for sustainable freight. Would establish as a state goal the deployment of 200,000 zero-emission medium- and heavy-duty vehicles and off-road vehicles and equipment, and the corresponding infrastructure to support them, by 2030. The bill would require the Public Utilities Commission, the state board, the Department of Transportation, the State Energy Resources Conservation and Development Commission, and the Governor's Office of Business and Economic Development to develop and update by January 1, 2021, and at least every 5 years thereafter, an integrated action plan for sustainable freight that identifies strategies relating to that state goal.		
AB 1413 Gloria	Introduced 2/22/2019	Assembly Print	Transportation: local transportation authorities: transactions and use taxes. Would authorize a local transportation authority to impose a tax applicable to only a portion of its county if 2/3 of the voters voting on the measure within the portion of the county to which the tax would apply vote to approve the tax, as specified, and other requirements are met, including that the revenues derived from the tax be spent within, or for the benefit of, the portion of the county to which the tax would apply.		
AB 1424 Berman	Introduced 2/22/2019	Assembly Print	Electric Vehicle Charging Stations Open Access Act. Would require an electric vehicle charging station to provide to the general public a minimum of 2 specified options of payment. The bill would prohibit a state agency from requiring a credit card payment, as defined, to be through a physical credit card or magstripe reader on electric vehicle service equipment. The bill would remove the provision authorizing the state board to adopt interoperability billing standards for network roaming payment methods for electric vehicle charging stations, and requiring, if the state board adopts standards, all electric vehicle charging stations that require payment to meet those standards within one year.		

AB 1456 Kiley	Introduced 2/22/2019	Assembly Print	Department of Transportation: budget. Current law requires the Department of Transportation to prepare and submit to the Governor a proposed budget and to include, within the proposed budget, the portion of that budget that is to be funded from the State Highway Account. Current law requires the department to inform the California Transportation Commission of all pertinent assumptions and policy directions the department intends to use in preparing the budget. This bill would make nonsubstantive changes to these provisions.		
AB 1457 Reyes	Introduced 2/22/2019	Assembly Print	Omnitrans Transit District. Would create the Omnitrans Transit District in the County of San Bernardino. The bill would provide that the jurisdiction of the district would initially include the Cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa, and specified portions of the unincorporated areas of the County of San Bernardino. The bill would authorize other cities in the County of San Bernardino to subsequently join the district. The bill would require the district to succeed to the rights and obligations of the existing Omnitrans Joint Powers Authority and would dissolve that authority. The bill would require the transfer of assets from the authority to the district. The bill would provide for a governing board composed of representatives of governing bodies within the county and would specify voting procedures for the taking of certain actions by the board. The bill would specify the powers and duties of the board and the district to operate transit services, and would authorize the district to seek voter approval of retail transactions and use tax measures and to issue revenue bonds. The bill would enact other related provisions. By imposing requirements on the district and affected local agencies, the bill would impose a state-mandated local program. This bill contains other existing laws.		
AB 1484 Grayson	Introduced 2/22/2019	Assembly Print	Mitigation Fee Act: housing developments. Would prohibit a local agency from imposing a fee, as defined, on a housing development project, as defined, unless the type and amount of the exaction is specifically identified on the local agency's internet website at the time the application for the development project is submitted to the local agency.		
AB 1485 Wicks	Introduced 2/22/2019	Assembly Print	Housing development: streamlining. Would state the intent of the Legislature to enact legislation to establish a policy that would (1) ensure timely approval of zoning-compliant housing projects and create financial incentives for enabling onsite affordability and prevailing wages; (2) provide additional streamlining options for housing projects, including those that may not benefit from existing streamlining options and (3) allow sensitive communities to defer implementation while developing a context-sensitive plan.		

AB 1486 Ting	Introduced 2/22/2019	Assembly Print	Local agencies: surplus land. Current law prescribes requirements for the disposal of surplus land by a local agency. This bill would expand the definition of "local agency" to include sewer, water, utility, and local and regional park districts, joint powers authorities, successor agencies to former redevelopment agencies, housing authorities, and other political subdivisions of this state and any instrumentality thereof that is empowered to acquire and hold real property, thereby requiring these entities to comply with these requirements for the disposal of surplus land.		
AB 1487 Chiu	Introduced 2/22/2019	Assembly Print	Land use: housing element. The Planning and Zoning Law requires a city or county to adopt a comprehensive, long-term general plan that includes various mandatory elements, including a housing element. That law requires the housing element to contain, among other things, an assessment of housing needs and an inventory of resources and constraints relevant to meeting those needs. That law requires the Department of Housing and Community Development to determine the current and projected need for housing for each region, as specified. This bill would make nonsubstantive changes to that law.		
AB 1492 Boerner Horvath	Introduced 2/22/2019	Assembly Print	Speed limits. Would, notwithstanding any other law, authorize a local authority to determine and declare, by ordinance or resolution, a prima facie speed limit of 15 miles per hour as part of a traffic calming program, as defined, if the local authority determines the prima facie speed limit of 25 miles per hour is not reasonable or safe. The bill would provide that the declared prima facie speed limit is effective when appropriate signs are erected to give notice of the speed limit.		
AB 1536 Gray	Introduced 2/22/2019	Assembly Print	Affordable housing. Current law declares that the Legislature has provided specified reforms and incentives to facilitate and expedite the construction of affordable housing, and provides a list of statutes to that effect. This bill would make a nonsubstantive change to the provision described above that lists the statutes that the Legislature has enacted to facilitate and expedite the construction of affordable housing.		
AB 1543 Holden	Introduced 2/22/2019	Assembly Print	Transportation funds: transit operators: fare revenues. Would require a fare paid pursuant to a reduced fare transit program to be counted as a full adult fare for purposes of calculating any required ratios of fare revenues to operating costs specified in the Transportation Development Act, except for purposes of providing information in a specified annual report to the Controller or providing information to the entity conducting a fiscal or performance audit pursuant to specified provisions.		

AB 1560 Friedman	Introduced 2/22/2019	Assembly Print	California Environmental Quality Act: transportation: major transit stop. CEQA requires the Office of Planning and Research to prepare and propose guidelines for the implementation of CEQA by public agencies and the Secretary of the Natural Resources Agency to certify and adopt the guidelines. CEQA requires the office to propose revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas to meet certain objectives. CEQA defines "transit priority area" as an area within 1/2 mile of a major transit stop. This bill would revise the definition of "major transit stop" to include a bus rapid transit station, as defined, that is served by a local circulator or a local serving on-demand transit program.		
AB 1562 Burke	Introduced 2/22/2019	Assembly Print	Housing development approvals. Current law states that the Legislature finds and declares that there exists a severe shortage of affordable housing, especially for persons and families of low and moderate income, and that there is an immediate need to encourage the development of new housing, not only through the provision of financial assistance, but also through changes in law designed to do certain things, including expediting the local and state residential development process. This bill would make nonsubstantive changes to that provision.		
AB 1568 McCarty	Introduced 2/22/2019	Assembly Print	General plans: housing element: production report: withholding of transportation funds. Would require the Department of Housing and Community Development, on or before June 30, 2022, and on or before June 30 every year thereafter and until June 30, 2051, to review each production report submitted by a city or county in accordance with the provisions described above to determine if that city or county has met the applicable minimum housing production goal for that reporting period. The bill would provide that, if the department determines that a city or county has met its applicable minimum housing production goal for that reporting period, the department shall, no later than June 30 of that year, submit a certification of that result to the Controller.		
AB 1579 Gabriel	Introduced 2/22/2019	Assembly Print	Affordable housing authorities. Current law authorizes a city, county, or city and county to adopt a resolution creating an affordable housing authority with powers limited to providing low- and moderate-income housing and affordable housing, as provided. Current law defines various terms for these purposes, including the term "authorizing resolution." This bill would make a nonsubstantive change to the definition of "authorizing resolution."		

AB 1585 Boerner Horvath	Introduced 2/22/2019	Assembly Print	Accessory dwelling units. The Planning and Zoning Law authorizes a local agency to provide by ordinance for the creation of accessory dwelling units in single-family and multifamily residential zones and sets forth standards the ordinance is required to impose, including, among others, maximum unit size, parking, and height standards. This bill would make nonsubstantive changes to these provisions.		
AB 1605 Ting	Introduced 2/22/2019	Assembly Print	State highways. Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make a nonsubstantive change to this provision.		
AB 1614 Gipson	Introduced 2/22/2019	Assembly Print	Vehicles: license plate pilot program. Current law authorizes the Department of Motor Vehicles to conduct a pilot program, until January 1, 2020, if certain conditions are met, to evaluate the use of alternatives to stickers, tabs, license plates, and registration cards. In the conduct of a pilot program under these provisions, current law limits the exchange of data between the department and any electronic device or the provider of any electronic device to the data necessary to display evidence of registration compliance and prohibits the department from receiving or retaining any information regarding the movement, location, or use of a vehicle participating in the pilot program. This bill would extend the authorization to conduct a pilot program until January, 1, 2021, and would authorize the department, if it conducts any pilot program pursuant to these provisions, to evaluate the inclusion of participants in the Business Partner Automation Program.		
AB 1621 Frazier	Introduced 2/22/2019	Assembly Print	Alternative and Renewable Fuel and Vehicle Technology Program. Current law requires the Alternative and Renewable Fuel and Vehicle Technology Program to provide funding measures to certain entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. Current law requires the state board to give preference to those projects that maximize the goals of the program based on specified criteria. This bill would make a technical, nonsubstantive change to those provisions.		

AB 1633 Grayson	Introduced 2/22/2019	Assembly Print	Regional transportation plans: traffic signal optimization plans. Would authorize each city located within the jurisdiction of MTC to develop and implement a traffic signal optimization plan intended to reduce greenhouse gases and particulate emissions and to reduce travel times, the number of stops, and fuel use. The bill would also require the Department of Transportation to coordinate with each city that develops a traffic signal optimization plan pursuant to these provisions to ensure that any traffic signals owned or operated by the department are adjusted and maintained in accordance with the plan.		
AB 1640 Boerner Horvath	Introduced 2/22/2019	Assembly Print	Local government finance: budget reserves. Would require a local government by September 1, 2020, and annually thereafter, to submit a written report to the State Controller's office on how it plans to spend any of its budget reserves, as defined, on specified priorities over a 5-year fiscal period, including, among others, mental and behavioral health services and affordable housing. The bill would provide this reporting requirement only applies to a local government if the local government's budget reserve in the immediately preceding fiscal year was in excess of 30 percent of the total expenditures of the local government in that fiscal year.		
AB 1648 Levine	Introduced 2/22/2019	Assembly Print	California Environmental Quality Act: local educational agencies: affordable housing projects. Would establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for affordable housing projects located on properties owned by local educational agencies that are zoned for affordable housing. Because a public agency would be required to comply with those new procedures, this bill would impose a state-mandated local program.		
AB 1671 Berman	Introduced 2/22/2019	Assembly Print	Department of Transportation: motor vehicle technology testing. Current law authorizes the Department of Transportation, in coordination with the Department of the California Highway Patrol, to conduct testing of technologies that enable drivers to safely operate motor vehicles with less than 100 feet between each vehicle or combination of vehicles, exempts motor vehicles participating in this testing from the above-described rule, and prohibits a person from operating a motor vehicle participating in this testing unless the person holds a valid driver's license of the appropriate class for the participating vehicle. Current law requires the department to report its findings from the testing to the Legislature on or before July 1, 2017, and to submit an updated report to the Legislature on or before July 1, 2019. Current law repeals these provisions on January 1, 2020. This bill would extend the operation of these provisions until January 1, 2023, and would require the department to submit an additional updated report to the Legislature on or before July 1, 2022.		

