



Metropolitan Transportation Commission

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Agenda

Legislation Committee

Committee Members:

Alicia C. Aguirre, Chair Sam Liccardo, Vice Chair

*Damon Connolly, Dave Cortese, Anne W. Halsted,
Julie Pierce, James P. Spering*

Non-Voting Members: Tom Azumbrado, Dorene M. Giacopini

Friday, June 8, 2018

10:10 AM

Board Room - 1st Floor

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Web site: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 10:10 a.m. or immediately following the 10:05 a.m. Operations Committee meeting.

1. Roll Call / Confirm Quorum

Quorum: A quorum of this committee shall be a majority of its regular voting members (4).

2. Consent Calendar

- 2a. [18-0370](#) Minutes of May 11, 2018 Meeting
Action: Committee Approval
Attachments: [2a_MTC LEGIS Minutes_May 11 2018.pdf](#)
- 2b. [18-0371](#) Legislative History
Action: Information
Presenter: Rebecca Long
Attachments: [2b_June LegisHistory_State and Federal.pdf](#)

3. State Legislation

3a. [18-0443](#) SB 912 (Beall): Homelessness and Affordable Housing Funding - Support

Would require that \$2 billion be allocated from the General Fund to the Department of Housing and Community Development.

Action: Support / Commission Approval

Presenter: Rebecca Long

Attachments: [3a_SB 912 \(Beall\).pdf](#)

3b. [18-0424](#) SB 828 (Wiener): Regional Housing Needs Assessment and Allocation - Support

Senate Bill 828 would update the state's methodology for assessing California's future housing needs and make changes to the process by which councils of government distribute regional housing needs allocations to local jurisdictions.

Action: Support / Commission Approval

Presenter: Georgia Gann Dohrmann

Attachments: [3b_SB 828 \(Wiener\).pdf](#)

3c. [18-0379](#) Election Update

Summary of June 5, 2018 election results, including Regional Measure 3, Proposition 69 (defending SB 1 funds), and Proposition 68 (statewide park bond).

Action: Information

Presenter: Rebecca Long

Attachments: [3c Election Update.pdf](#)
[3c Handout Election Update.pdf](#)

3d. [18-0380](#) Update on FY 2018-19 State Budget

Summary of the Governor's proposed FY 2018-19 May budget revision and status of transportation and housing-related budget items under negotiation.

Action: Information

Presenter: Rebecca Long

Attachments: [3d Budget Update.pdf](#)
[3d Handout Budget STA MayRevise Corrected.pdf](#)

4. Federal Legislation

- 4a. [18-0381](#) Update on Federal Autonomous Vehicle Legislation
- Update on federal legislation to regulate autonomous vehicles
- Action:** Information
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [4a_Federal Autonomous Vehicle Update.pdf](#)
- 4b. [18-0382](#) Update on Federal Fiscal Year 2019 Transportation and Housing Appropriations
- Update on federal funding levels for transportation and housing for FY 2018-19
- Action:** Information
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [4b_FY2019 Appropriations Update.pdf](#)
[4b_Handout_FY2019 Appropriations Update.pdf](#)
- 4c. [18-0372](#) Tom Bulger's Report
- Report from Washington D.C. advocate.
- Action:** Information
- Presenter:** Randy Rentschler
- Attachments:** [4c_Tom Bulger's DC Report_May and APR 2018.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Legislation Committee will be Friday, July 13, 2018, 10:10 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 Titulo 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.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0370 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 5/4/2018 **In control:** Legislation Committee
On agenda: 6/8/2018 **Final action:**
Title: Minutes of May 11, 2018 Meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a_MTC LEGIS Minutes_May 11 2018.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of May 11, 2018 Meeting

Recommended Action:
Committee Approval

Attachments:

Meeting Minutes - Draft

Joint MTC Legislation Committee and ABAG Legislation Committee

Friday, May 11, 2018

10:10 AM

Board Room - 1st Floor

1. Roll Call / Confirm Quorum

Present: 6 - Chair Aguirre, Commissioner Halsted, Vice Chair Liccardo, Commissioner Pierce,
Commissioner Spering and Commissioner Cortese

Absent: 1 - Commissioner Connolly

Non-Voting Member Present: Commissioner Giacopini

Non-Voting Member Absent: Commissioner Azumbrado

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

Ad Hoc Non-Voting Member Present: Commissioner Josefowitz

ABAG Legislation Committee Members Present: Cortese, Eklund, Haggerty, Hudson, and Pierce;

Ex Officio Voting Members Absent: Rabbitt and Scharff

2. ABAG Compensation Announcement - Clerk of the Board

3. ABAG Legislation Committee Consent Calendar

3a. [18-0284](#) Approval of ABAG Legislation Committee Summary Minutes of March 9,
2018 Meeting

Action: ABAG Legislation Committee Approval

Attachments: [3a ABAG LEGIS Minutes MAR 9 2018.pdf](#)

4. MTC Legislation Committee Consent Calendar

Approval of the Consent Calendar

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

Aye: 6 - Chair Aguirre, Commissioner Halsted, Vice Chair Liccardo, Commissioner Pierce, Commissioner Spering and Commissioner Cortese

Absent: 1 - Commissioner Connolly

4a. [18-0285](#) Approval of MTC Legislation Committee Minutes of the April 13, 2018 Meeting

Action: MTC Legislation Committee Approval

Attachments: [4a_MTC LEGIS Minutes_APR 13 2018.pdf](#)

5. Information

5a. [18-0286](#) Legislative History

Action: Information

Presenter: Rebecca Long

Attachments: [5a_May LegisHistory_State and Federal.pdf](#)

6. State Legislation**6a.** [18-0325](#) AB 2923 (Chiu): BART Transit Oriented Development - Support and Seek Amendments

This bill would require the BART board to adopt new transit-oriented development (TOD) guidelines by a majority vote at a duly noticed public meeting that establish minimum local zoning requirements for BART-owned land that is located on contiguous parcels larger than 0.25 acres, within 1/2 mile of an existing or planned BART station entrance, in areas having representation on the BART board of directors.

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

Presenter: Rebecca Long

Attachments: [7a_HANDOUT_AB_2923_Amendments_Memo.pdf](#)
[7a_Leg_6a_AB_2923_\(Chiu\)_BART_Bill.pdf](#)

Michael Lane, Non Profit Housing Associationa of Northern CA was called to speak.

Milo Trauss was called to speak.

Laura Clark, YIMBY Action was called to speak.

Upon the motion by Commissioner Spering and second by Vice Chair Liccardo, a support and seek amendments position on AB 2923 (Chiu): BART Transit Oriented Development was adopted to be forwarded to the Commission for approval. In addition to the amendments proposed by staff, the Committee requested three additional amendments to: 1) codify BART's current parking policy as it relates to replacement parking; 2) limit bill's reach to existing or adjacent land; and 3) exempt end of line stations. The motion carried by the following vote:

Aye: 5 - Chair Aguirre, Commissioner Halsted, Vice Chair Liccardo, Commissioner Spering and Commissioner Cortese

Nay: 1 - Commissioner Pierce

Absent: 1 - Commissioner Connolly

6b. [18-0326](#) SB 828 (Wiener): Regional Housing Needs Assessment and Allocation - Support and Seek Amendments

Senate Bill 828 would update the state’s methodology for assessing California’s future housing needs and make changes to the process by which councils of government distribute regional housing needs allocations to local jurisdictions.

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

Presenter: Rebecca Long

Attachments: [6b SB 828 \(Wiener\).pdf](#)
[6b Handout-SB 828 Letter of Support \(CalChamber and NPH\).pdf](#)
[6b SB 828 Handout Table.pdf](#)

SB 828 (Wiener): Regional Housing Needs Assessment and Allocation was presented, but action was deferred.

6c. [18-0352](#) AB 1771 (Bloom): Regional Housing Needs Allocation - Oppose Unless Amended

Assembly Bill 1771 would revise the objectives required to be addressed in the regional housing needs allocation plan and additionally require the plan to include an objective to increase access to areas of high opportunity for lower-income residents, while avoiding displacement and affirmatively furthering fair housing.

Action: Oppose Unless Amended / MTC Commission Approval and ABAG Executive Board Approval

Presenter: Rebecca Long

Attachments: [6c AB 1771 \(Bloom\).pdf](#)
[6c Handout-AB 1771 - NPH Support Letter.pdf](#)

AB 1771 (Bloom): Regional Housing Needs Allocation was deferred.

6d. [18-0327](#) SB 831 (Wieckowski) and SB 1469 (Skinner) - Support and Seek Amendments

Senate Bill 831 would revise the standards for the local ordinance to, among other things; include a prohibition on considering the square footage of a proposed accessory dwelling unit when calculating an allowable floor-to-area ratio for the lot.

Senate Bill 1469 would authorize accessory dwelling units to be created in areas where a single-family or multifamily dwelling is authorized.

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

Presenter: Georgia Gann Dohrmann

Attachments: [6d ADU Bills.pdf](#)
[6d Handout-SB 831 - NPH Support.pdf](#)

SB 831 (Wieckowski) and SB 1469 (Skinner) were deferred.

6e. [18-0328](#) AB 2372 (Gloria): Floor Area Ratio Bonus - Support

Assembly Bill 2372 would authorize a city council or county board of supervisors to establish a procedure by ordinance to grant a developer of an eligible housing development, upon the request of the developer, a floor area ratio bonus in lieu of a density bonus awarded on the basis of dwelling units per acre. The bill would also prohibit the city council or county board of supervisors from imposing any parking requirement on an eligible housing development in excess of specified ratios.

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

Presenter: Georgia Gann Dohrmann

Attachments: [6e AB 2372 \(Gloria\).pdf](#)

AB 2372 (Gloria): Floor Area Ratio Bonus was deferred.

7. Federal Legislation

7a. [18-0288](#) Tom Bulger's Report

Report from Washington D.C. advocate.

Action: Information

Presenter: Randy Rentschler

Attachments: [7a Tom Bulger's DC Report Apr 2018.pdf](#)

Tom Bulger's April 2018 Report was deferred to the June 8, 2018 MTC Legislation Committee Meeting.

8. Public Comment / Other Business

9. Adjournment / Next Meeting

The next meeting of the MTC Legislation Committee will be June 8, 2018, 10:10 a.m.
the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0371 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 5/4/2018 **In control:** Legislation Committee
On agenda: 6/8/2018 **Final action:**
Title: Legislative History
Sponsors:
Indexes:
Code sections:
Attachments: [2b_June_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
2017-18 Session
June 7, 2018



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
AB 87 Ting	Amended 6/4/2018	Senate Transportation and Housing	Vehicles: removal: autonomous vehicles. Current law authorizes a peace officer, or a public employee who is engaged in directing traffic or enforcing parking laws, to remove a vehicle under specified circumstances, including when the vehicle is found or is operating on the highway with a registration expiration date in excess of 6 months before the date it is found or operated on the highway, or displaying a license plate or registration sticker that was not issued for that vehicle. This bill would additionally authorize a peace officer or specified public employee, as specified, to remove a vehicle that uses autonomous technology and for which there is no approved application or permit that is required in order to test, deploy, or otherwise operate the autonomous vehicle on public roads.		
AB 419 Salas	Amended 8/21/2017	Senate Rules	Greenhouse gases: life cycle emissions profiles. The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the 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. This bill would appropriate \$500,000 from the fund to the state board for the purpose of funding a study by one or more campuses of the University of California to study and assess life cycle emissions profiles.		
AB 636 Irwin	Amended 6/4/2018	Senate Gov. & F.	Local streets and roads: expenditure reports. Current law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30. This bill would require the report to be submitted to the Controller by December 1 of each year relative to the preceding fiscal year ending on June 30.		

AB 686 Santiago	Amended 6/4/2018	Senate Transportation and Housing	Housing discrimination: affirmatively further fair housing. Would require a public agency, as defined, to administer its programs and activities relating to housing and community development in a manner to affirmatively further fair housing, and to not take any action that is materially inconsistent with this obligation, as provided. This bill contains other related provisions and other existing laws.		Oppose
AB 734 Bonta	Amended 6/4/2018	Senate Rules	California Environmental Quality Act: Oakland Sports and Mixed-Use Project. Would require a public agency, in conducting an environmental review for the Oakland Sports and Mixed-Use Project, as defined, located in the City of Oakland that is certified by the Governor as meeting certain requirements, to comply with specified procedures. The bill would require the public agency to concurrently prepare the record of proceedings and to certify the record of proceeding for the project, as provided. Because a public agency would be required to comply with those new procedures, this bill would impose a state-mandated local program.		
AB 829 Chiu	Amended 3/23/2017	Senate Rules	Planning and zoning: annual report. The Planning and Zoning Law requires, after the legislative body of the city or county has adopted all or part of a general plan, that the planning agency 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. This bill would require that this report additionally include the relationship between jobs and housing, including any imbalance between jobs and housing.		
AB 852 Caballero	Amended 9/7/2017	Senate Rules	Hazardous waste: waste facilities: nonbiodegradable toxic chemicals. The hazardous waste control laws prohibit the use of a nonbiodegradable toxic chemical in a chemical toilet, recreational vehicle, or waste facility of a vessel and prohibit the sale of a nonbiodegradable toxic chemical in a container that indicates that the chemical could be used in a chemical toilet, a waste facility of a recreational vehicle, or a waste facility of a vessel. Current law requires the Department of Toxic Substances Control to develop and adopt regulations to define nonbiodegradable toxic chemicals and limitations on the sale of those chemicals. A violation of the hazardous waste control laws is a crime. This bill would instead prohibit those uses for a nonbiodegradable chemical or a toxic chemical, and would prohibit the sale of those chemicals, under those same circumstances.		

<p>AB 915 Ting</p>	<p>Amended 8/21/2017</p>	<p>Senate Appropriations Suspense File</p>	<p>Planning and zoning: density bonus: affordable housing ordinances: City and County of San Francisco. Would authorize the City and County of San Francisco, if it has adopted an ordinance requiring an affordable housing minimum percentage for housing developments, to apply that ordinance to the total number of housing units in the development, including any additional housing units granted pursuant to these provisions, after there has been an affirmative declaration made by the Department of Housing and Community Development that the affordable housing minimum percentage required is broadly feasible for density bonus projects, as provided.</p>		
<p>AB 1250 Jones-Sawyer</p>	<p>Amended 9/5/2017</p>	<p>Senate Rules</p>	<p>Counties: contracts for personal services. Would establish specific standards for the use of personal services contracts by counties. The bill would allow a county or county agency to contract for personal services currently or customarily performed by employees, as applicable, when specified conditions are met. The bill would exempt certain types of contracts from its provisions, and would exempt a city and county from its provisions. By placing new duties on local government agencies, the bill would impose a state-mandated local program. The bill also would provide that its provisions are severable.</p>		
<p>AB 1395 Chu</p>	<p>Amended 1/22/2018</p>	<p>Senate Transportation and Housing</p>	<p>State highways: Department of Transportation: litter cleanup and abatement: report. Would require the Department of Transportation, within its maintenance programs relating to litter cleanup and abatement, to assign the highest priority to litter deposited along state highway segments that carry the highest traffic volumes and the segments found by the department to have the highest incidences of litter and to reallocate existing litter cleanup resources as necessary in order to implement this priority. The bill would also require the department, on or before January 1, 2020, to conduct an assessment of the problem of litter on state highways and to make a specified report to the Legislature on its findings.</p>		
<p>AB 1421 Dababneh</p>	<p>Amended 3/22/2017</p>	<p>Senate Rules</p>	<p>Railroads: noise and vibration levels. Current law creates the State Department of Public Health with various powers and duties. This bill would require the department to conduct a study to determine the noise and vibration levels associated with all railroad lines in the vicinity of residential areas or schools.</p>		