AB 1690 Flora	Introduced 2/22/2019	Assembly Print	High-speed rail. The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Current law defines certain terms in that regard. This bill would make nonsubstantive changes to these definitions.		
AB 1706 Quirk	Introduced 2/22/2019	Assembly Print	Planning and Zoning: affordable housing: streamline. Would state the intent of the Legislature to enact legislation that would provide streamlined approval, tax incentives, and other benefits to developers of middle-income housing projects that meet specified requirements.		
AB 1731 Boerner Horvath	Introduced 2/22/2019	Assembly Print	Short-term rentals: coastal zone. Would authorize a housing platform to make available a residentially zoned or residentially used unit within a residential property that is located within the coastal zone as a short-term rental 365 days per year if the primary resident lives onsite of the residential property full time. The bill would prohibit a housing platform from making available residential property that is located within the coastal zone in which the primary resident does not live onsite full time as a short-term rental for more than 30 days per year, unless the primary resident makes the residential property available as a short-term rental in accordance with the Lower Cost Coastal Accommodations Program administered by the State Coastal Conservancy.		
AB 1744 Salas	Introduced 2/22/2019	Assembly Print	Schoolbuses: retrofit and replacement. Would require the State Air Resources Board to prioritize the retrofit or replacement of the most polluting and oldest schoolbuses that operate in air districts that are designated federal extreme nonattainment, followed by small air districts, and then medium air districts, as specified.		
AB 1748 Bonta	Introduced 2/22/2019	Assembly Print	Transportation Finance Bank. Current law authorizes the Department of Transportation to act as a lender in administering the Transportation Finance Bank consistent with federal law, pursuant to which loans are made to fund transportation projects subject to repayment from transportation revenues available at a later time. This bill would make nonsubstantive changes to those provisions.		
AB 1771 Kamlager-Dove	Introduced 2/22/2019	Assembly Print	Planning and zoning: cause of action: time limitations. The Planning and Zoning Law, among other things, generally requires that an action or proceeding challenging specified actions of a public agency under that law be commenced, and service made on the legislative body of the agency, within 90 days after the legislative body's decision. That law establishes longer limitations periods in the case of specified actions that meet certain requirements, including that the action is brought in support of or to encourage or facilitate the development of housing that would increase the community's supply of affordable housing. This bill would make nonsubstantive changes to these provisions.		

AB 1778 Boerner Horvath	Introduced 2/22/2019	Assembly Print	Greenhouse Gas Reduction Fund: investment plan. The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Current law requires the moneys from the fund to be used to facilitate the achievement of reductions of greenhouse gas emissions consistent with the act, as specified. This bill would make technical, nonsubstantive changes to those provisions.		
AB 1783 Rivas, Robert	Introduced 2/22/2019	Assembly Print	H-2A worker housing: state funding: tax credits: streamlined approval process for agricultural employee housing development. Would prohibit the provision of state funding, as defined, for the purposes of planning, developing, or operating any housing used to comply with the federal law requirement to furnish housing to H-2A workers and would require an employer, as defined, or other recipient of state funding who utilizes state funding for these purposes to reimburse the state or state agency that provided the funding in an amount equal to the amount of that state funding expended for those purposes. The bill would exempt from these provisions any contract or other enforceable agreement pursuant to which the state or a state agency provides funding that was entered into prior to January 1, 2020.		
AB 1785 Boerner Horvath	Introduced 2/22/2019	Assembly Print	Transportation: North County Transit District. Current law creates the North County Transit District, with various powers and duties relative to the planning and operation of a transit system in north San Diego County. Current law requires the district to plan, construct, and operate, or let a contract to operate, public transit systems in conformance with, and to the extent provided for in, specified laws. This bill would make nonsubstantive changes to the latter provision.		
AB 1786 O'Donnell	Introduced 2/22/2019	Assembly Print	Land use and planning: regional housing assessment allocation: housing element. The Planning and Zoning Law requires a city or county to adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. That law requires that the housing element include, among other things, an inventory of land suitable for residential development, to be used to identify sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need determined pursuant to specified law. This bill would make a nonsubstantive change to this provision.		

<u>AB 1789</u> <u>Flora</u>	Introduced 2/22/2019	Assembly Print	Department of Motor Vehicles: records: pull-notice system. Current law provides that for purposes of the pull-notice system and periodic report process, an owner, other than the owner-operator, employer, family member, and volunteer who drives a vehicle shall be enrolled as if they were an employee. A violation of these provisions is a crime. This bill would require, if an owner-operator has a family member or a volunteer driver who drives the specified vehicle, the owner-operator to also be enrolled as if they were an employee.		
<u>ACA 1</u> <u>Aguiar-Curry</u>	Introduced 12/3/2018	Assembly Print	Local government financing: affordable housing and public infrastructure: voter approval. The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, or city and county to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.		
<u>SB 4</u> <u>McGuire</u>	Amended 2/28/2019	Senate Rules	Housing. Would authorize a development proponent of a neighborhood multifamily project or eligible TOD project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a "neighborhood multifamily project" to mean a project to construct a multifamily unit of up to 2 residential dwelling units in a nonurban community, as defined, or up to 4 residential dwelling units in an urban community, as defined, that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019. The bill would define an "eligible TOD project" as a project located in an urban community, as defined, that meets specified height requirements, is located within 1/2 mile of an existing or planned transit station parcel or entrance, and meets other floor area ratio, density, parking, and zoning requirements.		
<u>SB 5</u> <u>Beall</u>	Introduced 12/3/2018	Senate Gov. & F.	Local-State Sustainable Investment Incentive Program. Would establish in state government the Local-State Sustainable Investment Incentive Program, which would be administered by the Sustainable Investment Incentive Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply to the Sustainable Investment Incentive Committee to participate in the program and would authorize the committee to approve or deny applications for projects meeting specific criteria.		

SB 6 Beall	Amended 2/27/2019	Senate Rules	Residential development: available land. Would require the Department of Housing and Community Development to furnish the Department of General Services with a list of local lands suitable and available for residential development as identified by a local government as part of the housing element of its general plan. The bill would require the Department of General Services to create a database of that information and information regarding state lands determined or declared excess and to make this database available and searchable by the public by means of a link on its internet website.		
SB 13 Wieckowski	Introduced 12/3/2018	Senate Rules	Accessory dwelling units. Would express the intent of the Legislature to enact legislation that would reduce impact fees and other existing barriers for homeowners seeking to create accessory dwelling units for the purpose of creating additional residential housing within their neighborhoods.		
SB 20 Dodd	Introduced 12/3/2018	Senate Governmental Organization	Surplus state property: Napa County Regional Park and Open Space District. Current law authorizes the Director of General Services, by January 1, 2015, to sell or exchange, at fair market value based upon an appraisal approved by the Department of General Services, all or part of a specified parcel of state property only to the County of Napa upon those terms, conditions, reservations, and exceptions the director determines are in the best interest of the state, and subject to other requirements. Current law requires reimbursement of the Department of General Services for any cost or expense incurred in the disposition of the property from the proceeds of the disposition of the property. This bill would apply the authorization described above to the Napa County Regional Park and Open Space District and the County of Napa, and would extend the period within which the sale described above may be made to January 1, 2026.		
SB 32 Nielsen	Introduced 12/3/2018	Senate Rules	Recreational vehicle donation: registration fee and tax exemptions: state of emergency. Would declare the intent of the Legislature to enact legislation to waive otherwise applicable sales and use taxes and vehicle registration fees, upon the donation and transfer of ownership of a recreational vehicle, as defined, if the Governor has proclaimed a state of emergency, and the donee of the recreational vehicle is a person who has suffered a total loss of his or her residence as a result of the event that precipitated the state of emergency.		

SB 45 Allen	Introduced 12/3/2018	Senate Natural Resources and Water	Wildfire, Drought, and Flood Protection Bond Act of 2020. Would enact the Wildfire, Drought, and Flood Protection Bond Act of 2020, which, if approved by the voters, would authorize the issuance of bonds in an unspecified amount pursuant to the State General Obligation Bond Law to finance projects to restore fire damaged areas, reduce wildfire risk, create healthy forest and watersheds, reduce climate impacts on urban areas and vulnerable populations, protect water supply and water quality, protect rivers, lakes, and streams, reduce flood risk, protect fish and wildlife from climate impacts, improve climate resilience of agricultural lands, and protect coastal lands and resources.		
SB 49 Skinner	Introduced 12/3/2018	Senate Rules	Energy efficiency. Current law authorizes the State Energy Resources Conservation and Development Commission to prescribe, by regulation, energy efficiency standards, including appliance efficiency standards. This bill would make nonsubstantive revisions to these provisions.		
SB 50 Wiener	Introduced 12/3/2018	Senate Housing	Planning and zoning: housing development: equitable communities incentive. Would require a city, county, or city and county to grant upon request an equitable communities incentive when a development proponent seeks and agrees to construct a residential development, as defined, that satisfies specified criteria, including, among other things, that the residential development is either a job-rich housing project or a transit-rich housing project, as those terms are defined; the site does not contain, or has not contained, housing occupied by tenants or accommodations withdrawn from rent or lease in accordance with specified law within specified time periods; and the residential development complies with specified additional requirements under existing law.		
SB 59 Allen	Introduced 12/19/2018	Senate Transportation	Automated vehicle technology: Statewide policy. Would establish the policy of the state relating to automated vehicles in order to ensure that these vehicles support the state's efforts to, among other things, reduce greenhouse gas emissions and encourage efficient land use. The bill would require the Office of Planning and Research in the Governor's office, in coordination with the State Air Resources Board, to convene an automated vehicle interagency working group of specified state agencies, including, among others, the California Environmental Protection Agency, the Transportation Agency, and the Department of Motor Vehicles, to guide policy development for automated vehicle technology consistent with statewide policies as specified.		

SB 127 Wiener	Introduced 1/10/2019	Senate Transportation	Transportation funding: active transportation: complete streets. Would establish a Division of Active Transportation within the Department of Transportation and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters to guide progress toward meeting the department's active transportation program goals and objectives. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities.		
SB 128 Beall	Introduced 1/10/2019	Senate Gov. & F.	Enhanced infrastructure financing districts: bonds: issuance. Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Current law authorizes the public financing authority to issue bonds for these purposes upon approval by 55% of the voters voting on a proposal to issue the bonds. Current law requires the proposal submitted to the voters by the public financing authority and the resolution for the issuance of bonds following approval by the voters to include specified information regarding the bond issuance. This bill would instead authorize the public financing authority to issue bonds for these purposes without submitting a proposal to the voters.		
SB 137 Dodd	Introduced 1/15/2019	Senate Transportation	Federal transportation funds: state exchange programs. Current federal law apportions transportation funds to the states under various programs, including the Surface Transportation Program and the Highway Safety Improvement Program, subject to certain conditions on the use of those funds. Current law establishes the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system, and funds that program from fuel taxes and an annual transportation improvement fee imposed on vehicles. This bill would authorize the Department of Transportation to allow the above-described federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to the department.		
SB 146 Beall	Introduced 1/18/2019	Senate Transportation	Peninsula Rail Transit District. Current law, operative under certain conditions, redesignates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers. This bill would repeal the provisions relating to the Peninsula Rail Transit District.		