<p>AB 1423 Chiu</p>	<p>Amended 4/12/2018</p>	<p>Senate Natural Resources and Water</p>	<p>Tidelands and submerged lands: City and County of San Francisco: seawall lots: affordable housing. Under current law, the Burton Act and the Burton Act transfer agreement, the interest of the state in and to the Harbor of San Francisco was transferred in trust to the City and County of San Francisco. Current law authorizes the port to provide a rent credit or other waiver or deferral of rent in connection with a nontrust lease of seawall lot 322-1 that results in an effective rent to the port below fair market value, if the commission finds, among other things, that the nontrust lease is for affordable housing. Current law imposes certain requirements on the port with regard to the construction of affordable housing on seawall lot 322-1. This bill would revise the definition of "affordable housing" to mean a structure that provides housing for very low, low-, or moderate-income households, as defined, and specifically for seawall lot 322-1 to include housing for persons and families of low or moderate income, as defined, persons and families from very low income households, as defined, or persons and families from extremely low income households, as defined.</p>		
<p>AB 1436 Levine</p>	<p>Amended 6/4/2018</p>	<p>Senate B., P. & E.D.</p>	<p>Board of Behavioral Sciences: licensees: suicide prevention training. Would, on or after January 1, 2021, require an applicant for licensure as a marriage and family therapist, an educational psychologist, a clinical social worker, or a professional clinical counselor to complete a minimum of 6 hours of coursework or applied experience under supervision in suicide risk assessment and intervention. The bill would require, on or after January 1, 2021, as a one-time requirement, a licensed marriage and family therapist, educational psychologist, clinical social worker, or professional clinical counselor to have completed this suicide risk assessment and intervention training requirement prior to the time of his or her first renewal.</p>		
<p>AB 1445 Reyes</p>	<p>Amended 4/18/2017</p>	<p>Senate Rules</p>	<p>Public contracting: small business goal. Current law requires the Director of the Department of General Services and the directors of other state agencies to establish goals for the participation of small businesses, including microbusinesses, in the provision of goods, information technology, and services to the state, and in the construction of state facilities. This bill would state findings and declarations of the Legislature related to small business participation in state procurement and contracting.</p>		

<p>AB 1531 Berman</p>	<p>Amended 1/10/2018</p>	<p>Senate Judiciary</p>	<p>Court fees: electronic filing. Current law authorizes a court or agent of the court to impose a fee, subject to Judicial Council approval, for the use of a credit or debit card or electronic funds transfer, as specified. Current law, for purposes of this provision, deems an electronic filing service provider who is required to collect and remit a filing fee or other court fee to complete an electronic filing transaction to be an agent of the court solely for that purpose, unless otherwise specified. This bill, in case of a duplicate payment by a party or an electronic filing service provider submitting a payment on behalf of a party, would require the court to issue any appropriate refund to the entity that made the most recent payment.</p>		
<p>AB 1561 Quirk-Silva</p>	<p>Amended 4/30/2018</p>	<p>Senate Appropriations</p>	<p>Economic development: infrastructure: logistic hubs. Current law requires the Director of the Governor’s Office of Business and Economic Development to provide to the Legislature, not later than February 1, 2019, a strategy for international trade and investment that includes, at minimum, specified components. Current law requires that this strategy include a framework that enables the office to evaluate on an ongoing basis, as appropriate, current workforce, infrastructure, research and development, and other needs of small and large firms, including, among other things, airports. This bill would extend to July 1, 2019, the date by which the director would be required to provide that strategy to the Legislature, and would instead require that the strategy identify the process the Governor’s Office of Business and Economic Development will use to complete that evaluation.</p>		
<p>AB 1683 Burke</p>	<p>Amended 4/3/2017</p>	<p>Senate Rules</p>	<p>Transformative Climate Communities Program: report. Current law establishes the Transformative Climate Communities Program, administered by the Strategic Growth Council, to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities, as defined. This bill would require the council, no later than January 1, 2019, to submit a specified report on the program to the Governor and specified committees of the Legislature.</p>		

AB 1748 Steinorth	Amended 4/24/2018	Assembly Revenue and Taxation	Property taxation: base year value transfer. The California Constitution and existing property tax law authorize a person who is either severely disabled or over 55 years of age to transfer the base year value, as defined, of property that is eligible for the homeowners' property tax exemption to a replacement dwelling that is of equal or lesser value located within the same county as the property from which the base year value is transferred, and if a county ordinance so providing has been adopted, to a replacement dwelling that is located in a different county. This bill, on and after January 1, 2019, would instead require, subject to specified procedures, the base year value of property that is eligible for the homeowner's exemption of any person, regardless of age or disability, to be transferred to any replacement dwelling, regardless of the value of the replacement property or whether the replacement property is located within the same county.		
AB 1755 Steinorth	Amended 4/4/2018	Senate Transportation and Housing	Bicycle operation. Under current law, a person riding a bicycle or operating a pedicab on a highway has all the rights prescribed in, and is subject to the requirements in, the Vehicle Code that are applicable to the driver of a vehicle. This bill would subject a person riding a bicycle on a Class I bikeway to those rights and requirements of the Vehicle Code that apply if that person is involved in an accident resulting in injury or death of a person other than himself or herself, as specified. Because a violation of those provisions of the Vehicle Code by that person would be a crime, this bill would impose a state-mandated local program.		
AB 1759 McCarty	Amended 5/9/2018	Senate Rules	Public trust lands: City of Sacramento. Would grant and convey in trust in relation to real property known as the Sand Cove Parcels, as described, to the City of Sacramento, in the County of Sacramento, and to its successors, all of the rights, title, and interests of the state, to be held by the city in trust for the benefit of all the people of the state for public trust purposes, as provided. The bill would authorize the city to use the trust lands for the construction, reconstruction, repair, and maintenance of any transportation, utility, or other infrastructure that is incidental, necessary, or convenient to promote or accommodate uses consistent with the public trust doctrine.		
AB 1765 Quirk-Silva	Amended 5/15/2018	Assembly Appropriations Suspense File	Personal income taxes: credits: qualified disaster area. Current law, the Personal Income Tax law, allows various credits against the taxes imposed by that law. This bill would allow a credit against that tax for each taxable year beginning on or after January 1, 2019, and before January 1, 2020, in an amount equal to 50% of the amount paid or incurred, not to exceed \$1,000, for losses sustained by a taxpayer and not compensated for by insurance or otherwise that occurred in a qualified disaster area, as defined.		

<p>AB 1771 Bloom</p>	<p>Amended 5/25/2018</p>	<p>Senate Rules</p>	<p>Planning and zoning: regional housing needs assessment. The Planning and Zoning Law requires the appropriate council of governments, or, for cities and counties without a council of governments, the Department of Housing and Community Development, to adopt a final regional housing need allocation plan that allocates a share of the regional housing need to each city, county, or city and county and is consistent with specified objectives, including that the plan increase the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner. Current law defines the term “household income levels” for purposes of these provisions. This bill would revise the objectives required to be addressed in the regional housing needs allocation plan and additionally require the plan to include an objective to increase access to areas of high opportunity for lower-income residents, while avoiding displacement and affirmatively furthering fair housing.</p>		<p>Oppose</p>
<p>AB 1792 Frazier</p>	<p>Amended 5/10/2018</p>	<p>Senate Rules</p>	<p>Affordable housing authorities: infrastructure. Current law authorizes a city, county, or city and county to adopt a resolution creating an affordable housing authority. Current law authorizes this authority to, among other things, provide for low- and moderate-income housing and affordable workforce housing, as provided. This bill would additionally authorize an affordable housing authority to provide for water, sewer, or other public infrastructure necessary to support the development of affordable housing.</p>		
<p>AB 1796 Muratsuchi</p>	<p>Amended 4/25/2018</p>	<p>Senate Judiciary</p>	<p>Rental property: electric vehicle charging stations. 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. Current law provides exemptions for specified dwellings, including an exemption for a dwelling that is subject to the residential rent control ordinance of a public entity. This bill would eliminate that exemption, thereby requiring a lessor of a dwelling subject to the residential rent control ordinance of a public entity to approve a written request of a lessee to install an electric vehicle charging station in accordance with specified requirements, unless the dwelling is located in a local jurisdiction that, on or before January 1, 2018, adopted a local ordinance requiring the lessor of such a dwelling to approve a written request of a lessee to install an electric vehicle charging station and the lessor complies with that ordinance.</p>		

<p>AB 1797 Levine</p>	<p>Amended 5/7/2018</p>	<p>Senate Insurance</p>	<p>Residential property insurance. Would require an insurer to provide, on an every other year basis, at the time an offer to renew a policy of residential property insurance is made to the policyholder, an estimate of the cost necessary to rebuild or replace the insured structure that complies with specified existing regulations. The bill would exempt an insurer from this requirement if either the policyholder has requested, within the 2 years prior to the offer to renew the policy, and the insurer has provided, coverage limits greater than the previous limits that the policyholder had selected, or if the insurer has made specified offers to the policyholder.</p>		
<p>AB 1800 Levine</p>	<p>Amended 4/12/2018</p>	<p>Senate Insurance</p>	<p>Fire insurance: indemnity. Current law defines the measure of indemnity for a loss under an open fire insurance policy and specifies time limits under which an insured must collect the full replacement cost of the loss. Current law prohibits, in the event of a total loss of the insured structure, a fire insurance policy issued or delivered in the state from limiting or denying payment of the replacement cost of property if the insured decides to rebuild or replace the property at a location other than the insured premises. Current law requires the measure of indemnity to be based upon the replacement cost of the insured property and prohibits it from being based upon the cost to repair, rebuild, or replace at a location other than the insured premises. This bill would instead prohibit, in the event of a total loss of an insured structure, a fire insurance policy issued or delivered in this state from containing a provision that limits or denies, on the basis that the insured has decided to rebuild at a new location or to purchase an already built home at a new location, payment of the building code upgrade cost or the replacement cost, including any extended replacement cost coverage, to the extent those costs are otherwise covered by the terms of the policy or any policy endorsement.</p>		
<p>AB 1804 Berman</p>	<p>Introduced 1/10/2018</p>	<p>Senate Rules</p>	<p>California Environmental Quality Act: categorical exemption: infill development. CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and that are required to be exempt from CEQA (categorical exemption). Current guidelines for the implementation of CEQA exempts from the requirements of CEQA infill development meeting certain requirements, including the requirement that the proposed development occurs within city limits. This bill would revise the above-described categorical exemption to include proposed residential and mixed-use housing projects occurring within an unincorporated area of a county.</p>		

<p><u>AB 1866</u> <u>Fong</u></p>	<p>Introduced 1/12/2018</p>	<p>Assembly Transportation</p>	<p>Transportation funding. Would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues.</p>		
<p><u>AB 1901</u> <u>Obernolte</u></p>	<p>Amended 4/18/2018</p>	<p>Senate Environmental Quality</p>	<p>California Environmental Quality Act: exemption: roadway projects. CEQA, until January 1, 2020, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements, including a requirement that the project involves negligible or no expansion of an existing use beyond that existing at the time of the lead agency's determination. This bill would extend the above exemption to January 1, 2023. The bill would revise the requirement described above to specify that the exemption applies if, among other things, the project involves negligible or no expansion of an existing vehicular use beyond that existing at the time of the lead agency's determination.</p>		
<p><u>AB 1912</u> <u>Rodriguez</u></p>	<p>Amended 5/9/2018</p>	<p>Senate Public Employment and Retirement</p>	<p>Public employees' retirement: joint powers agreements: liability. The Joint Exercise of Powers Act generally authorizes 2 or more public agencies, by agreement, to jointly exercise any common power. Under the act, if an agency is not one or more of the parties to the agreement but is a public entity, commission, or board constituted pursuant to the agreement, the debts, liabilities, and obligations of the agency are the debts, liabilities, and obligations of the parties to the agreement, unless the agreement specifies otherwise. The act also authorizes a party to a joint powers agreement to separately contract for, or assume responsibilities for, specific debts, liabilities, or obligations of the agency. This bill would eliminate that authorization, and would specify that if an agency established by a joint powers agreement participates in, or contracts with, a public retirement system, member agencies, both current and former to the agreement, would be required to mutually agree as to the apportionment of the agency's retirement obligations among themselves, provided that the agreement equals the total retirement liability of the agency.</p>		

<p>AB 1919 Wood</p>	<p>Amended 5/25/2018</p>	<p>Senate Public Safety</p>	<p>Price gouging: state of emergency. Would, upon the proclamation or declaration of a state of emergency as specified, make it a misdemeanor for a person, business, or other entity to increase the rental price, as defined, advertised, offered, or charged for housing to an existing or prospective tenant by more than 10%. The bill would extend the prohibition with regards to housing for any period that the proclamation or declaration is extended. The bill would additionally make it a misdemeanor for a person, business, or entity to evict a housing tenant after the proclamation of a state of emergency and then rent or offer to rent to another person at a rental price higher than the evicted tenant could be charged.</p>		
<p>AB 1970 Garcia, Eduardo</p>	<p>Amended 5/25/2018</p>	<p>Senate Rules</p>	<p>Low-carbon fuels: electric trucks and charging stations: zero-emission vans. Current law requires the State Energy Resources Conservation and Development Commission, in partnership with the State Air Resources Board and in consultation with specified state agencies, to develop and adopt a state plan to increase the use of alternative fuels, as defined. This bill would require the commission to develop a pilot program for a pilot project, as specified, for the development of innovative low-carbon fuel, as defined.</p>		
<p>AB 1999 Chau</p>	<p>Amended 4/17/2018</p>	<p>Senate Gov. & F.</p>	<p>Local government: public broadband services. Would expressly authorize a county service area to acquire, construct, improve, maintain, and operate broadband Internet access services, and would require a county service area that does so to take certain actions regarding the accessing of content on the Internet by end users of that service, as specified. This bill contains other related provisions and other existing laws.</p>		
<p>AB 2006 Eggman</p>	<p>Amended 5/25/2018</p>	<p>Senate Rules</p>	<p>Agricultural Worker Clean Transportation Investment Program. Would establish the Agricultural Worker Clean Transportation Investment Program, which would be administered by the state board to fund the deployment of near-zero-emission and zero-emission vehicles, as defined, used for agricultural vanpools, as defined, serving disadvantaged or low-income communities, as defined, to reduce greenhouse gas emissions.</p>		
<p>AB 2035 Mullin</p>	<p>Amended 5/16/2018</p>	<p>Senate Rules</p>	<p>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 workforce housing, as provided, by means of tax increment financing. Current law defines various terms for these purposes. This bill would additionally define the terms "authorizing resolution" and "property tax increment" for these purposes. The bill would additionally revise these provisions to limit the authority to providing low- and moderate-income housing and affordable housing, as specified.</p>		

<p>AB 2061 Frazier</p>	<p>Amended 5/25/2018</p>	<p>Senate Rules</p>	<p>Near-zero-emission and zero-emission vehicles. Would authorize a near-zero-emission vehicle or a zero-emission vehicle, as defined, to exceed axle, tandem, gross, or bridge formula weight limits, up to a 2,000 pound maximum, by an amount equal to the difference between the weight of the vehicle attributable to the fueling and propulsion system carried by that vehicle and the weight of a comparable diesel fueling and propulsion system. The weight limit exceptions authorized by the bill would apply only to the extent expressly authorized by federal law.</p>		
<p>AB 2063 Aguiar-Curry</p>	<p>Amended 4/5/2018</p>	<p>Senate Desk</p>	<p>California Financing Law: PACE program administrators. The CFL, commencing on January 1, 2019, requires a program administrator to establish and maintain a process for the enrollment, and for the cancellation of that enrollment, of a PACE solicitor and a PACE solicitor agent. This bill would prohibit a person from engaging in the business of a PACE solicitor unless that person is enrolled with a program administrator. The bill would also require the program administrator to maintain the processes as specified in a manner that is acceptable to the Commissioner of Business Oversight .</p>		
<p>AB 2071 Bloom</p>	<p>Amended 5/14/2018</p>	<p>Senate Judiciary</p>	<p>Government immunity: accessory dwelling units: improvements: permits. Would provide that the City of Los Angeles is not liable for an injury or for damage that has arisen from or is related to the use of an accessory dwelling unit and that is caused by any utility system, including, but not limited to, a water system or electrical system equipment, that the city designed, owns, operates, or maintains if the city has permitted the utility system equipment and the accessory dwelling unit or structure being converted to an accessory dwelling unit to remain in the same location as it existed prior to January 1, 2018.</p>		

<p>AB 2118 Cooley</p>	<p>Amended 4/26/2018</p>	<p>Senate Health</p>	<p>Medi-Cal: emergency medical transportation services. Current law authorizes Medi-Cal provider of ground emergency medical transportation services, that is owned or operated by the state, a city, county, city and county, fire protection district, special district, community services district, health care district, or a federally recognized Indian tribe, to receive supplemental Medi-Cal reimbursement in addition to the rate of payment the provider would otherwise receive for those services. Current law requires the department to develop a modified supplemental reimbursement program, with necessary federal approvals, that would seek to increase the reimbursement to an eligible provider, as specified. Current law requires the nonfederal share of any supplemental reimbursement provided under the modified program to be derived from voluntary intergovernmental transfers of local funds. This bill would exempt the above-described providers owned or operated by the specified governmental entities from the Medi-Cal Emergency Medical Transportation Reimbursement Act and the quality assurance fee requirements.</p>		
<p>AB 2127 Ting</p>	<p>Amended 4/16/2018</p>	<p>Senate Rules</p>	<p>Electric vehicle charging infrastructure: assessment. Would require the Energy Commission, working with the State Air Resources Board and the PUC, to prepare and biennially update a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030 and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030. The bill would require the Energy Commission to regularly seek data and input from stakeholders relating to electric vehicle charging infrastructure.</p>		
<p>AB 2132 Levine</p>	<p>Amended 4/16/2018</p>	<p>Senate Transportation and Housing</p>	<p>Building permit fees: waiver. The State Housing Law authorizes cities and counties to prescribe fees for permits required or authorized pursuant to the State Housing Law. This bill would authorize these entities to waive or reduce all building permit fees for improvements to the home of a person at least 60 years of age with a qualifying disability that are made to accommodate that disability.</p>		