SB 147 Beall	Introduced 1/18/2019	Senate Transportation	High-Speed Rail Authority. The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Current law authorizes the authority, among other things, to keep the public informed of its activities. This bill would revise that provision to instead authorize the authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority's internet website.		
SB 162 Galgiani	Introduced 1/24/2019	Senate Gov. & F.	California Alternative Energy and Advanced Transportation Financing Authority: sales and use taxes: exclusions. The California Alternative Energy and Advanced Transportation Financing Authority Act establishes the California Alternative Energy and Advanced Transportation Financing Authority. The act authorizes, until January 1, 2021, the authority to provide financial assistance to a participating party in the form of specified sales and use tax exclusions for projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, reduction of greenhouse gases, or reduction in air and water pollution or energy consumption. This bill would extend the authorization to provide financial assistance in the form of a sales and use tax exclusion for qualifying projects until January 1, 2030, and would extend the sales and use tax exclusion until January 1, 2030.		
SB 167 Dodd	Introduced 1/28/2019	Senate Energy, Utilities and Communications	Electrical corporations: wildfire mitigation plans. Current law requires wildfire mitigation plans to include specified information, including protocols for disabling reclosers and deenergizing portions of the electrical distribution system that consider the associated impacts on public safety, as well as protocols related to mitigating the public safety impacts of those protocols, including impacts on critical first responders and on health and communication infrastructure. This bill would require those protocols to additionally include impacts on customers enrolled in the California Alternative Rates for Energy (CARE) program, receiving medical baseline allowances of electricity or gas, and who the electrical corporation has identified as critical care customers relying on life-support equipment.		

SB 168 Wieckowski	Introduced 1/28/2019	Senate Environmental Quality	Climate change: Chief Officer of Climate Adaptation and Resilience. Would establish the Chief Officer of Climate Adaptation and Resilience in the Office of Planning and Research to serve as the statewide lead for planning and coordination of climate adaptation policy and implementation in California, and would specify the duties of the chief officer. The bill would make the chief officer, or the chief officer's designee, a member of the advisory council and would designate the chief officer, or the chief officer's designee, as the chair of the advisory council. The bill would include additional expertise members of the advisory council are to have. The bill would specify that members of the advisory council serve staggered 4-year terms, except as provided.		
SB 182 Jackson	Introduced 1/29/2019	Senate Gov. & F.	General plans: safety element. Would require the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after January 1, 2020, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit plan, as specified. The bill would also require the planning agency to review and, if necessary, revise the safety element upon each revision of the housing element or local hazard mitigation plan, but not less than once every 8 years to identify new information relating to retrofit updates applicable to the city or county that was not available during the previous revision of the safety element.		
SB 191 Morrell	Introduced 1/30/2019	Senate Rules	Land use: housing element. The Planning and Zoning Law requires a city or county to adopt a comprehensive, long-term general plan that includes various mandatory elements, including a housing element. That law requires the housing element to contain, among other things, an assessment of housing needs and an inventory of resources and constraints relevant to meeting those needs. That law requires the Department of Housing and Community Development to determine the current and projected need for housing for each region, as specified. This bill would make nonsubstantive changes to that law.		
SB 210 Leyva	Introduced 2/4/2019	Senate Environmental Quality	Heavy-Duty Vehicle Inspections and Maintenance Program. Would authorize the State Air Resources Board to develop and implement a Heavy-Duty Vehicle Inspection and Maintenance Program for nongasoline heavy-duty onroad motor vehicles, as specified. The bill would authorize the state board to assess a fee and penalties as part of the program. The bill would create the Truck Emission Check (TEC) Fund, with all the moneys deposited in the fund to be available upon appropriation.		

SB 211 Beall	Introduced 2/4/2019	Senate Rules	State highways: leases. Current law requires the Department of Transportation to consider future lease potential of areas above or below state highway projects when planning new state highway projects and requires this consideration to be accomplished by intradepartment consultation among offices concerned with project development and airspace lease development. This bill would instead authorize the department to consider future lease potential of areas above or below state highway projects when planning new state highway projects and would authorize this consideration to be accomplished by intradepartment consultation among offices concerned with project development and airspace lease development.		
SB 215 Morrell	Introduced 2/6/2019	Senate Rules	Local government: housing. Current law authorizes local governments to conduct a review or appeal regarding allocation data provided by the Department of Housing and Community Development or the council of governments regarding the locality's share of the regional housing need or the submittal of data or information for a proposed allocation, as specified. This bill would make nonsubstantive changes to this provision.		
SB 235 Dodd	Introduced 2/11/2019	Senate Housing	Planning and zoning: housing production report: regional housing need allocation. The Planning and Zoning Law provides for the allocation of regional housing need by the council of government or the Department of Housing and Community Development, as applicable. That law also provides for the allocation of a portion of a county's share of the regional housing need to a city that is incorporated within its boundaries, or upon annexation of unincorporated land to an existing city within its boundaries, after the final allocation of regional housing need. This bill would authorize the County of Napa and the City of Napa to reach a mutually acceptable agreement to allow one of those jurisdictions to report on its annual production report to the department those completed entitlements, building permits, and certificates of occupancy issued by the other jurisdiction for the development of housing if certain conditions are met.		
SB 236 Wilk	Introduced 2/11/2019	Senate Rules	Greenhouse Gas Reduction Fund. Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Current law continuously appropriates 35% of the annual proceeds of the fund for transit, affordable housing, and sustainable communities programs and 25% of the annual proceeds of the fund for certain components of a specified high-speed rail project. This bill would make technical, nonsubstantive changes to that provision.		

SB 279 Galgiani	Introduced 2/13/2019	Senate Rules	High-speed rail. The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Current law defines certain terms in that regard. This bill would make nonsubstantive changes to these definitions.		
SB 294 Hill	Introduced 2/14/2019	Senate Gov. & F.	Property taxation: welfare exemption: low income housing. Would require any outstanding qualified ad valorem property tax in excess of the \$20,000,000 limitation, and related interest or penalty, which was levied or imposed on and after January 1, 2019, and before January 1, 2020, with respect to qualified property for which a qualified claim was filed, to be canceled to the extent that the amount canceled does not result in a total assessed value exemption amount in excess of \$250,000,000 being allowed to a qualified taxpayer with respect to a single property or multiple properties for any fiscal year. The bill would, on and after January 1, 2020, prohibit an escape assessment from being levied on qualified property if that amount would be subject to cancellation pursuant to this bill.		
SB 319 Moorlach	Introduced 2/15/2019	Senate Transportation	State highways: Interstate Route 5: State Route 99: speed limits. Would require the Department of Transportation to initiate a project to construct two additional traffic lanes on northbound and southbound Interstate Route 5 and State Route 99, and would prohibit the imposition of a maximum speed limit for those traffic lanes.		
SB 324 Rubio	Introduced 2/15/2019	Senate Gov. & F.	Local government: meetings. Would clarify that the list of entities subject to the Ralph M. Brown Act includes infrastructure financing districts, enhanced infrastructure financing districts, affordable housing authorities, and community revitalization and investment authorities.		
SB 330 Skinner	Introduced 2/19/2019	Senate Gov. & F.	Housing Crisis Act of 2019. Would, notwithstanding specified prohibitions, allow a city or county to prohibit the commercial use of land zoned for residential use consistent with the authority of the city or county conferred by other law. The bill would state that these prohibitions would apply to any zoning ordinance adopted or amended on or after January 1, 2018, and that any zoning ordinance adopted, or amendment to an existing ordinance or to an adopted general plan, on or after that date that does not comply would be deemed void.		

SB 336 Dodd	Introduced 2/19/2019	Senate Transportation	Transportation: fully-automated transit vehicles. Current law establishes regulations for the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if the manufacturer meets prescribed requirements. Current law imposes various requirements on transit operators. This bill would require a transit operator, as defined, to ensure each of its fully-automated transit vehicles, as defined, is staffed by at least one of its employees, who has had specified training, while the vehicle is in service.		
SB 340 Stone	Introduced 2/19/2019	Senate Transportation	High-speed rail bonds. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes before the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.		
SB 356 McGuire	Introduced 2/19/2019	Senate Transportation	North Coast Railroad Authority: rail right-of-way: Sonoma-Marín Area Rail Transit District. Would require the North Coast Railroad Authority, within 90 days of removing all of its debts, liabilities, and contractual obligations, to convey and transfer its rights, interests, privileges, and title, lien free, relating to a specified rail right-of-way, its licenses and certificates of public convenience and necessity, any common carrier obligations held by the authority or an associated freight operator, and the railroad assets the authority owns to the district.		
SB 358 Committee on Transportation	Introduced 2/20/2019	Senate Transportation	Vehicles: safety regulations. Current law requires the Department of Motor Vehicles to regulate the safe operation of certain vehicles, including, but not limited to, motortrucks of three or more axles that are more than 10,000 pounds gross vehicle weight rating, truck tractors, and any motortruck regulated by the Department of Motor Vehicles, the Public Utilities Commission, or the United States Secretary of Transportation. This bill would additionally require the department to regulate the safe operation of motortrucks regulated by the Bureau of Household Goods and Services.		

SB 371 Caballero	Introduced 2/20/2019	Senate Transportation	Schoolbuses: stop requirements. Current law requires the driver of any vehicle, upon meeting or overtaking any schoolbus equipped with required signs that is stopped for the purpose of loading or unloading any schoolchildren and displaying a flashing red light signal and stop signal arm, if equipped with a stop signal arm, to bring the vehicle to a stop immediately before passing the schoolbus and to not proceed past the schoolbus until the flashing red light signal and stop signal arm cease operation. A violation of these provisions is a crime. This bill would authorize a school district to install and operate an automated schoolbus video enforcement system, as defined, for the purpose of enforcing the prohibition described above.		
SB 384 Morrell	Introduced 2/20/2019	Senate Housing	Housing: omnibus. The Housing Accountability Act, which is part of the Planning and Zoning Law, prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, a housing development project for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified findings. This bill would extend these provisions of the Housing Accountability Act to apply to housing development projects for above moderate-income households.		
SB 397 Glazer	Introduced 2/20/2019	Senate Transportation	Public transit operators: passengers with pets: evacuation orders. Would require each public transit operator to develop best practices for allowing pets on public transit vehicles serving areas subject to an evacuation order. If an evacuation order is issued that covers all or a portion of a public transit operator's service area, the bill would require the operator to authorize passengers to board public transit vehicles with their pets in the area covered by the evacuation order, consistent with those best practices.		
SB 400 Umberg	Introduced 2/20/2019	Senate Environmental Quality	Reduction of greenhouse gases emissions: mobility options. Current law establishes the Clean Cars 4 All Program, which is administered by the State Air Resources Board to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. Current law defines specified terms, including "mobility option", which means a voucher for public transit or car sharing for purposes of the program. This bill would additionally provide that "mobility option" also includes bike sharing and electric bicycles.		