<p>AB 2145 Reyes</p>	<p>Amended 5/17/2018</p>	<p>Senate Rules</p>	<p>Vehicular air pollution. Would add as eligible projects for the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program those projects that support grid integration and integrated storage solutions and charging management demonstration and analytics. The bill would additionally require the energy commission, as part of the guidance developed for the program, to advise the State Air Resources Board on to how to allocate moneys for vehicle charging infrastructure consistent with the energy commission’s investment plan strategies on charging infrastructure that is part of the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007. The bill instead would require the guidance to promote projects that assist the state in reaching its climate goals beyond 2030.</p>		
<p>AB 2162 Chiu</p>	<p>Amended 5/9/2018</p>	<p>Senate Rules</p>	<p>Planning and zoning: housing development: supportive housing. The Planning and Zoning 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 and a program that sets forth a schedule of actions during the planning period, each with a timeline for implementation. That law specifies that transitional housing and supportive housing are a residential use of property, subject only to those restrictions that apply to other residential dwellings of the same type in the same zone. This bill would make a nonsubstantive change to this requirement.</p>		
<p>AB 2167 Chau</p>	<p>Amended 5/3/2018</p>	<p>Senate Judiciary</p>	<p>Information privacy: digital health feedback systems. Would define “medical information” for purposes of the Confidentiality of Medical Information Act to include any information in possession or derived from a digital health feedback system, which the bill would define. The bill would also require a manufacturer or operator that sells or offers to sell a device or software application that may be used with a digital health feedback system to a consumer in California to equip the device or software application, and the system, with reasonable security features appropriate to the nature of the device, software application, or system and the information it may collect, contain, or transmit, that protect the device, software application, or system and any information contained therein from unauthorized access, destruction, use, modification, or disclosure.</p>		

<p>AB 2195 Chau</p>	<p>Amended 4/16/2018</p>	<p>Senate Rules</p>	<p>Natural gas: out-of-state sources: greenhouse gases. Current law requires the State Air Resources Board to prepare, adopt, and update an inventory of greenhouse gas emissions that, prior to January 1, 2007, was required to be adopted and updated by the State Energy Resources Conservation and Development Commission. This bill beginning January 1, 2020, would additionally require the state board to quantify, report, and continually update in that inventory of greenhouse gas emissions the amount of greenhouse gas emissions resulting from the loss or release of uncombusted natural gas to the atmosphere and emissions from natural gas flares during all processes associated with the production, processing, and transporting of natural gas imported into the state from out-of-state sources.</p>		
<p>AB 2228 Wood</p>	<p>Amended 5/25/2018</p>	<p>Senate Rules</p>	<p>Education finance: school apportionments: wildfire mitigation. Current law requires the Superintendent to estimate the average daily attendance for the fiscal year in a manner that credits to the school district, county office of education, or charter school, for determining the apportionments to be made to it, the approximate total average daily attendance that would have been credited to the school district, county office of education, or charter school, had the emergency not occurred. This bill would allow the period determined by the Superintendent to be extended to the 2019–20 fiscal year, for a state of emergency declared by the Governor in a county due to the 2017 wildfires, for those wildfires, if a specified showing is made by a school district, county office of education, or charter school, to the satisfaction of the Superintendent.</p>		
<p>AB 2238 Aguiar-Curry</p>	<p>Amended 4/3/2018</p>	<p>Senate Gov. & F.</p>	<p>Local agency formation: regional housing need allocation: fire hazards: local health emergencies: hazardous and medical waste. The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 specifies the factors that a local agency formation commission is required to consider in the review of a proposal for a change of organization or reorganization, including, among other things, the proposal’s consistency with city or county general and specific plans. This bill would require the commission to consider information contained in a local hazard mitigation plan, information contained in a safety element of a general plan, and any maps that identify land as a very high fire hazard zone or maps that identify land determined to be in a state responsibility area if it is determined that such information is relevant to the area that is the subject of the proposal.</p>		

AB 2267 Wood	Amended 6/6/2018	Senate Environmental Quality	California Environmental Quality Act: exemption. Would exempt from the requirements of CEQA specified actions and approvals taken between January 1, 2019, and January 1, 2024, by specified local public agencies adopting or approving amendments to a specific plan located within the City of Santa Rosa meeting certain requirements and projects that are consistent with the amended specific plan. This bill contains other related provisions and other existing laws.		
AB 2272 Mayes	Amended 4/2/2018	Senate Rules	State highways: relinquishment. Would authorize the California Transportation Commission to relinquish to the City of Palm Springs any portion, or the entirety, of Route 111 within its city limits, upon terms and conditions the commission finds to be in the best interests of the state, if the department and the city enter into an agreement providing for that relinquishment.		
AB 2304 Holden	Amended 4/2/2018	Senate Rules	Reduced fare transit pass programs: report. Would request the University of California Institute of Transportation Studies to prepare and submit a report to the Governor and specified committees of the Legislature on or before January 1, 2020, that details the reduced fare transit pass programs in California that are administered by a public transit operator, California college or university, or any other entity, as specified. This bill contains other existing laws.		
AB 2333 Wood	Amended 4/3/2018	Senate Rules	Office of Emergency Services: behavioral health response. Would establish a behavioral health deputy director within the Office of Emergency Services to ensure individuals have access to necessary mental and behavioral health services and supports in the aftermath of a natural disaster or declaration of a state of emergency and would require the deputy director to collaborate with the Director of Health Care Services to coordinate the delivery of trauma-related support to individuals affected by a natural disaster or state of emergency.		
AB 2341 Mathis	Amended 5/23/2018	Senate Environmental Quality	California Environmental Quality Act: aesthetic impacts. The California Environmental Quality Act requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would specify that, except as provided, the aesthetic effects of projects meeting certain requirements are not significant effects on the environment for purposes of CEQA and that the lead agency is not required to evaluate the aesthetic effects of those projects.		

<p>AB 2343 Chiu</p>	<p>Amended 5/29/2018</p>	<p>Senate Rules</p>	<p>Real property: possession: unlawful detainer. Current law establishes a procedure, known as an unlawful detainer action, that a landlord must follow in order to evict a tenant. Current law provides that a tenant is subject to such an action if the tenant continues to possess the property without permission of the landlord in specified circumstances, including when the tenant has violated the lease by defaulting on rent or failing to perform a duty under the lease, but the landlord must first give the tenant a 3-day notice to vacate or cure the violation. This bill would, with regard to a notice for a failure to perform a duty under the lease, require that the notice fully describe the nature of the alleged unperformed duty, as specified, and the manner in which the duty may be performed.</p>		
<p>AB 2346 Quirk</p>	<p>Amended 4/18/2018</p>	<p>Senate Rules</p>	<p>Public utilities: rates: wildfire expense memorandum accounts. Would require the Public Utilities Commission to authorize public utilities to establish wildfire expense memorandum accounts for costs relating specifically to the 2017 California wildfires and to record certain costs in those accounts. The bill would provide that this authorization does not authorize the recovery in rates of those costs recorded in the accounts.</p>		
<p>AB 2363 Friedman</p>	<p>Amended 5/25/2018</p>	<p>Senate Rules</p>	<p>Vision Zero Task Force. Would require the Secretary of Transportation, on or before July 1, 2019, to establish and convene the Vision Zero Task Force, which shall include, but is not limited to, representatives from the Department of the California Highway Patrol, the University of California and other academic institutions, local governments, bicycle safety organizations, road safety organizations, and labor organizations. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to reduce traffic fatalities to zero.</p>		
<p>AB 2372 Gloria</p>	<p>Amended 6/4/2018</p>	<p>Senate Transportation and Housing</p>	<p>Planning and zoning: density bonus: floor area ratio bonus. Would authorize a city council or county board of supervisors to establish a procedure by ordinance to grant a developer of an eligible housing development, upon the request of the developer, a floor area ratio bonus, calculated as provided, in lieu of a density bonus awarded on the basis of dwelling units per acre. The bill would define "eligible housing development" as a development that meets specified criteria related to residential use, location, zoning, replacement of units, and affordability. The bill would prohibit the city council or county board of supervisors from imposing any parking requirement on an eligible housing development in excess of specified ratios.</p>		<p>Support and Seek Amendment</p>

AB 2407 Ting	Amended 4/17/2018	Senate Rules	Recycling: lithium-ion vehicle batteries: advisory group. Would require the Secretary for Environmental Protection, on or before April 1, 2019, to convene the Lithium-Ion Car Battery Recycling Advisory Group to review, and advise the Legislature on, policies pertaining to the recovery and recycling of lithium-ion batteries sold with motor vehicles in the state, and would require the secretary to appoint members to the committee from specified departments, vocations, and organizations. The bill would require the advisory group to consult with specified entities and, on or before April 1, 2020, to submit policy recommendations to the Legislature aimed at ensuring that 90% of end-of-life lithium-ion batteries discarded in the state are recycled in a safe and cost-effective manner in the state.		
AB 2433 Salas	Introduced 2/14/2018	Senate Rules	Department of Transportation: voluntary inspection and testing services. Current law creates the State Highway Account in the State Transportation Fund, and requires all money appropriated, contributed, or made available from any source for expenditure on work within the powers and duties of the department, including sources other than state appropriations, to be transferred to or deposited in the account. This bill would authorize the department to establish a subaccount of the State Highway Account to accommodate deposits and expenditures of moneys relative to voluntary inspection and testing services.		
AB 2434 Bloom	Amended 3/21/2018	Senate Rules	Strategic Growth Council: Health in All Policies Program. Current law establishes the Strategic Growth Council, prescribes the membership of the council, and requires the council to, among other things, recommend policies and investment strategies and priorities, as specified, to encourage the development of sustainable communities. This bill would establish the Health in All Policies Program, to be administered by the council, for the purposes of incorporating health, equity, and sustainability considerations into decision-making across sectors and policy areas, as specified.		
AB 2447 Reyes	Amended 5/25/2018	Senate Rules	California Environmental Quality Act: land use: environmental justice. Would require the Office of Environmental Health Hazard Assessment, by June 30, 2019, to publish a list of subject land uses, as specified, and a map that identifies disadvantaged communities and areas within a 1/2 mile radius of the disadvantaged communities. The bill would require a lead agency that is preparing an EIR or a negative declaration to provide certain notices required by CEQA to owners and occupants of property located within one-half mile of any parcel or parcels, and to any schools located within one mile of any parcel or parcels, on which is located a project involving a subject land use. The bill would require the lead agency to call at least one scoping meeting for those projects, as provided.		

AB 2473 Bonta	Amended 3/22/2018	Senate Rules	State Highway Route 185: relinquishment: City of San Leandro. Would authorize the commission to relinquish all or a portion of Route 185 in the City of San Leandro to that city, as specified.		
AB 2528 Bloom	Amended 4/24/2018	Senate Rules	Climate adaptation. Current law requires the Natural Resources Agency, by July 1, 2017, and every 3 years thereafter, to update the state’s climate adaptation strategy to identify vulnerabilities to climate change by sectors, including the biodiversity and habitat sector, and priority actions needed to reduce the risks in those sectors. This bill would specify that the biodiversity and habitat sector includes habitat resilience areas, as defined. The bill would also require state agencies to maximize the objective of protecting and enhancing habitat resilience areas.		
AB 2530 Melendez	Introduced 2/14/2018	Assembly Transportation	Bonds: transportation. 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 prior to 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 2535 Oberholte	Amended 3/19/2018	Senate Transportation and Housing	High-occupancy toll lanes: notice of toll evasion violation. Current law requires the notice of toll evasion violation to include the vehicle license plate number, a clear and concise explanation of the procedures for contesting the violation and appealing an adverse decision, and, if practicable, the registration expiration date and the make of the vehicle. This bill would also require the notice of toll evasion violation to include a copy of photographic evidence on which the toll evasion determination was based if the vehicle was found, by automated devices, to have evaded the toll through failure to meet occupancy requirements in a high-occupancy toll lane.		

<p>AB 2548 Friedman</p>	<p>Amended 4/12/2018</p>	<p>Senate Transportation and Housing</p>	<p>Commute benefit policies: Los Angeles County Metropolitan Transportation Authority. Current law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. Current law creates the Los Angeles County Metropolitan Transportation Authority, with various powers and duties with respect to transportation planning, programming, construction, and operations. This bill would authorize the authority to adopt a commute benefit ordinance that requires covered employers operating within the authority's area with a specified number of employees to offer certain employees commute benefits, as specified, except that the bill would prohibit the ordinance from affecting employers covered by certain South Coast Air Quality Management District rules or regulations.</p>		
<p>AB 2549 Stone, Mark</p>	<p>Amended 4/3/2018</p>	<p>Senate Natural Resources and Water</p>	<p>Tidelands and submerged lands: exchange agreements. Current law authorizes the State Lands Commission to enter into an exchange, with any person or public entity, of filled or reclaimed tidelands and submerged lands or beds of navigable waterways, or interests in these lands, that are subject to the public trust for commerce, navigation, and fisheries, for other lands or interests in lands, if the commission finds that specified conditions are met. This bill would expressly authorize the commission, with regard to the above described exchange that involves a grantee, to convey lands or interest in lands in that exchange in trust to, and held in title by, the grantee subject to the same public trust requirements and terms and conditions prescribed in the statute providing for the grant of lands or interest in lands to the grantee.</p>		
<p>AB 2562 Mullin</p>	<p>Amended 4/26/2018</p>	<p>Senate Rules</p>	<p>Department of Housing and Community Development loans. Current law authorizes the Department of Housing and Community Development to make loans under a multifamily housing program, and to reduce the interest rate on any loan issued by the department to a rental housing development to as low as 0.42% per annum, or a rate determined by the department that is sufficient to cover the costs of project monitoring, whichever is greater, if the development meets specified requirements. This bill would authorize the department to reduce the interest rate on any loan issued by the department to a rental housing development to only a rate determined by the department that is sufficient to cover the costs of project monitoring and would revise the requirements for the reduction to instead require that the rate change increase the feasibility of the proposed project and further the goals and purpose of the department and the appropriate loan program.</p>		

<p>AB 2576 Aguiar-Curry</p>	<p>Amended 4/26/2018</p>	<p>Senate Desk</p>	<p>Emergencies: healthcare. Would authorize the Governor, during a state of emergency, to direct all state agencies to utilize, employ, and direct state personnel, equipment, and facilities for the performance of any and all activities that are designed to allow community clinics and health centers to provide and receive reimbursement for services provided during or immediately following the emergency. The bill would authorize any agency directed by the Governor to perform those activities to expend any of the moneys that have been appropriated to it in order to perform those activities, irrespective of the particular purpose for which the money was originally appropriated.</p>		
<p>AB 2578 Chiu</p>	<p>Amended 3/22/2018</p>	<p>Senate Rules</p>	<p>Infrastructure financing districts: City and County of San Francisco. Current law authorizes the City and County of San Francisco to create infrastructure financing districts, including districts that include specified waterfront property, adopt infrastructure financing plans for those districts, and issue bonds financed by projected increases in ad valorem property taxes to fund certain public facilities, pursuant to a specified procedure. Existing law specifies the types of projects a waterfront district may finance. This bill would revise those provisions by, among other things, expanding the authorization for the creation of waterfront districts by the City and County of San Francisco to include a shoreline protection district, as defined, subject to a shoreline protection enhanced financing plan, as provided.</p>		
<p>AB 2645 Patterson</p>	<p>Introduced 2/15/2018</p>	<p>Assembly Natural Resources</p>	<p>Greenhouse Gas Reduction Fund: forestry and fire prevention. Would, beginning in the 2019–20 fiscal year, continuously appropriate \$74,805,000 from the Greenhouse Gas Reduction Fund annually to the Department of Forestry and Fire Protection for purposes of fire prevention activities that reduce greenhouse gas emissions.</p>		
<p>AB 2681 Nazarian</p>	<p>Amended 5/25/2018</p>	<p>Senate Rules</p>	<p>Seismic safety: potentially vulnerable buildings. Current law establishes a program within all cities and all counties and portions thereof located within seismic zone 4, as defined, to identify all potentially hazardous buildings and to establish a mitigation program for these buildings. The mitigation program may include, among other things, the adoption by ordinance of a hazardous buildings program, measures to strengthen buildings, and the application of structural standards necessary to provide for life safety above current code requirements. This bill would, upon the identification of funding by the Office of Emergency Services, require the building department of a city or county that meets specified requirements to create an inventory of potentially vulnerable buildings, as defined, within its jurisdiction, based on age and other publicly available information, and submit that inventory to the office, as specified.</p>		

<p>AB 2712 Allen, Travis</p>	<p>Amended 3/12/2018</p>	<p>Assembly Transportation</p>	<p>Bonds: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. 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.</p>		
<p>AB 2730 Harper</p>	<p>Amended 4/18/2018</p>	<p>Senate Gov. & F.</p>	<p>Franchise Tax Board: collection of delinquent amounts: tolls. Would remove the Franchise Tax Board's authority to collect unpaid tolls, toll evasion penalties, and any related administrative service fees by issuance of an order and levy for earning withholding and by notice for withholding to a depository institution.</p>		
<p>AB 2734 Frazier</p>	<p>Introduced 2/15/2018</p>	<p>Senate Transportation and Housing</p>	<p>California Transportation Commission. Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes.</p>		
<p>AB 2753 Friedman</p>	<p>Amended 4/19/2018</p>	<p>Senate Transportation and Housing</p>	<p>Density bonuses: density bonus application. Current law requires a city or county to adopt procedures and timelines for processing a density bonus application and provide a list of documents and information required to be submitted with the application in order for it to be deemed complete. Current law requires a city or county to notify an applicant whether the application is complete within 30 calendar days or receiving the application, or a resubmittal of that application, and establishes an appeal process for that decision. This bill would additionally require a city or county to provide the applicant with a determination as to the amount of density bonus and any parking ratios requested by the applicant for which the development is eligible and whether the applicant has provided adequate information to make a determination as to any incentives, concessions, or waivers or reductions development standards requested by the applicant.</p>		
<p>AB 2782 Friedman</p>	<p>Amended 4/30/2018</p>	<p>Senate Rules</p>	<p>California Environmental Quality Act. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. This bill would authorize lead agencies, in describing and evaluating projects, to consider the specific economic, legal, social, technological, or other benefits of, and the negative impacts of denying, the project.</p>		

<p>AB 2797 Bloom</p>	<p>Amended 4/30/2018</p>	<p>Senate Rules</p>	<p>Planning and zoning: density bonuses. Current law provides that specified provisions of the the Density Bonus Law do not supersede or in any way alter or lessen the effect or application of the California Coastal Act of 1976, which provides for the regulation of development of certain lands within the coastal zone, as defined. This bill would require that any density bonus, concessions, incentives, waivers or reductions of development standards, and parking ratios to which an applicant is entitled under the Density Bonus Law be permitted in a manner that is consistent with that law and the California Coastal Act of 1976. This bill would also declare the intent of the Legislature in this regard.</p>		
<p>AB 2851 Grayson</p>	<p>Amended 5/25/2018</p>	<p>Senate Rules</p>	<p>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 reduce travel times, and 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.</p>		
<p>AB 2865 Chiu</p>	<p>Amended 4/16/2018</p>	<p>Senate Rules</p>	<p>High-occupancy toll lanes: Santa Clara Valley Transportation Authority. Would authorize VTA to conduct, administer, and operate a value pricing high-occupancy toll lane program on State Highway Route 101 and a specified portion of State Highway Route 280 in the City and County of San Francisco in coordination with the San Francisco County Transportation Authority, as prescribed.</p>		
<p>AB 2885 Rodriguez</p>	<p>Amended 5/17/2018</p>	<p>Senate Transportation and Housing</p>	<p>Air Quality Improvement Program: Clean Vehicle Rebate Project. Would require the State Air Resources Board, for the purposes of the Clean Vehicle Rebate Project, to provide outreach to low-income households and low-income communities to increase consumer awareness of the rebate project and to prioritize rebate payments to both low-income applicants and applicants that have eligible vehicles registered in low-income communities.</p>		

<p>AB 2890 Ting</p>	<p>Amended 5/25/2018</p>	<p>Senate Rules</p>	<p>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 standards the ordinance is required to impose, including, among others, maximum unit size, parking, lot coverage, and height standards. Current law prohibits the ordinance from establishing size requirements for accessory dwelling units that do not permit at least an efficiency unit to be constructed. This bill would prohibit the imposition of lot coverage standards or 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.</p>		
<p>AB 2898 Gloria</p>	<p>Introduced 2/16/2018</p>	<p>Senate Governmental Organization</p>	<p>Emergency services: local emergencies. The California Emergency Services Act prescribes a process for the declaration of a local emergency and permits a local emergency to be proclaimed only by the governing body of a city or county or by an official designated by ordinance adopted by that governing body. Current law requires the governing body to review the need for continuing the local emergency at least once every 30 days until the governing body terminates the local emergency. This bill would instead require review of a local emergency by the governing body, as described above, to occur at least once every 60 days</p>		
<p>AB 2911 Friedman</p>	<p>Amended 4/18/2018</p>	<p>Senate Rules</p>	<p>Fire safety. Would require the State Fire Marshal, no later than January 31, 2020, in consultation with the Director of Forestry and Fire Protection and the Director of Housing and Community Development, to recommend updated building standards that provide for comprehensive site and structure fire risk reduction to protect structures from fires spreading, as specified, based on lessons learned from the wildfires of 2017 and to develop a list of low-cost retrofits that provide for comprehensive site and structure fire risk reduction, as provided.</p>		
<p>AB 2920 Thurmond</p>	<p>Amended 4/9/2018</p>	<p>Senate Gov. & F.</p>	<p>Transactions and use taxes: City of Berkeley. Would authorize the City of Berkeley to impose a transactions and use tax for general or specific purposes at a rate of no more than 0.5% that, in combination with other transactions and use taxes, would exceed the specified combined rate limit of 2%, if the city adopts an ordinance proposing the tax and the ordinance proposing the tax is approved by the voters, subject to applicable voter approval requirements, as specified. This bill would make legislative findings and declarations as to the necessity of a special statute for the City of Berkeley.</p>		

AB 2922 Gipson	Amended 5/2/2018	Assembly Appropriations Suspense File	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, 2019, and before January 1, 2024, 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.		
AB 2923 Chiu	Amended 4/30/2018	Senate Desk	San Francisco Bay Area Rapid Transit District: transit-oriented development. Current law establishes the San Francisco Bay Area Rapid Transit District (BART) with various powers and duties and establishes a board of directors as the legislative body of the district. This bill would require the board to adopt new transit-oriented development (TOD) guidelines by a majority vote at a duly noticed public meeting that establish minimum local zoning requirements for BART-owned land that is located on contiguous parcels larger than 0.25 acres, within 1/2 mile of an existing or planned BART station entrance, in areas having representation on the BART board of directors.	Support & Seek Amendment	Oppose Unless Amended
AB 2999 Bonta	Amended 5/10/2018	Assembly Appropriations Suspense File	Income taxes: credits: 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, 2019, and before January 1, 2024, in an amount equal to 25% of the value of qualified land or property donated to a nonprofit organization by a taxpayer during the taxable year for the construction of affordable housing, as defined. The bill would limit the aggregate amount of these credits to be allocated in any fiscal year to up to \$10,000,000 and would require these credits to be allocated on a first-come-first-served basis.		
AB 3000 Friedman	Amended 5/8/2018	Assembly Appropriations Suspense File	Sales and use taxes: exemption: retail hydrogen vehicle fuel. Current sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. This bill, on and after January 1, 2019, and before January 1, 2024, would exempt from those taxes the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, retail hydrogen vehicle fuel, as defined.		

AB 3012 Gallagher	Amended 4/12/2018	Senate Natural Resources and Water	State Coastal Conservancy: grants: climate change projects. Current law establishes the State Coastal Conservancy, and prescribes the membership, functions, and duties of the conservancy with regard to the protection, preservation, and enhancement of specified coastal lands in the state. This bill would require the conservancy, to the extent allowed, to prioritize projects, either as specified, or that reduce flood risk and enhance fish and wildlife habitat, as described.		
AB 3034 Low	Amended 3/23/2018	Senate Public Employment and Retirement	Public transit employer-employee relations: San Francisco Bay Area Rapid Transit District. Would give employees within the supervisory units of the San Francisco Bay Area Rapid Transit District the right to form, join, and participate in the activities of employee organizations of their own choosing for the purposes of representation on all employer-employee relations matters and would permit these employees to meet, confer, and enter into memoranda of understanding for these purposes pursuant to the Meyers-Milias-Brown Act. The bill would provide that the act governs these employer-employee relations and that they are subject to the exclusive jurisdiction of, and are to be administered by, the Public Employment Relations Board.		
AB 3072 Chiu	Amended 5/16/2018	Assembly Appropriations Suspense File	Income taxes: credits: low-income housing: farmworker housing. Would, under the law governing the taxation of insurers, the Personal Income Tax Law, and the Corporation Tax Law, for calendar years beginning in 2019 through the 2023 calendar year, inclusive, would increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects by an additional \$300,000,000, as specified, and would allocate to farmworker housing projects \$25,000,000 per year of that amount.		
AB 3135 Frazier	Amended 3/22/2018	Senate Transportation and Housing	High-Speed Rail Authority: rights-of-way: security: Department of the California Highway Patrol. Current law, 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, including the power to acquire rights-of-way through purchase or eminent domain. This bill would authorize the High-Speed Rail Authority to contract with the Department of the California Highway Patrol to provide any necessary security services for property acquired by the state as a right-of-way for high-speed rail purposes.		
AB 3139 Bonta	Amended 5/25/2018	Senate Rules	State highways: property leases. Would authorize the Department of Transportation to offer a lease to the City of Oakland on a right of first refusal basis for any airspace under a freeway or certain real property acquired for highway purposes located in the city for purposes of an emergency shelter or feeding program for a lease amount, for up to 10 parcels, of \$1 per month, and a payment of an administrative fee not to exceed \$500 per year, as specified.		

<p>AB 3152 Chiu</p>	<p>Amended 4/16/2018</p>	<p>Assembly Appropriations Suspense File</p>	<p>Property taxation: welfare exemption: rental housing: moderate income housing. Current property tax law, in accordance with the California Constitution, provides for a “welfare exemption” for property used exclusively for religious, hospital, scientific, or charitable purposes and that is owned or operated by certain types of nonprofit entities, if certain qualifying criteria are met. Under current property tax law, property that meets these requirements that is used exclusively for rental housing and related facilities is entitled to a partial exemption, as specified. This bill, on and after January 1, 2019, would provide a similar exemption for qualified property, as defined, that meets the requirements of the welfare exemption that is used exclusively for rental housing and related facilities, equal to that percentage of the value of the property that is equal to the percentage that the number of units serving moderate income households, as defined, represents of the total number of residential units.</p>		
<p>AB 3171 Ting</p>	<p>Introduced 2/16/2018</p>	<p>Assembly Housing and Community Development</p>	<p>Homeless Persons Services Block Grant. Would establish the Local Homelessness Solutions Program and create the Local Homelessness Solutions Account for the purpose of providing funding to cities, as defined, to create innovative and immediate solutions to the problems caused by homelessness, as specified. The bill would appropriate an unspecified sum from the General Fund to the Local Homelessness Solutions Account and direct the Controller to apportion those funds to cities in proportion to each city’s most recent homeless population, as specified.</p>		
<p>AB 3194 Daly</p>	<p>Amended 5/29/2018</p>	<p>Senate Rules</p>	<p>Housing Accountability Act: project approval. Would specify that a housing development project is not inconsistent with the applicable zoning ordinance, and would prohibit a local government from requiring a rezoning, if the housing development project is consistent with the objective general plan standards and criteria but the zoning for the project site is inconsistent with the general plan. The bill would declare the Legislature’s intent that the conditions that would have a specific, adverse impact upon the public health and safety arise infrequently.</p>		
<p>AB 3232 Friedman</p>	<p>Amended 5/29/2018</p>	<p>Senate Rules</p>	<p>Zero-emissions buildings and sources of heat energy. Would require the State Energy Resources Conservation and Development Commission, by January 1, 2021, to assess the potential for the state to reduce the emissions of greenhouse gases from the state’s residential and commercial building stock by at least 40% below 1990 levels by January 1, 2030. The bill would require the commission to include in the 2021 edition of the integrated energy policy report and all subsequent integrated energy policy reports a report on the emissions of greenhouse gases associated with the supply of energy to residential and commercial buildings.</p>		

AB 3246 Committee on Transportation	Amended 4/2/2018	Senate Transportation and Housing	Transportation: omnibus bill. Would require the Controller to inform the Department of Motor Vehicles on or before February 1 that a county's authority to collect the fee described above is suspended. This bill contains other related provisions and other existing laws.		
ACA 4 Aguiar-Curry	Introduced 2/17/2017	Assembly Local Government	Local government financing: affordable housing and public infrastructure: voter approval. Local government financing: affordable housing and public infrastructure: voter approval.		
ACA 11 Caballero	Amended 8/21/2017	Assembly Housing and Community Development	California Middle Class Affordable Housing and Homeless Shelter: funding. Would create the California Middle Class Affordable Housing and Homeless Shelter Account in the General Fund for the support of local and state programs that assist in the development or acquisition of housing, as specified. The measure would impose a tax upon all retailers at the rate of 0.25% of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in this state on and after January 1, 2019.		
ACA 19 Mayes	Introduced 9/6/2017	Assembly Print	Local government taxation: voter approval. The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters voting on the tax. The California Constitution defines "local government" for these purposes to mean any county, city, city and county, including a charter city or county, any special district, or any other local or regional governmental entity. This measure would specify that the electorate exercising its initiative power is within the definition of "local government."		
ACA 20 Steinorth	Introduced 1/3/2018	Assembly Print	Property taxation: base year value: transfer. The California Constitution authorizes the Legislature to provide that a severely disabled person and a person over 55 years of age may transfer the base year value, as defined, of property that is eligible for the homeowner's property tax exemption to a replacement dwelling that is of equal or lesser value located within the same county as the property from which the base year value is transferred, and, if a county ordinance so providing has been adopted, to a replacement dwelling that is located in a different county. This measure, on and after January 1, 2019, would instead allow the base year value of property eligible for the homeowner's exemption of any person aged 55 years or older or who is severely disabled to be transferred to any replacement dwelling, regardless of its value or whether it is located within the same county.		