SB 498 Hurtado	Introduced 2/21/2019	Senate Rules	Transit and Intercity Rail Capital Program. Current law establishes the Transit and Intercity Rail Capital Program to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Current law prescribes the eligibility requirements for projects under the program. This bill would make a nonsubstantive change to the provision related to project eligibility.		
SB 526 Allen	Introduced 2/21/2019	Senate Rules	Regional transportation plans: greenhouse gas emissions: State Mobility Action Plan for Healthy Communities. Current law requires the State Air Resources Board, by September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board. Under current law, the action element of a regional transportation plan describes the programs and actions necessary to implement the plan and assigns implementation responsibilities. This bill would require the state board to adopt a regulation that requires a metropolitan planning organization to provide any data that the state board determines is necessary to fulfill the requirements of the above-described report and to determine if the metropolitan planning organization is on track to meet its 2035 greenhouse gas emission reduction target. After completing each report, the bill would require the state board to determine if each metropolitan planning organization is on track to meet its 2035 target and to notify the California Transportation Commission of these determinations.		
SB 532 Portantino	Introduced 2/21/2019	Senate Rules	Redevelopment: bond proceeds: affordable housing. This bill, notwithstanding the requirement that the remaining bond proceeds be used to defease the bonds or to purchase those same outstanding bonds on the open market for cancellation, would authorize a successor agency to use the remaining bond proceeds for the purposes of increasing, improving, and preserving affordable housing, as defined. The bill, if the remaining bond proceeds are used for these purposes, would require the Last and Final Recognized Obligation Payment Schedule to be adjusted to allow for the allocation of revenues from the Redevelopment Property Tax Trust Fund to the successor agency for purposes of paying the remaining principal and interest on the bonds.		
SB 611 Caballero	Introduced 2/22/2019	Senate Rules	Housing: elderly and individuals with disabilities. Would state the intent of the Legislature to enact legislation to establish a master plan that responds to population needs in a comprehensive manner which shall include, but not be limited to, policy recommendations that address the housing needs of California's older adults, and people with disabilities.		

SB 621 Glazer	Introduced 2/22/2019	Senate Rules	California Environmental Quality Act: court actions or proceedings: affordable housing projects. Would require any action or proceeding brought to attack, review, set aside, void, or annul the certification of an environmental impact report for an affordable housing project or the granting of an approval of an affordable housing project, to require the action or proceeding, including any potential appeals therefrom, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceeding with the court. The bill would prohibit a court from staying or enjoining the construction or operation of an affordable housing project unless it makes certain findings.		
SB 623 Jackson	Introduced 2/22/2019	Senate Rules	Housing: surplus land. Current law requires an entity proposing to use surplus land for developing low- and moderate-income housing to agree to make available not less than 25% of the total number of units developed on the parcels at affordable housing cost or affordable rent to lower income households. Current law requires these and other specified requirements to be contained in a covenant or restriction recorded against the surplus land at the time of sale, to run with the land, and be enforceable, against any owner who violates the covenant or restriction and each successor in interest who continues the violation, by various specified parties. This bill would make nonsubstantive changes to that provision.		
SB 631 Jones	Introduced 2/22/2019	Senate Rules	Vehicles: motorcyclist safety program. Would require the Commissioner of the California Highway Patrol to adopt standards for motorcycle training courses, including a one-day intermediate riding course, as specified, require these standards to specify that students satisfactorily completing either the 3-day premier motorcyclist training course for novice riders or the one-day intermediate riding clinic for experienced riders receive a waiver of the Department of Motor Vehicles driving test, and require the Department of Motor Vehicles to accept that waiver in lieu of driving test.		
SB 638 Allen	Introduced 2/22/2019	Senate Rules	Leases: electric vehicle charging stations: insurance coverage. Current law requires a lessor of a dwelling to approve a written request of a lessee to install an electric vehicle charging station at a parking space allotted for the lessee in accordance with specified requirements, including the lessee maintaining in full force and effect a lessee's general liability insurance policy in the amount of one million dollars (\$1,000,000), as provided. This bill would remove the specified monetary amount required in the general liability insurance policy.		
SB 676 Bradford	Introduced 2/22/2019	Senate Rules	Transportation electrification: electric vehicles. Would state the intent of the Legislature to enact legislation that accelerates electric vehicle grid integration to minimize the cost impacts of electric vehicles on ratepayers.		

SB 695 Portantino	Introduced 2/22/2019	Senate Rules	Land use planning: housing element: foster youth placement. Would authorize a city to meet 10% of its share of the regional housing need by adopting of a program that meets certain, listed requirements, including that the program actively promote and assist in the placement of foster youth in existing family-based households, as specified, and be approved by the council of governments that assigns the city's share of regional housing needs or, in the absence of a council, by the Department of Housing and Community Development.		
SB 718 Moorlach	Introduced 2/22/2019	Senate Rules	Housing. Current law, the Planning and Zoning Law, requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. Current law defines several terms for the purposes of these provisions. This bill would make nonsubstantive changes to those definitions.		
SB 739 Stern	Introduced 2/22/2019	Senate Rules	Climate change: research, development, and demonstration: financial assistance. Would state the intent of the Legislature to enact legislation to establish a new model for providing agile financial assistance for research, development, and demonstration of climate change mitigation technologies with transformational potential.		
SB 744 Caballero	Introduced 2/22/2019	Senate Rules	Planning and zoning: California Environmental Quality Act: permanent supportive housing: No Place Like Home Program. Would require a lead agency to prepare concurrently the record of proceeding for a No Place Like Home project, as defined, with the performance of the environmental review of the project. Because the bill would impose additional duties on the lead agency, this bill would impose a state-mandated local program. The bill would require the lead agency to file and post a notice of determination within 2 working days of the approval of the project. The bill would require a person filing an action or proceeding challenging the lead agency's action on the grounds of noncompliance with CEQA to file the action or proceeding within 10 days of the filing of the notice of determination.		

SCA 3 Hill	Introduced 12/4/2018	Senate Rules	<p>Property taxation: change in ownership: inheritance exclusion. The California Constitution generally limits ad valorem taxes on real property to 1% of the full cash value of that property. For purposes of this limitation, “full cash value” is defined as the assessor’s valuation of real property as shown on the 1975–76 tax bill under “full cash value” or, thereafter, the appraised value of that real property when purchased, newly constructed, or a change in ownership has occurred. The California Constitution specifies various transfers that are not deemed to be a “purchase” or “change in ownership” of a property for these purposes, including the purchase or transfer of a principal residence from parents to their children, or, under certain circumstances, from grandparents to their grandchildren, and the purchase or transfer of the first \$1,000,000 of the full cash value of all other real property transferred from parents or grandparents to their children or grandchildren. This measure would limit the above-decried \$1,000,000 exclusion for purchases or transfers of real property other than a principal residence to purchases or transfers of nonresidential real property.</p>		
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Federal Bills

United States House of Representatives					
Bill Number (Author)	Topic	Current Version	Status	Summary	Position
H.R. 140 (Green)	Housing Fairness Act	1/3/19	House Financial Services Committee	Authorizes funds to prevent housing discrimination through the use of nationwide testing, to increase funds for the Fair Housing Initiatives Program, and for other purposes.	
H.R. 180 (Hastings)	Build America Act	1/3/19	House Transportation & Infrastructure Committee; House Ways & Means Committee	Directs the Department of Transportation (DOT) to carry out a national infrastructure investment grant program for capital investments in surface transportation infrastructure. Projects eligible for funding under the program include, at a minimum, highway and bridge projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments.	
H.R. 228 (Velazquez)	Increase Transportation Alternatives Investment Act	1/3/19	House Transportation & Infrastructure Committee	Authorizes programs and activities to support transportation options in areas that are undergoing extensive repair or reconstruction of transportation infrastructure, including highways, federally owned roads open for public travel, passenger rail facilities, and public transportation facilities.	
H.R. 330 (Lieu)	Climate Solutions Act	1/8/19	House Energy & Commerce Committee; House Foreign Affairs Committee	Contains findings related to the risks of climate change and declares the sense of Congress that the U.S. should honor its commitments to the Paris Climate Agreement. Requires the U.S. Energy Secretary to promulgate regulations that require an annual increase in the share of electric energy generated by renewable sources with 100% established by 2035 and thereafter. Establishes a national energy efficiency standard. Sets national greenhouse gas reduction targets for 2035 and 2050.	
H.R. 731 (Malinowski)	Transportation Funding Fairness Act	1/23/19	House Transportation & Infrastructure Committee	Eliminates FTA's discretionary authority to declare TIFIA and RRIF loans as the federal share of an infrastructure project, to allow states to attribute federal transportation loans towards their share of jointly funded large-scale infrastructure projects.	

<u>H.R. 763</u> (Deutch)	Energy Innovation and Carbon Dividend Act	1/24/19	House Energy & Commerce Committee; House Foreign Affairs Committee; House Ways and Means Committee	Creates a Carbon Dividend Trust Fund to encourage market-driven innovation of clean energy technologies and market efficiencies which will reduce harmful pollution and leave a healthier, more stable, and more prosperous nation for future generations. Institutes a federal carbon fee of \$15/ton in 2019 (growing by \$10/year thereafter) of greenhouse gas content on the use, sale or transfer of fuel related to refineries and importers of any petroleum product; coal mining; natural gas.	
<u>H.R.876</u> (DeFazio)	Pacific Northwest Earthquake Preparedness Act	2/6/19	Senate	Requires the Federal Emergency Management Agency (FEMA) to develop a plan for the purchase and installation of an earthquake early warning system for the Cascadia Subduction Zone. The term "Cascadia Subduction Zone" means the landward-dipping fault that is approximately 684 miles long, separates the Juan De Fuca and North America plates, and stretches along a portion of the western coast of the United States beginning off Cape Mendocino, California, along the states of Oregon and Washington, to Northern Vancouver Island, British Columbia, Canada.	

California State Legislative Calendar 2019*

January 1 Statutes take effect 7 Legislature reconvenes 10 Budget must be submitted by Governor (Art. IV, Sec. 12(a)) 21 Martin Luther King, Jr. Day 25 Last day to submit bill requests to the Office of Legislative Counsel	June 3 Committee meetings may resume 15 Budget Bill must be passed by midnight
February 18 Presidents' Day 22 Last day for bills to be introduced	July 4 Independence Day 10 Last day for policy committees to hear and report fiscal bills to fiscal committees 12 Last day for policy committees to hear and report bills. Summer Recess begins upon adjournment of session, provided Budget Bill has been passed
March 29 Cesar Chavez Day	August 12 Legislature reconvenes from Summer Recess 30 Last day for fiscal committees to meet and report bills to the floor
April 11 Spring Recess begins upon adjournment 22 Legislature reconvenes from Spring recess 26 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house	September 2 Labor Day 3-13 Floor session only. No committee may meet for any purpose, except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees 6 Last day to amend on floor 13 Last day for any bill to be passed. Interim Recess begins upon adjournment
May 3 Last day for policy committees to hear and report to the floor nonfiscal bills introduced in their house 10 Last day for policy committees meet prior to June 3 17 Last day for fiscal committees to hear and report to the floor bills introduced in their house. Last day for fiscal committee to meet prior to June 3 27 Memorial Day 28 – 6/1 No committee may meet for any purpose except for Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees	October 13 Last day for Governor to sign or veto bills passed by the Legislature on or before Sept. 13 and in the Governor's possession after Sept. 13 November 6 General Election. December January 2020 1 Statutes take effect.

Source: Senate & Assembly websites.

*Dates are subject to change.

116th United States Congress, First Session (Tentative) Calendar*

January 1 New Year's Day 3 House and Senate reconvene 4 Senate district work period 21 Martin Luther King, Jr. Day 21-25 House and Senate district work periods	July 1-5 House and Senate district work periods 4 Independence Day 29-31 House district work period
February 4 Deadline for President's budget submission 18 President's Day 18-22 House and Senate district work periods	August 1-31 House district work period 5-31 Senate district work period
March 18-22 House and Senate district work periods	September 2 Labor Day 2-6 House and Senate district work periods 30 House and Senate district work periods
April 15 Congressional concurrent resolution budget deadline 15-26 House and Senate district work periods	October 1-11 House and Senate district work periods 14 Columbus Day
May 27 Memorial Day 27-31 House and Senate district work periods	November 1 Fiscal year 2020 begins 1-8 House district work period 11 Veterans' Day 25-29 House and Senate district work periods 28 Thanksgiving Day
June 30 General deadline for Congressional action on regular appropriations bills and budget reconciliation	December 16-31 House and Senate empty calendar 25 Christmas day

Source: Senate & House of Representatives websites.

*Dates are subject to change.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 19-0206 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 2/26/2019 **In control:** Joint MTC Legislation Committee and ABAG
Legislation Committee
On agenda: 3/8/2019 **Final action:**
Title: CASA Local Outreach & Legislative Update

Update on local outreach and bills introduced related to the CASA Compact.

Sponsors:

Indexes:

Code sections:

Attachments: [6a CASA Update v2 Combined.pdf](#)
[6a Handout CASA Bill Matrix Share 3.7.19.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

CASA Local Outreach & Legislative Update

Update on local outreach and bills introduced related to the CASA Compact.

Presenter:

Rebecca Long

Recommended Action:

Information

Attachments:

Memorandum

TO: Joint MTC Legislation Committee and
ABAG Legislation Committee

DATE: March 4, 2019

FR: Deputy Executive Director, Policy

RE: CASA Local Outreach & Legislative Update

Local Outreach

Staff has continued our efforts to engage with local elected officials and their staff over the last month regarding the CASA Compact. In our presentations, we have emphasized that while development of the CASA Compact document itself is complete, the work has just begun to turn the recommendations into reality, via legislation and we are interested in hearing feedback that we can incorporate into our own staff analysis of the bills and share with our Bay Area delegation in Sacramento. We also held a webinar on February 14th which was attended by over 200 people and provided an effective way to reach a large number of people and answer questions. Attachment A contains the current meeting schedule from February through March. Staff is working on developing a Frequently Asked Questions document based on the various meetings and the webinar which we will make available within the next few weeks.

CASA Legislative Task Force

On February 28th letters were sent to Bay Area local elected officials (boards of supervisors and the selection committees for city representatives of MTC and ABAG) requesting their nomination to a task force of elected officials from Bay Area cities and counties to follow, become informed and to engage in the legislative process that is essential for the CASA compact to be implemented. County boards of supervisors were invited to appoint one representative while each county's city selection committee was invited to appoint two representatives. ABAG will chair the task force and a member of MTC will serve as the vice chair. Nominations are due by March 14th.

Legislative Update

By close of business February 22nd, 11 bills had been introduced by Bay Area legislators in Sacramento to implement seven out of 10 items in the CASA Compact, as shown in Attachment B, which matches up bills with CASA Items. As you can see, CASA Item #6 has been divided into three bills due to the desire on the part of many of the Bay Area delegation to play a role in this effort. Note that the majority of the bills are still in preliminary, "spot bill" or "intent language" form, making it too early to provide any detailed analysis on those bills at this time but these authors have each indicated a desire to carry legislation to implement the associated CASA Compact Item. The next round of amendments in mid-March will add more substantive language.

It's important to note that thus far, the substantive bills deviate from the CASA Compact in a number of ways. Most obviously, they are all *statewide* proposals, not just Bay Area. Secondly, they do not set a limited 15-year term. SB 330 would sunset after 10 years, while the others have no sunset date.

More substantive differences include treatment of upzoning and geographic provisions in SB 50 and CASA Compact Item 5 and provisions included in SB 330, which is intended to implement a portion of CASA Compact Item 6, but currently includes a number of other significant policy provisions, such as eliminating minimum parking requirements.

With legislation evolving rapidly at this stage, staff will provide you with the latest details on amendment conversations at your meeting. At present, we are targeting April or May to bring the joint committee detailed analysis and position recommendations.



Alix A. Bockelman

Attachments:

- Attachment A: CASA Local Government Outreach Schedule
- Attachment B: CASA-Related Bill Matrix

AAB:rl

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CASA Local Government Outreach Schedule -- Updated: 2/28/19

Meeting Date	Organization
February 20, 1:30 PM	Napa Valley Transportation Authority Napa Valley Transit (NVTa), 625-B Burnell St, Napa, CA 94559
February 21, 9:00 AM	Ad-Hoc Meeting on Housing – see notes for attendees SCTA Large Conference Room 411 King Street Santa Rosa, California 95404
February 21, 12:00 PM -1:30 PM	City Managers Group of Contra Costa City Hall on the 3rd floor, 1666 N. Main Street, Walnut Creek CA
February 25, 5:30 PM – 8:00 PM	Solano City & County Coordinating Council – Joseph A. Nelson Community Center, 611 Village Drive, Suisun City. Located off SR 12
February 25, 1:30 PM -3:30 PM	VTa Luti 3331 North First Street, San Jose
February 26, 12:30 PM – 2:00 PM	East Bay Leadership Council, Housing Committee, 1870 Olympic Blvd. #200 Walnut Creek, 94596
February 28, 11:45 AM - 1:15 PM	Sonoma/Mendocino Area City Managers Meeting Finley Community Center Manzanita Room 2060 West College Avenue Santa Rosa CA
March 1, 11:00 AM – 1:00 PM	East Bay Economic Development Alliance, Alameda County Administration Building, 1221 Oak Street, Room 255, 2nd Floor, Oakland
March 1, 2:00 PM	Location: District Office 22320 Foothill Blvd. Ste. 540 Hayward, CA 94541 Assembly Member Quirk, District 20 Mayors, City Managers and County Supervisors
March 6, 7:00 PM	Joint Council meeting of Lamorinda cities Don Tatzin Community Hall at the Lafayette Library and Learning Center, 3491 Mt. Diablo Blvd.
March 7, 6:30 PM	Contra Costa Mayors' Conference Meeting THE LOT City Center- Cinema 6000 Bollinger Canyon Road Suite 2300 San Ramon CA 94583 Please use the Bishop Drive entrance to access upper level parking

March 11, 9:00 AM - 12:00 PM (tentative timing)	Napa LAFCO Yountville Town Hall, 6550 Yount St. Yountville, CA 94599 (parking is limited)
March 11, 11:00 AM - 2:30 PM	Sonoma County Transportation Authority 411 King Street, Santa Rosa
March 14, 9:00 AM	BART Board - CASA Presentation/Plan Bay Area 2040 Webster Street, Oakland - Board Room Third Floor
March 15, 2:00 PM-4:00 PM	Mayors and City Managers Redwood City Downtown Library, 3rd Floor Community Room 1044 Middlefield Road, Redwood City
March 22, in the morning (tentative timing)	Home for ALL convening Location TBD
March 25, 4:00 PM	Sonoma Citizens Advisory Committee 411 King Street Santa Rosa CA 95404
March 26, 1:00 PM (tentative timing)	Sonoma County Cities Workshop Host: City of Santa Rosa
March 27, 7:00 PM (tentative timing)	Marin County, Council of Mayors and Councilmembers, Belvedere
March 29, 6:00 PM (tentative timing)	San Mateo County Council of Cities
April 11, 12:00 PM (tentative timing)	Contra Costa West County Forum La Strada Restaurant 2215 Church Lane San Pablo CA 94108
April 16, 6:30 PM	Livable Sunnyvale Forum Elks Lodge 375 N Pastoria Ave. Sunnyvale CA 94085
April 17 or May 8, 1:30 PM (tentative timing)	Contra Costa LAFCO

CASA-Related Bill Matrix

CASA Compact Item	Related Bill(s)	Summary
1. Just Cause Eviction	AB 1481 (Bonta)	Spot bill
2. Rent Cap		Not yet in print; discussions ongoing with authors
3. Rent Assistance & Legal Counsel	SB 18 (Skinner)	Substantive; statewide
4. Accessory Dwelling Units (ADUs)	AB 68 (Ting)	Substantive; statewide
	AB 69 (Ting)	Substantive; statewide
5. Minimum Zoning Near Transit	SB 50 (Wiener)	Substantive; statewide
6. Good Government	AB 1483 (Grayson)	Housing data reporting/fees and pipeline; statewide
	AB 1484 (Grayson)	Impact fee methodology; statewide
	SB 330 (Skinner)	Restrictions on downzoning and building moratoria. Contains significant non-CASA items; statewide
7. Streamlining	AB 1485 (Wicks)	Spot bill
	AB 1706 (Quirk)	Spot bill
8. Public Lands	AB 1486 (Ting)	Substantive; statewide
9. Funding		Not yet in print; discussions ongoing with authors
10. Regional Housing Enterprise		Not yet in print; discussions ongoing with authors

Note: “Spot bill” denotes a bill that is a placeholder

Inclusion of a bill on this matrix does not necessarily mean the bill is consistent with the CASA Compact or supported by the CASA Co-Chairs.