ACA 24 Waldron	Introduced 2/14/2018	Assembly Print	<p>Property taxation: transfer of base year value: disaster relief. Would additionally require the Legislature to provide for the transfer of base year value of property that is substantially damaged or destroyed by a disaster, as declared by the Governor, occurring on or after January 1, 2017, to July 1, 2018, to comparable property located within the same or a different county that is acquired or newly constructed as a replacement for the substantially damaged or destroyed property. The measure would limit this provision to intercounty transfers of base year value that occur on or after the effective date of the measure.</p>		
SB 262 Wieckowski	Amended 5/17/2018	Assembly Natural Resources	<p>Climate change: climate adaptation: advisory council. Current law requires the Office of Planning and Research to administer the Integrated Climate Adaptation and Resiliency Program. Current law requires the office, in coordination with appropriate entities, to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities. Current law requires the office to establish an advisory council, comprised of members for a range of disciplines, to support the office's goals to facilitate coordination among state, regional, and local agency efforts to adapt to the impacts of climate change. This bill would recast the advisory council as the California Council for Adaptation and Resiliency.</p>		
SB 414 Vidak	Amended 1/3/2018	Senate Transportation and Housing	<p>Transportation bonds: highway, street, and road projects. 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 from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.</p>		

<p>SB 760 Wiener</p>	<p>Amended 6/4/2018</p>	<p>Assembly Transportation</p>	<p>State highways: permits: improvements. Current law authorizes the Department of Transportation to issue a permit to the owner or developer of property adjacent to or near a state highway, including the associated right-of-way, to construct, alter, repair, or improve any portion of the highway for the purpose of improving local traffic access, as provided. Existing law specifies that the permit may be issued only if the work within the highway right-of-way is to be performed in accordance with plans and specifications approved by the department. If the improvement would not affect the operation of the state highway and the associated work would be performed in accordance with local agency plans and specifications, this bill would prohibit the department from denying an application for a permit solely because the associated work is not to be performed in accordance with plans and specifications approved by the department.</p>		
<p>SB 819 Hill</p>	<p>Amended 4/9/2018</p>	<p>Assembly U. & E.</p>	<p>Electrical and gas corporations: rates. The Public Utilities Commission has regulatory authority over public utilities, including electrical corporations and gas corporations. Current law authorizes the commission to establish rules for all public utilities, subject to control by the Legislature. Current law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. Current law prohibits a gas corporation from recovering any fine or penalty in any rate approved by the commission. This bill would prohibit an electrical corporation from recovering a fine or penalty through a rate approved by the commission and would make related nonsubstantive changes.</p>		
<p>SB 821 Jackson</p>	<p>Amended 3/12/2018</p>	<p>Assembly Governmental Organization</p>	<p>Emergency notification: county jurisdictions. Would authorize each county, including a city and county, to develop a mechanism to access the contact information of resident accountholders through the records of a public utility or other agency responsible for water service, waste and recycling services, or other property-related services for the sole purpose of enrolling county residents in a county-operated public emergency warning system. The bill would specify that any county that develops such a mechanism would be required to include procedures to enable any resident to opt out of the warning system and not to use the information gathered for any purpose other than for emergency notification.</p>		

SB 822 Wiener	Amended 5/1/2018	Assembly Desk	Communications: broadband Internet access service. Would revise the Consumers Legal Remedies Act to prohibit specified actions by an Internet service provider, as defined, that provides broadband Internet access service, as specified. The bill would prohibit an Internet service provider from offering different levels of quality of service to end users as part of broadband Internet access service unless specified conditions are met. The bill would authorize the Attorney General, upon his or her own motion or upon complaint, to investigate and bring an action to enforce those prohibitions and would require that complaints be reviewed by the Attorney General on a case-by-case basis.		
SB 824 Lara	Amended 5/2/2018	Assembly Desk	Insurers: declared disaster: homeowners' insurance policies. Would prohibit an insurer from canceling or refusing to renew a policy of residential property insurance for one year after the declaration of a state of emergency based solely on the fact that the insured structure is located in a county in which one or more catastrophic events have occurred for which a state of emergency has been declared, as specified and subject to exceptions if the insurer's solvency is threatened.		
SB 828 Wiener	Amended 5/25/2018	Assembly Desk	Land use: housing element. Current law requires the housing element to contain an inventory of land suitable and available for residential development, and 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, instead, require the inventory of land suitable and available for residential development to identify sites that can be developed for housing within the planning period that are sufficient to provide for 125% of the jurisdiction's share of the regional housing need for all income levels.		Support If Amended
SB 829 Wiener	Amended 5/25/2018	Assembly Rules	Cannabis: compassion care license. Would establish a compassion care license under the Control, Regulate and Tax Adult Use of Marijuana Act of 2016 issued to an M-licensee who, for no consideration, donates medicinal cannabis, or medicinal cannabis products, to qualified medicinal cannabis patients who possess a physician's recommendation. The bill would require the Bureau of Cannabis Control to issue and regulate the compassion care licenses.		
SB 831 Wieckowski	Amended 5/25/2018	Assembly Desk	Land use: accessory dwelling units. Would require the ordinance for the creation of accessory dwelling units to designate areas where accessory dwelling units may be excluded for health and safety purposes, as specified. The bill would revise the standards for the local ordinance to, among other things, delete the authority to include lot coverage standards, include a prohibition on considering the square footage of a proposed accessory dwelling unit when calculating an allowable floor-to-area ratio or lot coverage ratio for the lot.		Support If Amended

<p>SB 833 McGuire</p>	<p>Introduced 1/4/2018</p>	<p>Assembly Governmental Organization</p>	<p>Emergency alerts: evacuation orders: operators. Would provide for a red alert system designed to issue and coordinate alerts following an evacuation order, as specified. The bill would require the red alert system to incorporate a variety of notification resources and developing technologies that may be tailored to the circumstances and geography of the underlying evacuation, as appropriate. The bill would require a local government agency or state agency that uses the federal Wireless Emergency Alert (WEA) system to alert a specified area of an evacuation order to use the term "red alert" in the alert and notify OES of the alert.</p>		
<p>SB 881 Wieckowski</p>	<p>Amended 4/3/2018</p>	<p>Assembly Desk</p>	<p>Flood control: County of Santa Clara: South San Francisco Bay Shoreline Project. Would authorize the state to provide subvention funds to the Santa Clara Valley Water District for the South San Francisco Bay Shoreline Project for flood control in areas along the south San Francisco Bay in the County of Santa Clara, as described, at an estimated cost to the state of the sum that may be appropriated for state cooperation by the Legislature upon the recommendation and advice of the Department of Water Resources and upon a determination by the department that the project meets specified financial aid requirements. The bill would provide that the state assumes no liability for damages that may result from the project by authorizing the provision of subvention funds, or by the appropriation of those subvention funds, as specified.</p>		
<p>SB 901 Dodd</p>	<p>Amended 5/1/2018</p>	<p>Assembly Desk</p>	<p>Electrical corporations: local publicly owned electric utilities: electrical cooperatives: wildfire mitigation plans and measures. Would require a wildfire mitigation plan prepared by an electrical corporation, and wildfire mitigation measures prepared by a local publicly owned electric utility or electrical cooperative, to include a description of the factors the preparing entity uses to determine when it may be necessary to deenergize its electrical lines and deactivate its reclosers, including meteorological and fire threat conditions. The bill would also require a wildfire mitigation plan and wildfire mitigation measures to include appropriate and feasible procedures for notifying customers, including, as a priority, critical first responders, healthcare facilities, and operators of telecommunications infrastructure, who may be impacted by the deenergizing of electrical lines.</p>		
<p>SB 912 Beall</p>	<p>Amended 5/25/2018</p>	<p>Assembly Desk</p>	<p>Housing: homelessness programs and affordable housing. Current law establishes various housing and home loan programs throughout the state to help low-income families and other specified groups. This bill would authorize the Budget Act of 2018 to include funding to address the issues of affordable housing, long-term homelessness solutions, and emergency homelessness interventions, as specified. The bill would also include legislative findings as to the necessity to provide additional funding for housing.</p>		

<p>SB 914 Dodd</p>	<p>Amended 6/6/2018</p>	<p>Assembly Local Government</p>	<p>Local agency contracts: construction manager at-risk construction contracts. Current law authorizes a county, until January 1, 2023, with approval of the board of supervisors, to utilize construction manager at-risk construction contracts for the erection, construction, alteration, repair, or improvement of any building owned or leased by the county, subject to certain requirements, including that the method may only be used for projects that are in excess of \$1,000,000. This bill would expand that authorization by authorizing a public entity, of which the members of the county board of supervisors make up the members of the governing body of that public entity, with the approval of its governing body, to utilize construction manager at-risk construction contracts. The bill would also authorize the county or public entity to utilize those contracts for the erection, construction, alteration, repair, or improvement of infrastructure owned or leased by the county or the public entity, as applicable, including, but not limited to, buildings, utility improvements associated with buildings, flood control and underground utility improvements, and bridges, but excluding roads.</p>		
<p>SB 918 Wiener</p>	<p>Amended 5/25/2018</p>	<p>Assembly Desk</p>	<p>Homeless Youth Act of 2018. Current law establishes various programs, including, among others, the Emergency Housing and Assistance Program, homeless youth emergency service pilot projects, and Housing First and the Homeless Coordinating and Financing Council, to provide assistance to homeless persons. Current law establishes the council to oversee the implementation of the Housing First guidelines and regulations, and, among other things, identify resources, benefits, and services that can be accessed to prevent and end homelessness in California. This bill would require the council to assume additional responsibilities, including setting specific, measurable goals aimed at preventing and ending homelessness among youth in the state.</p>		
<p>SB 957 Lara</p>	<p>Amended 4/17/2018</p>	<p>Assembly Transportation</p>	<p>Vehicles: high-occupancy vehicle lanes. Current law makes identifiers for ULEVs valid until January 1, 2019, and makes identifiers for SULEVs, enhanced AT PEZEVs, and TZEVs valid until January 1, 2019, January 1, 2022, or January 1 of the 4th year after the year in which they were issued, as specified. Current law, except as specified, prohibits a vehicle from being issued an identifier more than once. This bill would authorize an identifier to be issued commencing January 1, 2019, until January 1, 2023, to SULEVs, enhanced AT PEZEVs, and TZEVs for a vehicle that had previously been issued an identifier and would make that identifier valid until January 1, 2023, if the applicant for the identifier has a household income at or below 80% of the state median income.</p>	<p>Oppose</p>	

<p>SB 961 Allen</p>	<p>Amended 5/7/2018</p>	<p>Assembly Desk</p>	<p>Enhanced infrastructure financing districts. Would enact the Second Neighborhood Infill Finance and Transit Improvements Act, which would similarly authorize a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate tax revenues of that entity to the district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if the area to be financed is within one-half mile of a major transit stop, as specified, and, among other things, certain conditions relating to housing and the infrastructure financing plan are or will be met.</p>		
<p>SB 980 Cannella</p>	<p>Introduced 2/1/2018</p>	<p>Senate Rules</p>	<p>High-occupancy vehicle lanes. Under current law, the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, may authorize or permit exclusive or preferential use of highway lanes for high-occupancy vehicles, as specified, and are required to place and maintain signs and other traffic control devices to designate those exclusive or preferential lanes, the applicable vehicle occupancy levels, and the hours of high-occupancy vehicle use, as specified. This bill would make technical, nonsubstantive changes to those provisions.</p>		
<p>SB 1000 Lara</p>	<p>Amended 5/25/2018</p>	<p>Assembly Desk</p>	<p>Transportation electrification: electric vehicle charging infrastructure. Would prohibit a city, county, or city and county from restricting which types of electric vehicles may access an electric vehicle charging station that both is publicly accessible and the construction of which was funded, at least in part, by the state or through moneys collected from ratepayers. This bill would require the Energy Commission, in consultation with the State Air Resources Board (state board), as part of the development of the investment plan, to assess whether charging station infrastructure is disproportionately deployed, as specified, and, upon finding disproportionate deployment, to use moneys from the Alternative and Renewable Fuel and Vehicle Technology Fund, as well as other mechanisms, including incentives, to more proportionately deploy new charging station infrastructure.</p>		
<p>SB 1014 Skinner</p>	<p>Amended 5/25/2018</p>	<p>Assembly Desk</p>	<p>Zero-emission vehicles. Would require the Public Utilities Commission to establish the California Clean Miles Standard Program for zero-emission vehicles used to provide prearranged transportation services for compensation from transportation network companies with the goal to increase the percentage of passenger miles provided by zero-emission vehicles used on behalf of transportation network companies so that 20% of the passenger miles are provided by zero-emission vehicles by December 31, 2023, and 50% of the passenger miles are provided by zero-emission vehicles by December 31, 2026.</p>	<p>Support & Seek Amendment</p>	

<p>SB 1015 Allen</p>	<p>Amended 5/10/2018</p>	<p>Assembly Desk</p>	<p>California Climate Resiliency Program. Would establish the California Climate Resiliency Program to increase resiliency to climate change impacts in urban and rural communities throughout the state and to fund the planning and implementation of projects that improve and enhance the climate change resiliency of natural systems, natural and working lands, and developed areas. The bill would require that the program be developed and implemented by the Wildlife Conservation Board, in coordination with any participating state conservancies, as defined.</p>		
<p>SB 1035 Jackson</p>	<p>Amended 4/12/2018</p>	<p>Assembly Local Government</p>	<p>General plans. Current law requires, after the initial revision of a safety element in a general plan of a city or county, to identify flood hazards and address the risk of fire in certain lands upon each revision of the housing element, the planning agency to review and, if necessary, revise the safety element to identify new information relating to flood and fire hazards that was not previously available during the previous revision of the safety element. This bill would require the safety element to be reviewed and revised as necessary to address climate adaption and resiliency strategies and would require, after these revisions, 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 flood and fire hazards and climate adaptation and resiliency strategies applicable to the city or county that was not available during the previous revision of the safety element.</p>		
<p>SB 1037 Cannella</p>	<p>Introduced 2/8/2018</p>	<p>Senate Rules</p>	<p>State government finance: Road Maintenance and Rehabilitation Program. Prior to receiving an apportionment of funds under the Road Maintenance and Rehabilitation Program from the Controller in a fiscal year, current law requires a city or county to submit to the California Transportation Commission a list of projects proposed to be funded with these funds. Current law requires the commission to report to the Controller the cities and counties that have submitted a list of projects and requires the Controller, upon receipt of an initial or subsequent report, to apportion funds to cities and counties included in the report, as specified. This bill would make nonsubstantive changes to the provisions requiring the commission to submit the specified reports to the Controller.</p>		

<p>SB 1040 Dodd</p>	<p>Amended 6/4/2018</p>	<p>Assembly Human Services</p>	<p>In-home supportive services: natural disaster. The California Emergency Services Act authorizes the Governor to declare a state of emergency under specified conditions and requires a county, including a city and county, to update its emergency plan to address, among other things, how the access and functional needs population, as defined, is served by emergency communications, evacuation, and sheltering. This bill would require a county to use a void and reissue warrant process for any provider who lost or had damaged an uncashed warrant because of a natural disaster resulting in a state of emergency. The bill would require a county, including a city and county, at the next update to its emergency plan, to integrate and require the assessment and provision of supportive services to IHSS recipients.</p>		
<p>SB 1072 Leyva</p>	<p>Amended 4/25/2018</p>	<p>Assembly Desk</p>	<p>Regional Climate Collaborative Program: technical assistance. Would establish a regional climate collaborative program, to be administered by the Strategic Growth Council, to assist under-resourced communities, as defined, in a region to access statewide public and other grant moneys, as specified, for climate mitigation and adaptation projects by establishing collaboratives, as specified. The bill would authorize the council to award specified grants to collaboratives for specified activities.</p>		
<p>SB 1078 Committee on Transportation and Housing</p>	<p>Amended 4/12/2018</p>	<p>Assembly Housing and Community Development</p>	<p>Housing. Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance. Current law requires the district to require, by recorded covenants or restrictions, that housing units built pursuant to this authority remain available at affordable housing costs to, and occupied by, persons and families of very low, low-, or moderate-income households, as provided. This bill would delete an unnecessary reference to "households" in these provisions.</p>		
<p>SB 1080 Newman</p>	<p>Amended 5/25/2018</p>	<p>Assembly Desk</p>	<p>Transportation network companies: driver requirements and identification. The Passenger Charter-party Carriers' Act defines a participating driver or driver as any person who uses a vehicle in connection with a transportation network company's online-enabled application or platform to connect with passengers. This bill would require a participating driver to possess either a valid driver's license issued by the State of California or, in the case of a nonresident active duty military member or a nonresident dependent of an active duty military member, a valid driver's license issued by the other state or territory of the United States in which the member or dependent is a resident.</p>		

<p>SB 1088 Dodd</p>	<p>Amended 5/25/2018</p>	<p>Assembly Desk</p>	<p>Safety, reliability, and resiliency planning. The California Emergency Services Act, among other things, establishes the Office of Emergency Services for the purpose of mitigating the effects of natural, manmade, or war-caused emergencies and makes findings and declarations relating to ensuring that preparation within the state will be adequate to deal with those emergencies. This bill would require the office, in consultation with specified public entities, by September 30, 2019, to adopt standards for reducing risks from a major event, as defined.</p>		
<p>SB 1115 Hill</p>	<p>Introduced 2/13/2018</p>	<p>Assembly Desk</p>	<p>Property taxation: welfare exemption: low income housing. Current law limits the total exemption amount allowed to a taxpayer, with respect to a single property or multiple properties for any fiscal year on the sole basis of the application of this criterion, to \$10,000,000 of tax. This bill would delete the \$10,000,000 limitation with respect to lien dates occurring on and after January 1, 2019. The bill would require any outstanding qualified ad valorem property tax in excess of the \$10,000,000 limitation, and related interest or penalty, which was levied or imposed on and after January 1, 2017, and before January 1, 2019, with respect to qualified property for which a qualified claim was filed, to be canceled.</p>		
<p>SB 1117 Beall</p>	<p>Introduced 2/13/2018</p>	<p>Senate Rules</p>	<p>Department of Transportation: highway engineers. Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law specifies certain powers and duties of the department relative to the recruitment and retention of highway engineers, including participation by the department in student loan repayment, offering of salaries above the lowest salary step, and various other provisions. This bill would make a nonsubstantive change to these provisions.</p>		
<p>SB 1119 Newman</p>	<p>Introduced 2/13/2018</p>	<p>Assembly Transportation</p>	<p>Low Carbon Transit Operations Program. Current law requires, for recipient transit agencies whose service areas include disadvantaged communities, as specified, that those recipient transit agencies expend at least 50% of the total moneys they received as part of the Low Carbon Transit Operations Program on projects or services that meet specified requirements and benefit those disadvantaged communities. This bill would authorize a recipient transit agency to satisfy the above-stated requirement by expending at least 50% of program funds received on transit fare subsidies, specified transit connections, or technology improvements that reduce emissions of greenhouse gases.</p>	<p>Support & Seek Amendment</p>	