CASA-Related Bill Matrix
March 7, 2019 Draft

Handout
Agenda Item 6a

Related Bill(s)	Summary	Related CASA Compact Item
AB 1481 (Bonta)	Spot bill	1. Just Cause Eviction
AB 36 (Bloom)	Spot bill	2. Rent Cap
SB 18 (Skinner)	<ul style="list-style-type: none"> • Applicable statewide • Establishes the “Keep California Housed Act,” providing for an unspecified General Fund appropriation to establish a grant program for local governments or nonprofits to apply for funding to provide emergency rental assistance and grants for local governments to provide access to legal counsel for tenants facing eviction. • Extends provisions in current law providing that tenants in month-to-month leases be granted 90-day notice before facing eviction. • Requires the Department of Housing and Community Development to post all state laws applicable to the tenant-landlord relationship on its web site. 	3. Rent Assistance & Legal Counsel
AB 68 (Ting)	<ul style="list-style-type: none"> • Applicable statewide • Prohibits local ADU standards from (1) including requirements on minimum lot size, floor area ratio or lot coverage; (2) mandating off-street parking spaces be replaced when a garage or carport is demolished in construction of an ADU; and (3) clarifies definition of an “owner occupant” for purposes of local requirements for owner-occupancy; (4) requires an ADU (attached or detached) of at least 800 square feet and 16 feet in height to be allowed. Reduces the allowable time to issue a permit from 120 days to 60 days. Provides that if a local agency has not adopted an ordinance consistent with its provisions, the local agency shall approve permits for a “junior ADU”** ministerially 	4. Accessory Dwelling Units (ADUs)
AB 69 (Ting)	<ul style="list-style-type: none"> • Applicable statewide • Requires HCD to propose small home building standards to the California Building Standards Commission small home building standards governing accessory dwelling units and homes smaller than 800 square feet. Authorizes HCD to notify the Attorney General if they find that an ADU ordinance violates state law. Authorizes a local agency to amend its ordinance to comply with state law or adopt a resolution with findings explaining why the ordinance complies with state law. 	4. Accessory Dwelling Units (ADUs)

Related Bill(s)	Summary	Related CASA Compact Item
SB 13 (Wieckowski)	Spot bill	4. Accessory Dwelling Units (ADUs)
SB 50 (Wiener)	<ul style="list-style-type: none"> • Applicable statewide • Allows upzoning within ½-mile of transit and in high-opportunity areas. Provides for a five-year deferral of bill’s provisions in “sensitive communities” that would be defined by HCD in conjunction with community groups. • Defers applicability of bill in “sensitive communities” –to be defined by HCD in conjunction with local community-based organizations—until January 1, 2025. • Excludes sites that contain housing occupied by tenants or that was previously occupied by tenants within the preceding seven years or the owner has withdrawn the property from rent or lease within 15 years prior to the date of application. 	5. Minimum Zoning Near Transit
AB 1483 (Grayson) <i>Transparency in Fees and Standards and Reporting on Development</i>	<ul style="list-style-type: none"> • Applicable statewide • Requires a city or county to compile of zoning and planning standards, fees imposed under the Mitigation Fee Act, special taxes, and assessments applicable to housing development projects in the jurisdiction. • Requires each local agency to post the list on its internet website and provide the list to the HCD and any applicable metropolitan planning organization. Requires HCD to post the information on its internet website by January 1, 2021, and each year thereafter. • Requires each city and county to annually submit specified information concerning pending housing development projects with completed applications within the city or county to HD and any applicable metropolitan planning organization. Requires HCD to post the information on its internet website by January 1, 2021, and each year thereafter. 	6. Good Government/ Transparency

Related Bill(s)	Summary	Related CASA Compact Item
<p>AB 1484 (Grayson)</p> <p><i>Restrictions on changes in housing development fees after housing project application submitted</i></p>	<ul style="list-style-type: none"> Prohibits a local agency from imposing a fee on a housing development project unless the type and amount of the exaction is specifically identified on the local agency's internet website at the time the application for the development project is submitted to the local agency. Requires a local agency to include the location on its internet website of all fees imposed upon a housing development project in the list of information provided to a development project applicant. Prohibits a local agency from imposing, increasing, or extending any fee on a housing development project at an amount that is in excess of those provided in that list of information. Applicable to all cities statewide, including charter cities. 	<p>6. Good Government/ Transparency</p>
<p>SB 330 (Skinner)</p>	<ul style="list-style-type: none"> Until 2030, restricts downzoning or imposing building moratoria on land where housing is an allowable use either by local ordinance or by voters on the ballot. Applicable statewide Prohibits a city or county from conducting more than 3 de novo hearings on an application for a housing development project. Require a city or county to either approve or disapprove a housing building permit within 12 months from when the date on which the application is deemed complete. Prohibits minimum parking requirements for any proposed housing development. Requires HCD to propose new "occupied substandard building" standards that meet minimum health and safety standards for occupancy to allow buildings to remain occupied in those conditions without penalty for up to seven years. 	<p>6. Good Government/ Transparency</p>
<p>AB 1485 (Wicks)</p>	<p>Spot bill</p>	<p>7. Streamlining</p>
<p>AB 1706 (Quirk)</p>	<p>Spot bill</p>	<p>7. Streamlining</p>

Related Bill(s)	Summary	Related CASA Compact Item
AB 1486 (Ting)	Revises the definitions of “local agency” and “surplus land” applicable to the current law requirement that local agencies provide notice that the land is available for housing development. Modifies the reporting requirements to include councils of government	8. Public Lands
AB 1487 (Chiu)	Establishes the Housing Alliance for the Bay Area and authorizes it to place unspecified revenue measures on the ballot to finance affordable housing and tenant protection programs.	9. Funding
		10. Regional Housing Enterprise

Related Housing Legislation

Related Bill(s)	Summary
AB 11 (Chiu)	AB 11, the “Community Redevelopment Law of 2019” would authorize a city or county or two or more cities acting jointly to form an affordable housing and infrastructure agency that could use tax increment financing to fund affordable housing and infrastructure projects. Requires establishment of new agencies be approved by the Strategic Growth Council and that expenditure plans for such agencies be aligned with the state’s greenhouse gas reduction goals. A minimum of 30 percent of funds would be required to be invested in affordable housing.
ACA 1 (Aguiar-Curry)	Reduces vote threshold for local bonds or special taxes for affordable housing or public infrastructure.
AB 10 (Chiu)	Expands the state’s Low Income Tax Credit program by \$500 million per year, up from \$94 million.
SB 5 (Beall)	<ul style="list-style-type: none">• Authorizes local agencies to apply to the state to reinvest their share of ERAF (Educational Revenue Augmentation Fund) funds in affordable housing or other community improvement purposes. Sets an initial limit of \$200 million per year for the first five years, growing to \$250 million in 2029.• Establishes the Local-State Sustainable Investment Incentive Program which would be administered by a new Sustainable Investment Incentive Committee comprised of state agency representatives and legislative and gubernatorial appointees.• Authorizes a local government, joint-powers authority, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, or a transit village development district to apply to the committee for funding for a variety of projects, including construction of workforce and affordable housing, transit-oriented development, restoring neighborhoods, repairing infrastructure and parks, and protecting against sea level rise.• Requires at least 50 percent of funds to be allocated for affordable housing and workforce housing and for 50 percent of the units to be affordable.

Stay Informed

In 2019, MTC and ABAG are holding Legislation Committee meetings. This is where the committees will consider taking action on specific housing-related bills. Visit <https://mtc.ca.gov/whats-happening/meetings> for the agendas and packets, posted one week prior to each meeting.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	19-0207	Version:	1	Name:	
Type:	Senate Bill	Status:		Commission Approval	
File created:	2/26/2019	In control:		Joint MTC Legislation Committee and ABAG Legislation Committee	
On agenda:	3/8/2019	Final action:			
Title:	SB 5 (Beall): Local-State Sustainable Investment Incentive Program				
	Establishes a new mechanism to use local property tax revenue for affordable housing, infrastructure and sea-level rise mitigation, among other purposes.				

Sponsors:**Indexes:****Code sections:****Attachments:** [6b SB 5 Beall Sustainable Investment.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

SB 5 (Beall): Local-State Sustainable Investment Incentive Program

Establishes a new mechanism to use local property tax revenue for affordable housing, infrastructure and sea-level rise mitigation, among other purposes.

Presenter:

Rebecca Long

Recommended Action:

Support in Concept / MTC Commission Approval and ABAG Executive Board Approval

Attachments:

Memorandum

TO: Joint MTC Legislation Committee and
ABAG Legislation Committee

DATE: March 1, 2019

FR: Deputy Executive Director, Policy

RE: SB 5 (Beall): Local-State Sustainable Investment Incentive Program

Background

Senate Bill 5 would establish a new mechanism to use local property tax revenue for affordable housing, infrastructure and sea-level rise mitigation, among other purposes. The program, named the Local-State Sustainable Investment Incentive Program, would be funded using Educational Revenue Augmentation Fund (ERAF) funds from the county in which the project is located, subject to approval of the project by the state Sustainable Investment Incentive Committee (SIIC), which the bill would create. The bill would authorize \$200 million per year from fiscal years (FY) 2021-25 and \$250 million per year from FY 2026-29 for a grand total of \$2 billion in funds. The intention of the bill is to hold school funding harmless. Further amendments are planned to clarify some of the fiscal aspects of the bill.

Recommendation: Support in Concept

Discussion

Since 1992, state law has required local agencies to reallocate a portion of property tax revenue to the ERAF for redistribution to local school districts as a way to backfill state funding cuts. SB 5 would allow this property tax increment to be used instead for the following purposes, subject to approval of a specific grant application by the SIIC.

- Construction of workforce and affordable housing.
- Transit-oriented development in priority locations that maximize density and transit use, and contribute to the reduction of vehicle miles traveled and greenhouse gas emissions. Fiscal incentives shall be offered to offset local community impacts associated with greater densities.
- Infill development, including improvements to existing infrastructure that supports infill development.
- Reuse and redevelopment of previously developed, underutilized land that is presently served by transit, street, water, sewer, and other essential services, particularly in underserved areas.
- Preserving cultural and historic resources.
- Local community planning and engagement efforts to revitalize and restore neighborhoods.
- Protecting communities dealing with the effects of sea-level rise.

As noted above, the bill would establish a new state level committee, the SIIC, to review and approve applications. The SIIC would be comprised of nine members, including the chair of the Strategic Growth Council, the chair of the California Infrastructure and Economic Development Bank, the chair of the California Workforce Investment Board, the Director of the Department of Housing and Community Development, Senate and Assembly appointees and a public member appointed by the Governor.

The bill would require the SIIC, upon approval of an application, to direct the county auditor to reduce the total amount of ad valorem property tax revenue otherwise required to be contributed to the county's ERAF from the applicant (e.g. a city or a county) by the amount approved to fund the project in a given year. For an applicant who does not already contribute to a county's ERAF, such as an enhanced infrastructure financing district, affordable housing authority, transit village development district, or community revitalization investment authority, the bill would require the county auditor to transfer to that entity property taxes in the amount of funding for the project that was approved by the SIIC for that year. The bill would authorize applicants to use approved amounts to incur debt or issue bonds or other financing to support an approved project.

Based on staff's preliminary review, SB 5 appears to be an innovative approach to harnessing property tax funding to build affordable housing and other important local priorities, including sea level rise mitigation. As you know, CASA Compact Item #9 included property tax increment as a potential source of funding for affordable housing and also included Redevelopment 2.0 as a Call to Action. Because SB 5 provides a significant ongoing financeable funding stream for affordable housing (along with other important purposes), staff recommends MTC and ABAG take a "support in concept" position on the bill to provide flexibility to advocate for supportive amendments to realize the benefits of the bill as it evolves through the legislative process.

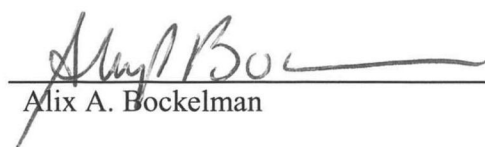
Known Positions

Support:

California State Pipe Trades Council
California State Association of Electrical Workers
City of Eureka
First Community Housing
International Association of Sheet Metal, Air, Rail and Transportation Workers
International Union of Operating Engineers
Laborers' International Union of North America
League of Cities
Mayor of San Jose
Northern California Carpenters Regional Council
Plumbers, Steamfitters, Pipefitters and HVAC/R Service Technicians UA Local Union 393
Santa Clara & San Benito Counties Building & Construction Trades Council
Sprinkler Fitters and Apprentices Local 483
State Building and Construction Trades Council, ALF-CIO
Western States Council of Sheet Metal Worker

Oppose:

None on file


Alix A. Bockelman

AAB:rl

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	19-0208	Version:	1	Name:	
Type:	Senate Bill	Status:		Commission Approval	
File created:	2/26/2019	In control:		Joint MTC Legislation Committee and ABAG Legislation Committee	
On agenda:	3/8/2019	Final action:			
Title:	SB 128 (Beall): Enhanced Infrastructure Financing Districts				

Eliminates the current requirement for an enhanced infrastructure financing district to obtain voter approval prior to issuing bonds backed by future property tax growth.

Sponsors:**Indexes:****Code sections:****Attachments:** [6c SB 128 Beall EIFDs.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

SB 128 (Beall): Enhanced Infrastructure Financing Districts

Eliminates the current requirement for an enhanced infrastructure financing district to obtain voter approval prior to issuing bonds backed by future property tax growth.

Presenter:

Rebecca Long

Recommended Action:

Support / MTC Commission Approval and ABAG Executive Board Approval

Attachments:

Memorandum

TO: Joint MTC Legislation Committee and
ABAG Legislation Committee

DATE: March 1, 2019

FR: Deputy Executive Director, Policy

RE: SB 128 (Beall): Enhanced Infrastructure Financing Districts

Background

Senate Bill 128 would eliminate the current requirement for an enhanced infrastructure financing district (EIFD) to obtain voter approval prior to issuing bonds backed by future property tax growth, i.e. tax-increment financing. This idea was also proposed by Governor Newsom as part of his FY 2020-21 State Budget and has since been introduced as a budget trailer bill.

Recommendation: Support

Discussion

After the dissolution of redevelopment agencies in 2011, the Legislature worked on the creation of several new tools to help cities and counties finance infrastructure improvements, including SB 628 (Beall, 2014), which authorized the legislative body of a city or county to establish an EIFD to capture property tax increment, adopt an infrastructure financing plan, and issue bonds upon approval by 55% of the voters, in order to finance public capital facilities or other specified projects of communitywide significance, including, but not limited to, brownfield restoration and other environmental mitigation, the development of projects on a former military base, transit priority projects, and projects to implement a sustainable communities strategy. Only a handful of cities have formed EIFDs to date—West Sacramento, La Verne, and San Diego.

EIFDs can fund a wide range of projects, including, but not limited to, transportation improvements, including roadway and transit projects, affordable housing projects, libraries, parks, recreational facilities, flood control, water treatment, sewage, and any project that implements a sustainable communities strategy (i.e. Plan Bay Area 2040, in our case). Because this bill would make it easier for local agencies to access long-term financing for a wide array of community priorities, staff recommends a support position on the bill.

Known Positions

Support:

American Planning Association, CA Chapter
California Association for Local Economic Development (CALED) - *SPONSOR*
California State Association of Counties (CSAC)
City of Indio
City of West Sacramento
Greater Sacramento Economic Council

Oppose:

None on file


Alix A. Bockelman

AAB:rl

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Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 19-0215 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Commission Approval
File created: 2/28/2019 **In control:** Joint MTC Legislation Committee and ABAG
Legislation Committee
On agenda: 3/8/2019 **Final action:**
Title: AB 147 (Burke) - Use Taxes: Collection: Retailer Engaged in Business in this State: Marketplace
Facilitators

This bill would specify that, on and after April 1, 2019, a retailer engaged in business in this state includes any retailer that, in the preceding calendar year or the current calendar year, has a cumulative sales price from the sale of tangible personal property for delivery in this state that exceeds \$500,000.

Sponsors:**Indexes:****Code sections:****Attachments:** [6d AB 147 \(Burke\) - Use Taxes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

AB 147 (Burke) - Use Taxes: Collection: Retailer Engaged in Business in this State: Marketplace
Facilitators

This bill would specify that, on and after April 1, 2019, a retailer engaged in business in this state includes any retailer that, in the preceding calendar year or the current calendar year, has a cumulative sales price from the sale of tangible personal property for delivery in this state that exceeds \$500,000.

Presenter:

Rebecca Long

Recommended Action:

Support / MTC Commission Approval and ABAG Executive Board Approval

Attachments:

Memorandum

TO: Joint MTC Legislation Committee and
ABAG Legislation Committee

DATE: March 1, 2019

FR: Deputy Executive Director, Policy

RE: AB 147 (Burke) - Use Taxes: Collection: Retailer Engaged in Business in this State:
Marketplace Facilitators

Background

In June 2018, the Supreme Court ruled 5-4 in *South Dakota v. Wayfair* that internet retailers can be required to collect sales taxes, even in states where they have no physical presence, if a seller's gross revenue exceeds a reasonable threshold of value or quantity. The decision was hailed as a victory for brick-and-mortar businesses and for states that have expressed concern about losing out on tax revenue as internet sales comprise an increasingly larger share of all sales.

AB 147 (Burke) is an urgency statute which would go into effect upon enactment and would implement this court decision in California by specifying that, as of April 1, 2019, a retailer engaged in business in this state, and therefore subject to sales taxes, includes any retailer that has yearly cumulative sales, from the sale of tangible personal property, for delivery into California, that exceed \$500,000. The bill would allow the California Department of Tax and Fee Administration (CDTFA) to grant relief from tax penalties to smaller businesses making a good faith effort to comply with the law for tax reporting periods beginning April 1, 2019 and ending December 31, 2022. The bill extends these provisions to local district taxes. The bill also requires online marketplace facilitators (such as Amazon and eBay) to handle tax collections on behalf of third-party sellers when they arrange sales and collect payments.

In order to reduce the burden on small businesses, the bill actually raises the threshold set in a December 2018 CDTFA notice, which would otherwise go into effect on April 1, 2019, for defining whether or not a retailer is engaged in business in this state from \$100,000 or 200 transactions into the state in the previous 12 months to \$500,000. This threshold was assumed in Governor Newsom's FY 2019-20 State Budget and was forecast to generate \$554 million in new revenue in FY 2019-20 and is based on the threshold used in *South Dakota v. Wayfair*.

Recommendation: Support

Discussion

Thirty three states have already implemented the *Wayfair* decision, with every other state with a sales tax expected to follow. While the CDTFA adopted a rule in December 2018, AB 147 would codify changes related to what type of business is subject to the sales tax while excluding businesses with less than \$500,000 in sales in a given year. The bill passed the Assembly Revenue and Taxation Committee on February 25, 2019 with a 10 to 0 vote.

Out-of-state retailers like eBay, Etsy or Amazon may oppose the bill as it diminishes their competitive advantage over local California businesses who have always had to collect sales tax. The bill is opposed by Consumer Attorneys of California due to the inclusion of a ban on class actions resulting from overpayment of sales taxes collected by January 1, 2013 by marketplace facilitators.

Expanding the state sales tax base holds promise to increase transportation funding from local-option sales taxes and TDA funding across the region, as well as local county and city resources. State Treasurer Fiona Ma states that passage of the bill would bring approximately \$1 billion in revenue to state and local governments. Consistent with our 2019 Joint Advocacy Program, staff recommends a support position on the bill.

Known Positions

Support

State Treasurer Fiona Ma, CPA (Sponsor)
California Retailers Association
California Tax Reform Association
California Teachers Association
League of California Cities
Online Merchant Guild (if amended)
Spidell (if amended)

Opposition

Consumer Attorneys of California



Alex A. Bockelman

AAB:rl/jt

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Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	19-0209	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	2/26/2019	In control:		Joint MTC Legislation Committee and ABAG Legislation Committee	
On agenda:	3/8/2019	Final action:			
Title:	Overview of FY 2019 Federal Appropriations				
	Summary of Transportation and Housing Funding Provisions in H.J.R. 31, Consolidated Appropriations Act of 2019.				

Sponsors:**Indexes:****Code sections:****Attachments:** [7a_FY 2019 Federal Appropriations.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Overview of FY 2019 Federal Appropriations

Summary of Transportation and Housing Funding Provisions in H.J.R. 31, Consolidated
Appropriations Act of 2019.**Presenter:**

Randy Rentschler

Recommended Action:

Information

Attachments:

Memorandum

TO: Joint MTC Legislation Committee and
ABAG Legislation Committee

DATE: March 1, 2019

FR: Deputy Executive Director, Policy

RE: Overview of FY 2019 Federal Appropriations

On February 15, 2019, the President signed H.J.R. 31, the Consolidated Appropriations Act of 2019, funding federal agencies through the end of the fiscal year on September 30 and narrowly averting another government shutdown. Reflecting the deal reached during the negotiations for a two-year budget agreement last year, the bill provides increases to many programs, including highway and transit funding, which are funded above the levels authorized in the current surface transportation authorization bill, Fixing America's Surface Transportation (FAST) Act. This memo provides an overview of transportation funding in the bill and its implications for the Bay Area.

Highway Funding

Congress approved a slight increase in funding for STP/CMAQ–Surface Transportation Block Grant Program/Congestion Mitigation & Air Quality. MTC uses STP/CMAQ funds for our One Bay Area Grant 2 (OBAG 2) Program. In addition, H.J.R. 31 includes an augmentation in Highway Infrastructure Program funds, which we refer to as “STP Bump” which more than offsets a reduction of \$8 million/year in the Bay Area’s share of CMAQ funding, an unfortunate side effect of the otherwise good news that the region’s carbon monoxide levels now meet federal air quality standards, resulting in less of this air quality improvement funding coming to the Bay Area. As shown below, the region will receive about \$5 million more in FY 2019 than FY 2018. In addition, the bill expands STP Bump funding eligibility to include elimination of hazards and installation of protective devices at railway-highway crossings.

	FY 2018	FY 2019
STP/CMAQ	\$170 million	\$168 million
STP Bump	\$18 million	\$25 million
Total	\$188 million	\$193 million

Transit Funding

The bill provides an additional \$700 million to the Federal Transit Administration’s formula and certain discretionary programs above FAST Act authorized levels, resulting in approximately \$26 million to the Bay Area. Among the three major transit formula programs, the Bay Area can expect about \$21 million more in the State of Good Repair Program (Section 5337) and about \$5 million more from the Bus and Bus Facilities (Section 5339) program. Unfortunately, California urbanized areas will not receive increases to their Urbanized Area Formula funding (Section 5307) because Congressional appropriators directed additional spending within the 5307 formula program to the High Density States Program (Section 5340), which benefits only a handful of states in the Northeast. Furthermore, it is worth noting that the FTA program increase for the three major programs were smaller in FY 2019 than in FY 2018, by \$176 million nationwide, and by about \$12 million for the Bay area.

BUILD Discretionary Grant Funding

Congress included \$900 million in discretionary grant funding for the Better Utilizing Investments to Leverage Development (BUILD) program, formerly known as TIGER. This represents a \$600 million reduction relative to FY 2018. The bill retains a 10 percent cap for a single state. Grant sizes are set at \$5-25 million (with the minimum grant size for rural projects set at \$1 million). The bill sets a 20 percent match requirement and notably, includes a 50/50 urban/rural split. In the most recent round of funding, the Administration awarded 62 percent of funds to rural areas. The project evaluation criteria is specified to be identical to those in the 2017 Notice of Funding Availability.