<p>SB 1145 Leyva</p>	<p>Amended 4/16/2018</p>	<p>Assembly Local Government</p>	<p>Enhanced infrastructure financing districts: maintenance. Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of community significance. Current law prohibits a district from financing routine maintenance and repair work. Existing law authorizes the issuance of bonds for the funding of these purposes if approved by 55% of the voters voting on a proposal to issue the bonds. This bill, instead, would authorize a district to finance the ongoing or capitalized costs to maintain public capital facilities financed in whole or in part by the district, but would prohibit the use of proceeds of bonds issued to finance maintenance of any kind.</p>		
<p>SB 1169 Anderson</p>	<p>Amended 5/2/2018</p>	<p>Senate Appropriations Suspense File</p>	<p>Violations: penalties and fines: wildfire incidents. The Public Utilities Act provides for the assessment of criminal fines and civil penalties for violations of the act or an order, decision, rule, direction, demand, or requirement of the commission. Current law requires that fines and penalties imposed by the Public Utilities Commission pursuant to the act be paid to the General Fund. This bill would require 10% of any penalty or fine assessed by the commission related to wildfire incidents to be deposited into the Wildfire Incident Penalty and Fine Fund, which the bill would establish in the State Treasury.</p>		
<p>SB 1172 Beall</p>	<p>Introduced 2/14/2018</p>	<p>Assembly Transportation</p>	<p>High-Speed Rail Authority. Current law, 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 Web site.</p>		
<p>SB 1182 Glazer</p>	<p>Amended 5/25/2018</p>	<p>Assembly Desk</p>	<p>Taxation: renters' credit. The Personal Income Tax Law authorizes various credits against the taxes imposed by that law, including a credit for qualified renters in the amount of \$120 for spouses filing joint returns, heads of household, and surviving spouses if adjusted gross income is \$50,000, as adjusted, or less, and in the amount of \$60 for other individuals if adjusted gross income is \$25,000, as adjusted, or less. Current law requires the Franchise Tax Board to annually adjust for inflation these adjusted gross income amounts. For 2017, the adjusted gross income limit is \$80,156 and \$40,078, respectively. This bill, for each taxable year beginning on and after January 1, 2018, would increase the credit amount for a qualified renter, as specified, and would require the Franchise Tax Board to annually adjust for inflation the credit amount for taxable years on and after January 1, 2023.</p>		

<p>SB 1226 Bates</p>	<p>Amended 5/3/2018</p>	<p>Assembly Desk</p>	<p>Building standards: building permits. The California Building Standards Law requires that only those building standards approved by the California Building Standards Commission, and that are effective at the local level at the time an application for a building permit is submitted, apply to the construction performed under that building permit. This bill would require the department to propose the adoption of a building standard to the California Building Standards Commission pursuant to existing law that would authorize, when a record of the issuance of a building permit for the construction of an existing residential unit does not exist, the above-described enforcement officials to determine when the residential unit was constructed and then apply the State Housing Law, the building standards published in the California Building Standards Code, and other specified rules and regulations in effect on that date and issue a retroactive building permit for that construction.</p>		
<p>SB 1227 Skinner</p>	<p>Amended 6/4/2018</p>	<p>Assembly Housing and Community Development</p>	<p>Density bonuses. Would require a density bonus to be provided to a developer that agrees to construct a housing development in which all units in the development are used for students enrolled full-time at an institution of higher education accredited by the Western Association of Schools and Colleges or the Accrediting Commission for Community and Junior Colleges, where 20% of the units are used for lower income students, as defined, provided at a specified rent level, and the development provides priority for the applicable affordable units for lower income students experiencing homelessness. The bill would require that these units be subject to a recorded affordability restriction of 55 years.</p>		
<p>SB 1251 McGuire</p>	<p>Amended 5/31/2018</p>	<p>Assembly Rules</p>	<p>California Training Benefits Program. Current law, until January 1, 2019, establishes the California Training Benefits Program, which authorizes an unemployed individual who files a claim for unemployment compensation benefits or extended duration benefits to apply to the Employment Development Department for a determination of potential eligibility for benefits during a period of training or retraining. This bill would delete the repeal of the California Training Benefits Program, thereby providing for its operation in perpetuity.</p>		

<p>SB 1253 Jackson</p>	<p>Amended 5/7/2018</p>	<p>Senate Appropriations Suspense File</p>	<p>Income taxes: low-income housing: credit. Current law limits the total annual amount of the state low-income housing credit for which a federal low-income housing credit is required to the sum of \$70,000,000, as increased by any percentage increase in the Consumer Price Index for the preceding calendar year, any unused credit for the preceding calendar years, and the amount of housing credit ceiling returned in the calendar year. This bill would increase the aggregate amount of the low-income housing tax credit for calendar years 2019 through 2030, as specified, and would additionally authorize a low-income housing project located in a qualified opportunity zone, as defined, to receive a low-income housing tax credit under the increased aggregate amount.</p>		
<p>SB 1260 Jackson</p>	<p>Amended 5/25/2018</p>	<p>Assembly Desk</p>	<p>Fire prevention and protection: prescribed burns. Current law requires a local agency to designate, by ordinance, very high fire hazard severity zones in its jurisdiction, as provided in connection with a state program for fire prevention. This bill would require the local agency to transmit a copy of the adopted ordinance to the State Board of Forestry and Fire Protection within 30 days of adoption. By imposing a new duty on a local agency, the bill would impose a state-mandated local program.</p>		
<p>SB 1262 Newman</p>	<p>Amended 4/10/2018</p>	<p>Assembly Transportation</p>	<p>Construction Manager/General Contractor project delivery method: Department of Transportation. Would remove the cap on the number of projects for which the Department of Transportation is authorized to use the CM/GC method, eliminate the minimum construction costs limitation, and make conforming changes to existing provisions. The bill would impose the requirement to use department employees or consultants to perform project design and engineering services on at least 2/3 of the projects delivered by the department utilizing the CM/GC method.</p>		
<p>SB 1328 Beall</p>	<p>Amended 6/4/2018</p>	<p>Assembly Transportation</p>	<p>Mileage-based road usage fee. Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. Under current law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified. Current law repeals these provisions on January 1, 2019. This bill would extend the operation of these provisions until January 1, 2023.</p>		

<p>SB 1333 Wieckowski</p>	<p>Amended 5/25/2018</p>	<p>Assembly Desk</p>	<p>Planning and zoning: general plan: zoning regulations: charter cities. The Planning and Zoning Law authorizes the legislative body to adopt ordinances that, among other things, regulate the use of buildings, structures, and land as between industry, business, residences, and other uses in accordance with specified procedures. Current law specifies that these provisions of the Planning and Zoning Law relating to general plans and zoning ordinances generally do not apply to charter cities, but requires a charter city to adopt, by resolution of the legislative body of the charter city or, if the charter so provides, the planning commission, a general plan that contains the mandatory elements required by that law and to comply with specified additional requirements relating to reporting to the Department of Housing and Community Development and low- and moderate-income housing in the coastal zone. This bill would delete the limitation regarding charter cities and instead specify that these provisions of the Planning and Zoning Law apply to charter cities, and would provide that development agreements entered into before January 1, 2018, are not subject to those provisions.</p>		
<p>SB 1342 Cannella</p>	<p>Introduced 2/16/2018</p>	<p>Senate Rules</p>	<p>Autonomous vehicles. Current law authorizes an autonomous vehicle to be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met, including that the autonomous vehicle is being operated on roads in the state solely by employees, contractors, or other persons designated by the manufacturer of the autonomous technology. Current law defines "autonomous technology" and "autonomous vehicle" for those purposes. This bill would make technical, nonsubstantive changes to those provisions</p>		
<p>SB 1347 Stern</p>	<p>Amended 5/10/2018</p>	<p>Assembly U. & E.</p>	<p>Energy storage systems: procurement. Would, by January 1, 2020, require the Public Utilities Commission, in addition to the requirements described above, to direct electrical corporations, community choice aggregators, electric service providers, and certain electrical cooperatives (collectively, load-serving entities) to procure their proportionate share of a total of 2,000 megawatts, in aggregate, of energy storage systems and would authorize the commission to direct the load-serving entities to procure additional energy storage system capacity, as specified. The bill would authorize the electrical corporations to own and operate a certain percentage of these energy storage systems, measured by capacity, if certain conditions are met.</p>		
<p>SB 1350 Stern</p>	<p>Introduced 2/16/2018</p>	<p>Senate Rules</p>	<p>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. This bill contains other existing laws.</p>		

SB 1376 Hill	Amended 3/22/2018	Assembly Desk	Transportation network companies: accessibility for persons with disabilities. Would express the intent of the Legislature that every transportation network company ensure that it provides full and equal access to all persons with disabilities.		
SB 1384 Bates	Introduced 2/16/2018	Senate Gov. & F.	Repatriation Infrastructure Fund. Would, until July 1, 2025, require the Department of Finance, in consultation with the Franchise Tax Board, to estimate, on an annual basis by November 1 of each year, the amount of revenue to be received from state taxes in the next fiscal year as a consequence of enactment of a federal corporate repatriation statute pursuant to which foreign earnings of United States-based corporations that are currently invested abroad are moved to the United States.		
SB 1387 Beall	Introduced 2/16/2018	Assembly 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 1401 Wieckowski	Introduced 2/16/2018	Assembly Natural Resources	Climate change: climate adaptation information: clearinghouse. Current law requires the Office of Planning and Research to coordinate with appropriate entities to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities. The bill would require the office to seek feedback from entities that use the clearinghouse to maximize the efficacy and usefulness of the clearinghouse.		
SB 1403 Lara	Amended 5/25/2018	Assembly Desk	California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program. Current law requires the State Air Resources Board, when funding a specified class of projects, to allocate, until January 1, 2020, no less than 20% of that available funding to support the early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology. This bill instead would require the state board, when funding a specified class of projects, to allocate, until December 31, 2030, no less than 20% of that available funding to support the early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology.		

SB 1415 McGuire	Amended 5/25/2018	Assembly Desk	Housing. Would require each entity responsible for enforcing building standards and other regulations of the State Fire Marshal, as specified, to inspect, every 5 years, all structures within the entity's responsibility that are in the Factory Industrial Group F, High-Hazard Group H, and Storage Group S occupancy classifications, as described, for compliance with those standards and regulations, or, if applicable, more stringent or restrictive local regulations. The bill would authorize an entity that inspects a structure pursuant to these provisions to charge and collect a fee from the owner of the structure to recover the costs of the inspection or related fire and life safety activities.		
SB 1416 McGuire	Amended 4/4/2018	Assembly Local Government	Local government: nuisance abatement. Current law authorizes the legislative body of a city or county to establish a procedure to use a nuisance abatement lien or a special assessment to collect abatement costs and related administrative costs. This bill would authorize, until January 1, 2024, the legislative body of a city or county to also collect fines related to the nuisance abatement using a nuisance abatement lien or a special assessment.		
SB 1427 Hill	Amended 4/4/2018	Assembly Judiciary	Discrimination: veteran or military status. Current law defines specified terms, including the term "source of income," in connection with provisions that prohibit discrimination in housing accommodations. This bill would specify that a federal Department of Housing and Urban Development Veterans Affairs Supportive Housing voucher is a source of income.	Sponsor	
SB 1434 Leyva	Amended 5/2/2018	Assembly Desk	Transportation electrification: electricity rate design. Would require the PUC to direct electrical corporations with more than 100,000 service connections in California to file rate design applications, specific to transit agencies as commercial customers, that support and accelerate the deployment of zero-emission transit buses to reduce dependence on petroleum, meet air quality standards, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. The bill would authorize an electrical corporation with 100,000 or fewer service connections in California to file rate design applications for those purposes.		
SB 1463 Moorlach	Amended 3/22/2018	Senate Environmental Quality	California Global Warming Solutions Act of 2006: scoping plan: Greenhouse Gas Reduction Fund. The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board to include greenhouse gas emissions from wildlands and forest fires in the scoping plan.		

<p>SB 1478 Leyva</p>	<p>Introduced 2/16/2018</p>	<p>Senate Rules</p>	<p>California Global Warming Solutions Act of 2006. The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with the act. This bill would make a technical, nonsubstantive change to that provision.</p>		
<p>SB 1487 Stern</p>	<p>Amended 5/25/2018</p>	<p>Assembly Desk</p>	<p>Iconic African Species Protection Act. Would enact the Iconic African Species Protection Act and would prohibit the possession of specified African species and any part, product, offspring, or the dead body or parts thereof, including, but not limited to, the African elephant or the black rhinoceros, by any individual, firm, corporation, association, or partnership within the State of California, except as specified for, among other things, use for educational or scientific purposes by a bona fide educational or scientific institution, as defined.</p>		
<p>SCA 6 Wiener</p>	<p>Amended 5/1/2017</p>	<p>Senate Appropriations Suspense File</p>	<p>Local transportation measures: special taxes: voter approval. Would require that the imposition, extension, or increase by a local government of a special tax as may otherwise be authorized by law, whether a sales or transactions and use tax, parcel tax, or other tax for the purpose of providing funding for transportation purposes be submitted to the electorate by ordinance and approved by 55% of the voters voting on the proposition. The measure would authorize an ordinance submitted to the voters for approval under these provisions to provide, as otherwise authorized by law, for the issuance of bonds payable from the revenues from the special tax.</p>	<p>Support</p>	
<p>SCA 20 Glazer</p>	<p>Amended 4/23/2018</p>	<p>Senate Appropriations Suspense File</p>	<p>Local sales taxes: online sales. Would provide that, on and after January 1, 2020, for the purpose of distributing the revenues derived under a sales tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law, the retail sale of tangible personal property by a qualified retailer, as defined, that is transacted online is instead consummated at the point of the delivery of that tangible personal property to the purchaser's address or to any other delivery address designated by the purchaser.</p>		

Federal Bills

United States House of Representatives					
Bill Number (Author)	Topic	Current Version	Status	Summary	MTC Position
H.R. 4 (Shuster)	Federal Aviation Administration Reauthorization	4/27/18	Senate Calendar	Reauthorizes programs of the Federal Aviation Administration. Other provisions include requiring that metropolitan planning organization boards include local elected officials and a reduction in the statute of limitation for states utilizing state-federal reciprocity for environmental review of surface transportation projects.	
H.R. 100 (Brownley)	Support Local Transportation Act	1/4/17	House Transportation & Infrastructure Committee	Increases share of the Surface Transportation Block Grant (STBG) Program that is suballocated on the basis of population from 55% to 65% by fiscal year 2020.	
H.R. 482 (Gozar)	Fair Housing	1/12/17	House Financial Services Committee	Prohibits the Department of Housing and Urban Development from implementing the 2015 Affirmatively Furthering Fair Housing rule.	
H.R. 537 (DeLauro)	National Infrastructure Development Bank Act of 2017	1/17/17	House Energy & Commerce, Transportation & Infrastructure, Financial Services and Ways and Means Committees	Establishes a National Infrastructure Development Bank, sets project eligibility criteria parameters to include consideration of economic, environmental, social and job creation benefits; and establishes a National Infrastructure Development Bank Trust Fund funded with the newly-authorized American Infrastructure Bond Program.	
H.R. 824 (Smith)	No Transportation Funds for Sanctuary Cities	2/3/17	House Transportation & Infrastructure Committee	Prohibits federal highway funding and national infrastructure investment grant awards for projects located in a "sanctuary jurisdiction."	Oppose
H.R. 891 (Meadows)	Federal Transit Modernization Act of 2017	2/7/17	House Transportation & Infrastructure Committee	Repeals requirements that condition certain financial assistance for public transportation projects upon employee protective arrangements approved by the Secretary of Labor. The intent is to support private partnerships with public transit agencies.	
H.R. 932 (Ellison)	Mobility Opportunity and Vocation Enabling Act	2/8/17	House Transportation & Infrastructure Committee	Directs the Department of Transportation to establish multimodal transportation connectivity and accessibility performance measures.	
H.R. 948 (Ellison)	Common Sense Housing Investment Act of 2017	2/7/17	House Ways & Means and House Financial Services Committees	Phases out the mortgage interest deduction and directs savings to the Housing Trust Fund, rental assistance programs, and the Public Housing Capital Fund.	

H.R. 1028 (Sires)	Commute Less Act of 2017	2/14/17	House Transportation & Infrastructure Committee	Requires each metropolitan planning organization serving a transportation management area to establish an employer advisory council, which shall create a commuter trip reduction plan.	
H.R. 1346 (Lipinski)	MPO coordination rule repeal legislation	4/6/17	Senate companion bill passed and presented to the President	Repeals the rule issued by the Federal Highway Administration and Federal Transit Administration entitled "Metropolitan Planning Organization Coordination and Planning Area Reform."	Support
H.R. 1458 (Blumenauer)	Raise and Index to Sustainably and Efficiently Invest in Transportation Act	3/9/17	House Ways & Means Committee	Increases the federal excise tax on gasoline and diesel fuel to 33.3 cents and 39.3 cents, respectively.	
H.R. 1664 (DeFazio)	Investing in America: A Penny for Progress Act	3/23/17	House Transportation & Infrastructure and Ways & Means Committees	Indexes the gas and diesel tax to inflation and directs the proceeds to new "Invest in America" bonds. Distributes the resulting revenue to highway and transit programs authorized in the Fixing America's Surface Transportation Act.	
H.R. 1669 (Delaney)	Partnership to Build America Act of 2017	3/23/17	House Transportation & Infrastructure and Ways & Means Committees	Establishes the American Infrastructure Fund to provide bond guarantees and make loans to States, local governments, and infrastructure providers for investments in certain infrastructure projects.	
H.R. 2241 (Holding)	Commuter Benefits	4/28/17	House Ways & Means Committee	Amends the Internal Revenue Code of 1986 to treat qualified alternative commuter programs, including commutes facilitated through transportation network company providers, as an excludable qualified transportation fringe benefit.	
H.R. 2347 (Torres)	Regional Infrastructure Accelerator Program	5/3/17	House Transportation & Infrastructure Committee	Directs the Secretary of the Treasury to establish a regional infrastructure accelerator program to facilitate certain infrastructure projects.	
H.R. 2391 (Sanford)	Highway Restoration Act of 2017	5/4/17	House Ways & Means Committee	Phases out the Mass Transit Account by 2021. Beginning in FY 2022, no funds would be transferred to the Mass Transit Account from the Highway Trust Fund.	
H.R. 2559 (Crowley)	Bike to Work Act of 2017	5/19/17	House Ways & Means Committee	Amends the Internal Revenue Code to include a bicycle sharing system as a mass transit facility for purposes of the tax exclusion of employer-paid commuting expenses.	
H.R. 3001 (Lowenthal)	National Multimodal and Sustainable Freight Infrastructure Act	6/22/17	House Transportation & Infrastructure and Ways & Means Committees	Establishes a Multimodal Freight Funding Formula Program and a National Freight Infrastructure Competitive Grant Program funded through a one percent waybill fee on the cost of transporting goods.	

H.R. 3388 (Latta)	Safely Ensuring Lives Future Deployment and Research In Vehicle Evolution Act	9/7/17	Senate Commerce, Science & Transportation Committee	Memorializes the Federal role in ensuring the safety of highly automated vehicles as it relates to design, construction and performance by encouraging the testing and deployment of such vehicles.	
H.R. 4241 (Etsy)	Transportation Access and System Connection Act of 2017	11/6/17	House Transportation & Infrastructure Committee	Directs the Secretary of Transportation to carry out a pilot program to improve performance- based transportation planning.	
H.R. 4739 (Hastings)	Build America Act of 2018	1/9/18	House Transportation & Infrastructure Committee	Authorizes the national infrastructure investment program (also known as TIGER) and provides dedicated funding for both TIGER and the capital investment grant program.	
H.R. 4766 (DeFazio)	Positive Train Control Implementation and Financing Act of 2018	1/12/18	House Transportation & Infrastructure Committee	Prohibits extending the requirement to implement positive train control (PTC) past December 31, 2018 and authorized grant funding to support PTC implementation along intercity and commuter rail lines.	
H.R. 4800 (Eshoo)	Broadband Conduit Deployment Act of 2018	1/17/18	House Transportation & Infrastructure Committee	Requires states to evaluate and, if needed, include as part of a highway expansion project the installation of broadband conduit infrastructure.	
H.R. 4889 (Beyer)	Healthy Climate and Family Security Act of 2018	1/29/18	House Energy & Commerce and Ways & Means Committees	Authorizes a federal cap-and-trade program and distributes auction revenues and penalty fees to eligible individuals. The new program would not preempt state or regional greenhouse gas initiatives.	
H.R. 4926 (Blumenauer)	American Opportunity Carbon Fee Act of 2018	2/6/18	House Education and the Workforce, Energy & Commerce, Transportation & Infrastructure, Veterans' Affairs and Ways & Means Committees	Amends the Internal Revenue Code of 1986 to provide for carbon dioxide and other greenhouse gas emission fees, reduce the rate of the corporate income tax, provide tax credits to workers and deliver additional benefits to retired and disabled Americans.	
H.R. 5003 (Hultgren)	Advance Refunding Bonds	2/13/18	House Ways & Means Committee	Reinstates advance refunding bonds.	
HR. 5032 (Lipinski)	Toll Credit Marketplace Act	2/15/18	House Transportation & Infrastructure Committee	Establishes a pilot toll credit marketplace program for states to buy and sell toll credits.	
H.R. 5198 (Buck)	Restoring Local Control Act	3/7/18	House Transportation & Infrastructure Committee	Makes changes to metropolitan planning organization designation and board representation requirements.	
H.R. 5542 (Velazquez)	Transportation Equity Act	4/17/18	House Transportation & Infrastructure Committee	Establishes a grant program to reimburse public transportation agencies that offer free unlimited transportation passes to eligible individuals.	

United States Senate

Bill Number (Author)	Topic	Current Version	Status	Summary	MTC Position
S. 87 (Toomey)	Sanctuary Cities	1/10/17	Senate Judiciary Committee	Prohibits sanctuary jurisdictions, as defined by the legislation, from receiving certain federal funds, including Community Development Block Grants.	
S. 103 (Lee)	Local Zoning Decisions Protection Act of 2017 (fair housing)	1/11/17	Senate Banking, Housing & Urban Affairs Committee	Prohibits the Department of Housing and Urban Development from implementing the 2015 Affirmatively Furthering Fair Housing rule.	
S. 181 (Brown)	To ensure that certain Federal public works and infrastructure projects use materials produced in the United States	1/20/17	Senate Homeland Security & Governmental Affairs Committee	Expands "Buy American" provisions to ensure federal public works and infrastructure projects use manufactured products and commodity construction materials produced in the United States.	
S. 195 (Flake)	Transportation Investment Recalibration to Equality (TIRE) Act	1/24/17	Senate Environment & Public Works Committee	Repeals 23 U.S.C. 113, which establishes prevailing wage requirements for certain federal highway projects.	
S. 496 (Duckworth)	MPO coordination rule repeal legislation	5/12/17	Public Law No: 115-33	Repeals the rule issued by the Federal Highway Administration and Federal Transit Administration entitled "Metropolitan Planning Organization Coordination and Planning Area Reform."	Support
S. 548 (Cantwell)	Affordable Housing Credit Improvement Act of 2017	3/7/17	Senate Finance Committee	Increases and expands the federal low-income housing tax credit programs.	
S. 604 (Hatch)	Highway Rights-of-Way Permitting Efficiency Act of 2017	3/9/17	Senate Environment & Public Works Committee	Enhances State permitting authority along highway rights-of-way to encourage expansion of broadband service to rural communities, and for other purposes	
S. 922 (Durbin)	Climate Change Adapt America Fund Act of 2017	4/24/17	Senate Finance Committee	Requires the Department of the Treasury to issue climate change obligations. The proceeds from the debt obligations must be deposited in the Adapt America Fund to fund projects for reducing economic, social, and environmental impact of the adverse effects of climate change.	
S. 967 (Enzi)	Marketplace Fairness Act of 2017	4/27/17	Senate Banking, Housing & Urban Affairs Committee	Enables enable state governments to collect state and local sales and use taxes from remote retailers with no physical presence in their state.	

S. 1168 (Warner)	Building and Renewing Infrastructure for Development and Growth in Employment Act	5/17/17	Senate Finance Committee	Establishes a national Infrastructure Financing Authority to provide loans and loan guarantees to states and localities for transportation, broadband, energy and water infrastructure projects.	
S. 1229 (Hoeven)	Move America Act of 2017	5/25/17	Senate Finance Committee	Expands tax-exempt private activity bonds and creates a new infrastructure tax credit program to increase investment in public-use transportation, water or broadband infrastructure.	
S. 1607 (Hatch)	Federal Highway Aid Performance-Based Improvement Act of 2017	7/20/17	Senate Environment & Public Works Committee	Establishes a pilot program to transform the Federal-aid highway program to a performance- and outcome-based program.	
S. 1885 (Thune)	American Vision for Safer Transportation through Advancement of Revolutionary Technologies Act	11/28/17	Senate Legislative Calendar under General Orders	Clarifies the Federal role in the regulation of highly automated vehicles and authorizes other provisions to support the development of highly automated vehicle technologies.	
S. 1996 (Booker)	Environmental Justice Act of 2017	10/24/17	Senate Environment & Public Works Committee	Requires Federal agencies to address environmental justice and consider cumulative impacts in permitting decisions for infrastructure, including for housing and transportation.	
S. 2352 (Van Hollen)	Healthy Climate and Family Security Act of 2018	1/29/18	House Energy & Commerce and Ways & Means Committees	Authorizes a federal cap-and-trade program and distributes auction revenues and penalty fees to eligible individuals. The new program would not preempt state or regional greenhouse gas initiatives.	
S. 2368 (Whitehouse)	American Opportunity Carbon Fee Act of 2018	2/5/18	Senate Finance Committee	Amends the Internal Revenue Code of 1986 to provide for carbon dioxide and other greenhouse gas emission fees, reduce the rate of the corporate income tax, provide tax credits to workers and deliver additional benefits to retired and disabled Americans.	
S. 2381 (Klobuchar)	Streamlining and Investing in Broadband Infrastructure	2/6/18	Senate Environment & Public Works Committee	Requires that states incorporate into certain highway projects the instillation of broadband conduits.	
S. 2586 (Cornyn)	Clean Water Act delegation authority	3/21/18	Senate Environment & Public Works Committee	Authorizes states to assume delegation authority for certain Clean Water Act responsibilities related to federal transportation project approvals	
S. 2587 (Cornyn)	Endangered Species Act delegation authority	3/21/18	Senate Environment & Public Works Committee	Authorizes states to assume delegation authority for certain Endangered Species Act responsibilities related to federal transportation project approvals. .	
S. 2588 (Cornyn)	Historic preservation delegation authority	3/21/18	Senate Environment & Public Works Committee	Authorizes states to assume delegation authority for certain historic preservation responsibilities relating to federal transportation project approvals.	

California State Legislative Calendar 2018

<p>January 1 Statutes take effect. 3 Legislature reconvenes. 10 Budget Bill must be submitted by Governor. 12 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house in the odd-numbered year. 15 Martin Luther King, Jr. Day. 19 Last day for any committee to hear and report to the floor bills introduced in that house in the odd-numbered year. Last day to submit bill requests to the Office of Legislative Counsel. 31 Last day for each house to pass bills introduced in that house in the odd-numbered year.</p>	<p>June 1 Last day for bills to be passed out of house of origin. 4 Committee meetings may resume. 15 Budget Bill must be passed by midnight. 28 Last day for a legislative measure to qualify for the November 6 General Election Ballot 29 Last day for policy committees to hear and report fiscal bills to fiscal committees.</p>
<p>February 16 Last day for bills to be introduced. 19 Presidents' Day.</p>	<p>July 4 Independence Day. 6 Last day for policy committees to hear and report bills. Summer Recess begins upon adjournment of session, provided Budget Bill has been passed.</p>
<p>March 22 Spring Recess begins upon adjournment. 30 Cesar Chavez Day observed.</p>	<p>August 6 Legislature reconvenes from Summer Recess. 17 Last day for fiscal committees to meet and report bills to the floor. 20-31 Floor session only. No committees, other than Conference or Rules Committees, may meet for any purpose. 24 Last day to amend bills on the floor. 31 Last day for each house to pass bills. Final Recess begins on adjournment.</p>
<p>April 2 Legislature reconvenes from Spring recess. 27 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house.</p>	<p>September 30 Last day for Governor to sign or veto bills passed by the Legislature before September 1 and in the Governor's possession on or after September 1.</p>
<p>May 11 Last day for policy committees to hear and report to the floor nonfiscal bills introduced in their house. 18 Last day for policy committees meet prior to June 4. 25 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 4. 28 Memorial Day. 27 – Floor session only. No committees, other than Conference June 1 or Rules Committees, may meet for any purpose.</p>	<p>October 1 Bills enacted on or before this date take effect January 1, 2019.</p> <p>November 6 General Election.</p> <p>December 3 2019-2020 Regular Session convenes for organizational meeting.</p> <p>January 2019 1 Statutes take effect.</p>

Source: Senate & Assembly websites.

*Dates are subject to change.

115th United States Congress, Second Session (Tentative) Calendar*

<p>January</p> <p>1 New Year’s Day 3 House and Senate reconvene. 12-15 House district work period 15 Martin Luther King, Jr. Day 22-26 House district work period</p>	<p>July</p> <p>2-6 Senate state work period 2-9 House district work period 4 Independence Day 20-22 House district work period 27-31 House district work period</p>
<p>February</p> <p>1-2 House district work period 5 Deadline for President’s budget submission. 8-12 House district work period 19 President’s Day 19-23 House/Senate work periods</p>	<p>August</p> <p>1-31 House district work period 6-31 Senate state work period</p>
<p>March</p> <p>2 House district work period 9-12 House district work period 16-17 Senate state work period 23-30 House district work period 26-30 Senate district work period</p>	<p>September</p> <p>3 House/Senate work period and Labor Day 10-11 House district work period 17-24 House district work period</p>
<p>April</p> <p>2-6 Senate state work period 2-9 House district work period 15 Congressional concurrent resolution budget deadline. 20-23 House district work period 30 House/Senate work period</p>	<p>October</p> <p>5 – 8 House district work period 8 Columbus Day 15-31 House district work period 29-31 Senate state work period</p>
<p>May</p> <p>1-4 House/Senate work period 11-14 House district work period 25-31 House district work period 28 Memorial Day 28-31 Senate state work period</p>	<p>November</p> <p>1-12 House/Senate work period 12 Veterans’ Day observed. 19-23 Senate state work period 19-26 House district work period 22 Thanksgiving Day observed.</p>
<p>June</p> <p>1 Senate state work period 1-4 House district work period 15 Deadline for Congressional action on budget reconciliation. 15-18 House district work period 29 House district work period</p>	<p>December</p> <p>14 Target for Senate adjournment. 14-21 House district work week 25 Christmas day</p>

Source: Senate & House of Representatives websites.

*Dates are subject to change.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0443 **Version:** 1 **Name:**
Type: Senate Bill **Status:** Commission Approval
File created: 5/24/2018 **In control:** Legislation Committee
On agenda: 6/8/2018 **Final action:**
Title: SB 912 (Beall): Homelessness and Affordable Housing Funding - Support

Would require that \$2 billion be allocated from the General Fund to the Department of Housing and Community Development.

Sponsors:

Indexes:

Code sections:

Attachments: [3a_SB 912 \(Beall\).pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

SB 912 (Beall): Homelessness and Affordable Housing Funding - Support

Would require that \$2 billion be allocated from the General Fund to the Department of Housing and Community Development.

Presenter:

Rebecca Long

Recommended Action:

Support / Commission Approval

Attachments:



Memorandum

TO: Legislation Committee

DATE: June 1, 2018

FR: Executive Director

RE: SB 912 (Beall): Homelessness and Affordable Housing Funding – Support

Background

Senate Bill 912 (Beall) would allocate \$2 billion, upon appropriation of the Legislature, to the Department of Housing and Community Development. Of this amount, \$1 billion would be allocated to the state's Multifamily Housing Program to construct and preserve affordable rental housing for low-income households (households earning 60 percent area median income or below).

The remaining \$1 billion would be used to address homelessness as follows:

- \$700 million for grants to cities and counties that provide matching funds to alleviate chronic homelessness. Localities could use grants to fund a range of investments including but not limited to targeted emergency shelters, rapid rehousing, affordable housing construction and rental assistance.
- \$200 million for grants through the Housing for a Healthy California Program
- \$50 million for the California Emergency Solutions Grants Program. Grants would be used to support homeless youth.
- \$50 million for a new Domestic and Sexual Violence Prevention Complementary Services Fund to provide housing and services for survivors of domestic violence. The bill would provide that this fund be established within the Office of Emergency Services.

SB 912 would augment the state funding bills (SB 2 (Atkins, 2017) and SB 3 (Beall, 2017)) passed as part of the 2017 housing package. For reference, SB 2 is expected to generate \$250 million annually through a new document recording fee and SB 3 authorized a \$4 billion state housing bond which California voters will consider at the November 2018 election. The Bay Area has also increased investments in homelessness and affordable housing in recent years through voter approval of more than \$1.5 billion in housing bonds in 2016. These recent actions to reinvest in affordable housing follow years of steep cuts in state and federal affordable housing support.