Bridge Funding Increase Excludes California

The bill also provides \$475 million in additional funding in the Highway Infrastructure Program dedicated to bridge rehabilitation/replacement funding. These funds are *in addition* to funding provided for STP-like projects in urbanized areas (STP Bump). The funds are distributed to states with at least 7.5 percent of their total bridge deck area in poor condition. Unfortunately, this program appears to have been designed to exclude CA from the distribution (and also expressly excludes Puerto Rico, which could have otherwise received \$21 million). California has the most deck area in poor condition of any state in the nation, but as a percentage of our total deck area, it amounts to only 5.5 percent. Thus, CA receives none of the funding. The big winners are Rhode Island, Massachusetts, West Virginia, and Connecticut.


Alix A. Bockelman

AAB:rl

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 19-0124 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 1/29/2019 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 3/8/2019 **Final action:**

Title: Tom Bulger's Report

Report from Washington, D.C. advocate.

Sponsors:

Indexes:

Code sections:

Attachments: [7b_Tom Bulger's DC Report_Feb_2019.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Tom Bulger's Report

Report from Washington, D.C. advocate.

Presenter:
Randy Rentschler

Recommended Action:
Information

Attachments:

February 2019 Monthly Washington, D.C. Report



To: Alix A. Bockelman, Deputy Executive Director, Policy

From: Tom Bulger, President GRI

Date: February 25, 2019

RE: Monthly Report for February 2019

- **MTC Washington, D.C. Trip**
- **Government Shutdown Averted**
- **House Transportation & Infrastructure Committee Holds Infrastructure Hearing**
- **Green New Deal Resolution**
- **Federal Railroad Administration Attempts to Derail California High Speed Rail**
- **Coming and Going**

MTC Washington, D.C. Trip

Currently, we are wrapping up meeting schedules for the Commission's March 2019 trip to Washington, DC. The annual Congressional Reception is all set for March 12th in the Gold Room in the Rayburn House Office Building. Our special guest at the reception will be Congressman Peter DeFazio (D-Ore.) who is the new Chairman of the House Transportation & Infrastructure Committee.

Reception invitations have been sent to hundreds of invited guests. Meeting schedules are being developed and should be finalized next week.

Government Shutdown Averted

The President signed the "Consolidated Appropriations Act, 2019 on February 15th, which provides Fiscal Year 2019 funding for many federal departments including the Department of Transportation through September 30, 2019.

The legislation provides \$13.4 billion for public transit, \$2.6 billion for intercity passenger rail grants, and is \$1.2 billion more than the Fixing America's Surface Transportation Act authorization levels.

The Capital Investment Grant program is funded at \$2.6 billion and requires the Federal Transit Administration to obligate 85% of these funds by December 31, 2020.

Funding highlights include:

- \$900 million for Better Utilizing Investments to Leverage Development transportation grants; no more than half can of the funds can go toward rural or urban projects;
- \$255 million for Consolidated Rail Infrastructure & Safety Improvements grant program. These funds are to be prioritized to those railroads that are at risk of missing the Positive Train Control deadline of December 31, 2020; and
- \$1.94 billion for AMTRAK.

House Transportation & Infrastructure Committee Holds Infrastructure Hearing

On February 7, 2019, I attended the House Transportation and Infrastructure Committee seven hour hearing titled "The Cost of Doing Nothing: Why Investing in Our Nation's Infrastructure Cannot Wait." Chairman DeFazio (D-Ore.) set the stage by asserting that the country now has an investment gap over the next 10 years of \$2 trillion.

The most pressing account was to establish a reliable funding source for the Highway Trust Fund before the 2020 reauthorization.

Green New Deal Resolution

On February 7, 2019, progressive Members of Congress introduced a non-binding resolution calling on Congress to adopt a Green New Deal.

The House Resolution was introduced as H.Res. 109 by Rep. Alexandria Ocasio-Cortez (D-N.Y.) with 67 sponsors and in the Senate as S.Res.59 by Senator Ed Markey (D-Mass.) with 11 sponsors.

The Resolutions include aspirational goals such as investment in infrastructure, eliminating pollution and greenhouse gas emissions, access to clean water, reduce the risks posed by climate impacts and that any infrastructure bill address climate change.

The Green New Deal proposals are not expected to become law this year, but is a great platform for sponsors who are seeking the Democratic nomination for President in 2020.

Federal Railroad Administration Attempts to Derail California High Speed Rail

On February 19, 2019, the Administrator of the Federal Railroad Administration sent a letter to the California High-Speed Rail Authority (CHSRA) stating they intend to de-obligate the full \$929 million obligated under the Agreement on the grounds that CHSRA failed to comply with the terms of the agreement. The letter is attached for reference.

Coming and Going

- Nicole Nason to be Federal Highway Administration Administrator if approved by the Senate Environment and Public Works Committee.
- Jeffrey Rosen is expected to be nominated for Deputy Attorney General. He is currently the Department of Transportation's Chief Operating Officer.

Attachment:

- Attachment A: Federal Railroad Administration Notice of Intent to Terminate Cooperative Agreement No. FR-HSR-0118-12-01-01



U.S. Department
of Transportation

**Federal Railroad
Administration**

**Attachment A
Agenda Item 7b**

1200 New Jersey Avenue, SE
Washington, DC 20590

February 19, 2019

Mr. Brian Kelly (via electronic mail to brian.kelly@hsr.ca.gov)
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, California 95814

Subject: Notice of Intent to Terminate Cooperative Agreement No. FR-HSR-0118-12-01-01

Dear Mr. Kelly,

This letter provides notice to the California High-Speed Rail Authority (CHSRA) that the Federal Railroad Administration (FRA) intends to terminate Cooperative Agreement No. FR-HSR-0118-12-01-01 (Agreement) effective March 5, 2019. Following termination, FRA also intends to promptly de-obligate the full \$928,620,000 obligated under the Agreement.

FRA has determined that CHSRA has materially failed to comply with the terms of the Agreement and has failed to make reasonable progress on the Project (as defined in the Agreement), significantly endangering substantial performance. Considering this determination, FRA intends to exercise its right to terminate the Agreement, consistent with Section 23 of the Agreement.¹ FRA's determination is based on many factors, including:

- CHSRA's failures relating to required State expenditures necessary to advance the Project according to the Project's schedule.
 - CHSRA has failed to achieve the State contribution rates described in its quarterly Funding Contribution Plan (FCP). For example, CHSRA committed to a \$141.8 million State contribution to advance final design and construction activities in December 2018, but reported only \$47.9 million of actual expenditures in that month. This almost \$100 million difference shows not only CHSRA's inability to deliver State contributions as outlined in the FCP, it is also an example of CHSRA's failure to advance construction work and expend funds at a pace necessary to complete the Project according to its schedule. Other months show the same shortfall of expenditures as compared to the State contribution commitment.

¹ Section 22902(a) of Title 49 (Previously codified at 24402(a) of Title 49) authorizes the Secretary of Transportation to require terms, conditions, and other requirements that the Secretary deems necessary or appropriate on grants awarded under Section 301 of the Passenger Rail Investment and Improvement Act of 2008, which is one of the authorized programs included in the High-Speed Intercity Passenger Rail grant program. Additionally, 49 CFR § 18.43(a), provides the general authority for Federal awarding agencies to terminate awards if the grantee "materially fails to comply with any term of [the] award, whether stated in a Federal statute or regulations, an assurance, a notice of award, or anywhere else."

- Based on CHSRA Board of Directors reports, FRA has determined that CHSRA will not complete the Project by 2022, the end of the Agreement's period of performance.
 - FRA's evaluation of the various documents submitted to FRA, or publicly available (e.g., CHSRA's 4th Quarter 2018 Summary Schedule and CHSRA's February 2019 Finance and Audit Committee reports) shows CHSRA cannot complete the Project by 2022.
 - When compared against the amount of funds expended, the pending contractual completion dates show CHSRA is failing to make the type of sustained progress necessary to meet the 2022 deadline. For example, according to CHSRA's February 2019 Finance and Audit Committee report on Construction Package (CP) 4, the contractor has expended 25.1% of the contract price but approximately 86.5% of contract's period of performance has elapsed, demonstrating that CHSRA is not advancing construction work at the pace necessary to maintain the Project's schedule. Numerous prior quarterly reports reflect the same failure to expend contract dollars consistent with the contract period of performance.
- CHSRA's failure to submit required critical grant deliverables adequate to demonstrate CHSRA is effectively managing delivery of the Project. Such deliverables include Funding Contribution Plans.
 - CHSRA has failed to provide FRA with timely and satisfactory financial reports and other related deliverables. Without these deliverables, CHSRA has not demonstrated that it is making reasonable progress or effectively managing the Project. For example, since 2016, FRA has found over 40 reports and deliverables are delinquent or do not contain the type of information or level of detail necessary to allow FRA to oversee CHSRA's performance of the Project; this represents a very large portion of the reports and deliverables due over that timeframe. A portion of these delinquent or unsatisfactory deliverables are also required by Cooperative Agreement No. FR-HSR-0009-10-01-06; however, they generally show CHSRA's repeated failure to meet its obligations to FRA.
- Based on findings from FRA's oversight and monitoring, CHSRA has failed to take the appropriate corrective actions to ensure delivery of the Project.
 - FRA has regularly communicated its concerns on the above issues to CHSRA through: routine monitoring with CHSRA staff; individual meetings with CHSRA leadership; Quarterly Executive Meetings; and feedback on the Authority's reports and deliverables as part of FRA's routine business practice. CHSRA has consistently failed to take the appropriate corrective actions.

- FRA identified areas of interest in the 2017 annual monitoring (e.g., failure to develop and submit to FRA realistic Project schedules and budgets based on past performance and trends). During its most recent November 2018 monitoring, FRA found that CHSRA failed to satisfactorily address those areas of interest.

Reinforcing FRA's concerns about CHSRA's past performance, and the likelihood CHSRA will deliver on its obligations, is the significant change in the State of California's plans for its high-speed rail system. As described in the Agreement and in the various CHSRA applications for Federal financial assistance, the Project is a component part of the larger high-speed rail system that would, ultimately, connect San Francisco in the north and Los Angeles and Anaheim in the south. During his recent State-of-the-State address, Governor Newsom presented a new proposal that represents a significant retreat from the State's initial vision and commitment and frustrates the purpose for which Federal funding was awarded (i.e., an initial investment in the larger high-speed rail system).

If you believe there is information showing that: (1) CHSRA has satisfied its commitments and obligations under the Agreement; (2) is making reasonable progress to deliver the Project; and (3) that the Governor's announcement does not constitute a fundamental change in the purpose of the overall project for which Federal funding was awarded, FRA will take that information into consideration prior to taking any final action regarding termination of the Agreement. You may submit any such information before March 5, 2019, to Ms. Jamie Rennert, FRA's Director of Program Delivery at jamie.rennert@dot.gov.

FRA reserves its rights under all other grant or cooperative agreements with CHSRA and is exploring all available legal options, including termination of Cooperative Agreement No. FR-HSR-0009-10-01-06 and the recovery of the Federal funds expended under that Cooperative Agreement.

Sincerely,



Ronald L. Batory
Administrator

By e-mail to: brian.kelly@hsr.ca.gov

cc: The Honorable Gavin Newsom
Governor
State of California

The Honorable Brian C. Annis
Secretary
California State Transportation Agency