Recommendation: Support

Discussion

Like many areas throughout the state, high housing costs in the Bay Area are driving workers further and further away from job centers, degrading their quality of life, hindering our efforts to achieve state climate goals, and threatening the region's ability to remain an economic engine for the state and the nation. With San Francisco and East Bay rental rates and housing prices reaching historical highs and homelessness affecting increasing numbers of Bay Area residents, the need for more affordable housing in the region could not be more apparent.

SB 912, though not a panacea, would invest in critical infrastructure and services to help localities address immediate homelessness and housing needs while also looking down the road for longer-term solutions, including preserving and creating more affordable housing. Seeking additional funding for affordable housing is a goal of our 2018 Joint MTC/ABAG Advocacy Program. Accordingly, staff recommends a “support” position on SB 912.

Known Positions

Support

Affirmed Housing
American Planning Association
California Chapter Aspiranet
Association of California Cities – Orange
County Bridge Housing
California Apartment Association
California Housing Consortium
California State Association of Counties
California Welfare Directors Association
City of Berkeley
City of El Cerrito
City of Glendale
City of San Jose
City of San Marcos
Community Home Builders and Associates
Corporation for Supportive Housing
County Behavioral Health Directors
Association of California

Housing Authority of the County of Santa
Barbara
Life Skills Training and Education Programs,
Inc. (LifeSTEPS)
Non-Profit Housing Association of Northern
California
Pacific Companies Paulett Taggart Associates,
Inc.
Richmond Neighborhood Housing Services
Inc.
Rural County Representatives of California
Sacramento County Board of Supervisors
Santa Clara County
Tenderloin Neighborhood Development
Corporation
Urban Counties Caucus of California
Western Community Housing, Inc.

Opposition

None on file



Steve Heminger

Attachments

SH:ggd

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0424 **Version:** 1 **Name:**

Type: Senate Bill **Status:** Commission Approval

File created: 5/11/2018 **In control:** Legislation Committee

On agenda: 6/15/2018 **Final action:**

Title: SB 828 (Wiener): Regional Housing Needs Assessment and Allocation - Support

Senate Bill 828 would update the state’s methodology for assessing California’s future housing needs and make changes to the process by which councils of government distribute regional housing needs allocations to local jurisdictions.

Sponsors:

Indexes:

Code sections:

Attachments: [3b_SB 828 \(Wiener\).pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

SB 828 (Wiener): Regional Housing Needs Assessment and Allocation - Support

Senate Bill 828 would update the state’s methodology for assessing California’s future housing needs and make changes to the process by which councils of government distribute regional housing needs allocations to local jurisdictions.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Support / Commission Approval

Attachments:



Memorandum

TO: Legislation Committee

DATE: June 1, 2018

FR: Executive Director

W.I. 1131

RE: SB 828 (Wiener): Regional Housing Needs Assessment and Allocation – Support

Background

Senate Bill 828 proposes to make significant changes to the regional housing needs assessment and allocation process. The regional housing needs allocation (RHNA) informs the land use development pattern for each region's long-range transportation and land use plan, or Sustainable Communities Strategy (SCS), as mandated by SB 375 (Steinberg, 2008).

State Assessment of Regional Housing Need

Existing law requires the Department of Housing and Community Development (HCD) to determine the existing and projected housing need for each region, which, in theory, should account for any shortage of housing in the existing housing stock, or "unmet need." Despite this, HCD's needs projections for previous RHNA cycles have been criticized as underestimating housing demand (see Attachment A). In response to this criticism, HCD has already begun taking steps to revise its methodology. For example, HCD's recent draft regional housing determination for San Diego – the first of the Bay Area's counterparts to receive their draft determination – was about 30 percent higher on an annualized basis than the region's previous regional housing need projection. This draft determination reflected several significant changes from previous RHNA cycles, including applying all "allowances" (that is, criteria used to determine unit increases to adjust for unmet need indicated by low vacancy rates and overcrowding and loss of older housing units) to the *total* number of projected households in the region, rather than only the increment of *new* households. In short, if HCD continues on the path they are on, staff anticipates a significant increase in HCD's assessment of need relative to the previous methodology for all regions of the state.

SB 828 Seeks to Correct for Previous Undercounting of Statewide Housing Need

On May 25, an amended version of SB 828 was released that incorporates changes to the bill that were discussed at a May 1st meeting with Senator Wiener and representatives from MTC and the Association of Bay Area Governments (ABAG). The amended version would codify changes to the underlying methodology HCD uses to forecast regional housing need so that it is an accurate reflection of the number of units needed to house each region's projected population. Specifically, the amended bill would:

- 1) Provide new direction to HCD that the regional determination should correct for "unhealthy" conditions in the existing housing stock by requiring that the department apply allowances to each region's total number of projected households.
- 2) Require that HCD consider a new allowance factor to account for rent burdened households and codify a range of target vacancy rates.
- 3) Add flexibility for each COG to determine what a "healthy housing market" looks like for its region, as it relates to rates of overcrowding and cost burden, by determining the average rates in comparable regions throughout the nation.

Changes to RHNA: A New Emphasis on Equity and Housing in High Opportunity/Affluent Areas

The amended bill would also make changes to the process by which councils of governments (COGs) allocate RHNA to local jurisdictions by prohibiting a COG from considering prior underproduction of housing or stagnant

population growth to justify a lower allocation in the future. The bill also requires that the final RHNA plan demonstrate government efforts to reduce racial and wealth disparities regionwide by weighting housing allocations toward high-income jurisdictions that meet both of the following criteria:

- 1) A locality with median employed household incomes above the 50th percentile for the region.
- 2) A locality that either contains a major regional job center or contains high-quality public transportation for the region, such as a major transit stop or stops along a high quality transit corridor, that connects to a regional job center.

Local Zoning and RHNA as a Floor for Future Housing Production

SB 828 would require that localities zone for 125 percent of their RHNA allocation by providing that each jurisdiction's Housing Element site inventory identify sites sufficient to provide for at least 125 percent of the jurisdiction's RHNA. The rationale for this "over-zoning" requirement is that jurisdictions rarely distribute 100 percent of the permits allowed under their zoning maximums. It would also revise legislative intent language in current law that explicitly recognizes that "future housing production may not equal the regional housing need established for planning purposes," and instead provides that "*reasonable actions should be taken by local and regional governments to ensure that future housing production meet, at a minimum, the regional housing need established for planning purposes.*"

Amendments Address MTC's Technical Concerns with Earlier Versions of SB 828

As detailed in our May 4th Joint MTC and ABAG Legislation Committee memo (Attachment B), the initial version of SB 828 would have potentially resulted in double or even triple counting statewide and regional housing needs for the next RHNA cycle. Additionally, specific provisions related to equity in an earlier version of the bill raised concerns about how they might conflict with other land use, infill development and greenhouse gas emissions reduction directives under state law. The May 25th amendments, reflected in the bill summary above, along with a commitment from Senator Wiener to incorporate in future amendments further technical revisions related to "allowances" and language that mitigates potential legal conflicts between climate and equity goals, address these concerns.

Of note, the ABAG Executive Board approved a "support if amended" position on SB 828 at its May 17th meeting. The amended version of SB 828 reflects nearly all of the amendments sought by the Executive Board and the commitments referenced above would address the remaining concerns identified at the May 17th meeting.

Recommendation: Support

Discussion

It is widely recognized that the most recent round of HCD regional housing needs assessments significantly understated the number of housing units needed in California. SB 828, as amended, would help ensure future housing needs assessments are better aligned with reality. Given that the bill has been amended to address staff's substantive concerns, we recommend a "support" position on SB 828.

Known Positions

See Attachment C



Steve Heminger

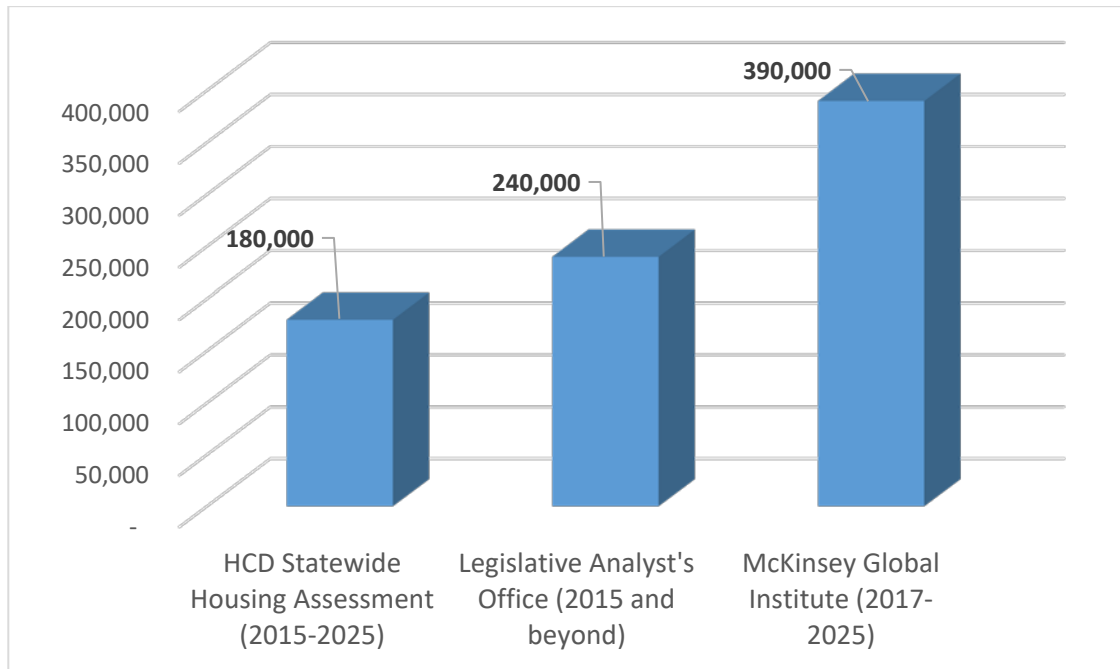
Attachment:

- Attachment A: Statewide Housing Needs Assessments Chart
- Attachment B: May 4th Joint MTC and ABAG Legislation Committee SB 828 Memorandum
- Attachment C: SB 828 Known Positions

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How Many New Housing Units Does California Need to Build Annually to Meet Forecast Population Growth (HCD) & Stabilize Housing Costs (LAO & McKinsey)?



Source:

http://www.hcd.ca.gov/policy-research/plans-reports/docs/SHA_Final_Combined.pdf <http://www.lao.ca.gov/reports/2015/finance/housing-costs/housing-costs.pdf> <https://www.mckinsey.com/featured-insights/urbanization/closing-californias-housing-gap>



Memorandum

TO: Joint MTC Legislation Committee and
ABAG Legislation Committee

DATE: May 4, 2018

FR: Deputy Executive Director, Policy

RE: SB 828 (Wiener): Regional Housing Needs Assessment and Allocation – Support and Seek Amendments

Background

Senate Bill 828 is one of two bills this year that propose to update the state’s methodology for assessing California’s future housing needs and make changes to the process by which councils of government (COGs) distribute regional housing needs allocations (RHNA) to local jurisdictions, including requiring that COGs directly incorporate equity considerations into RHNA plans. The other significant bill on this subject is AB 1771 (Bloom), Item 6c on your agenda, which we recommended that you oppose unless it is amended to address our concerns. We believe the Wiener bill is worthy of our support.

State Assessment of Regional Housing Need

Existing law requires the Department of Housing and Community Development (HCD) to determine the existing and projected housing need for each region, which, in theory, should account for any past unmet need. Despite this, HCD’s needs projections for previous RHNA cycles have been criticized as underestimating housing demand. In response to this criticism, HCD has already begun taking steps to revise its methodology. For example, HCD’s recent draft regional housing determination for San Diego proposed several significant changes, including applying all “allowances” (that is, criteria used to determine unit increases to adjust for unmet need indicated by low vacancy rates and overcrowding and loss of older housing units) to the *total* number of projected households in the region, rather than only the increment of *new* households. If applied to the Bay Area, staff estimates the overcrowding adjustment alone could account for an estimated 120,000 units, nearly 65 percent of the entire Bay Area housing needs determination for the 2015–2023 RHNA cycle. In short, if HCD continues on the path they are on, staff anticipates a significant increase in HCD’s assessment of need relative to the previous methodology for all regions of the state.

SB 828 attempts to correct for HCD’s undercounting in prior assessments by requiring:

- 1) A new “allowance factor” to account for rent burdened households be added to the underlying methodology HCD uses to forecast regional housing need and a new target vacancy rate set at 6 percent for both owners and renters (higher than previous HCD targets).
- 2) A one-time assessment or “audit” of unmet need, with the results *added* to the next regional housing needs assessment.
- 3) Unmet needs from a prior cycle for an individual jurisdiction to be “rolled over” or *added* to that jurisdiction the next cycle.

If the first two “unmet needs” numbers are added on top of what HCD has already determined to be the total regional housing need for the forecast period, staff is concerned that this could oddly result in overestimating statewide and regional housing needs for the next RHNA cycle.

Changes to RHNA: A New Emphasis on Equity and Housing in High Opportunity/Affluent Areas

The bill would also make changes to the process by which COGs allocate RHNA to local jurisdictions by prohibiting a COG from considering prior underproduction of housing to justify a lower allocation in the future and requiring that the final regional housing needs plan demonstrate government efforts to reverse racial and wealth disparities regionwide by showing the following:

- 1) High housing allocations (including for low- and very low-income households) for jurisdictions with high rates of projected income growth to ensure equity and stabilize home prices and communities.
- 2) High housing allocations (including for low- and very low-income households) for high-income jurisdictions that contain regional job centers with connectivity to high-quality public transit.

Local Zoning and RHNA as a Floor for Future Housing Production

SB 828 would require localities zone for 125 percent of the housing obligation that could not be accommodated on sites identified in the jurisdiction's Housing Element inventory, including zoning at least 100 percent of that amount for multifamily housing located within developed areas. The idea behind the 125% "over-zoning" requirement is that jurisdictions rarely handout 100 percent of the permits allowed under their zoning maximums. It would also revise legislative intent language in current law that explicitly recognizes that "future housing production may not equal the regional housing need established for planning purposes," and instead provides that "*reasonable actions should be taken by local and regional governments to ensure that future housing production meet, at a minimum, the regional housing need established for planning purposes.*"

Recommendation: Support and Seek Amendments

Discussion

It is widely recognized that the most recent round of HCD regional housing needs assessments significantly understated the number of housing units needed in California. SB 828 aims to ensure future housing needs assessments are better aligned with reality. We support this goal. From a technical standpoint we are concerned this would potentially result in an overcorrection by double counting the unmet need, as detailed on the first page of this memo. This could undermine HCD's credibility with local government and could ultimately hurt efforts to make RHNA more meaningful. SB 828 also adds new goals to RHNA related to racial and wealth disparities. While we support this addition on policy grounds, the specific requirements listed in the bill could be in tension with other statewide goals aimed at reducing greenhouse gas emissions.

Changes to Calculation of Housing Need Should Focus on Improving HCD Methodology

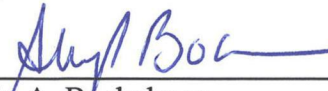
To address our technical concern that SB 828 could still result in inaccurate regional housing needs assessments, we recommend seeking amendments so that the bill focuses exclusively on directing HCD to improve the underlying methodology used to calculate housing needs so that it is accurate. The bill could direct HCD to codify the changes in methodology they have already begun, including considering allowance factors as they apply to the *total* housing stock as opposed to projected household growth. The bill could further direct HCD by setting numerical targets for various allowance factors and adding the rent-burden allowance factor, as currently proposed. Importantly, the bill should provide for a range instead of a single target number to account for regional differences and extraordinary circumstances.

Equity Provisions Must Recognize Tension with Regional Greenhouse Gas (GHG) Reduction Targets
While we support requiring that the RHNA demonstrate efforts to reduce racial and wealth disparities, the specific steps required by the current language in the bill could be in tension with other state directives to focus growth near public transit in order to reduce GHG emissions associated with driving. The bill should acknowledge that in finalizing the RHNA, COGs have to balance many competing policy goals.

Staff recommends a “support and seek amendments” position on SB 828 and requests direction to work with the author to make amendments to address the concerns noted above.

Known Positions

See Attachment A



Alix A. Bockelman

Attachment:

- Attachment A

AAB:ggd

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SB 828 (Wiener) Known Positions

Support

California Building Industry Association
California Business Properties Association
California Chamber of Commerce
California Community Builders
California YIMBY
City of Oakland
Fiona Ma, Board of Equalization District 2
Half Moon Bay Brewing Company
Heller Manus Architects
HKS Architects
Inn at Mavericks
Mavericks Event Center
McKinsey & Company
Non Profit Housing Association of Northern California
North Bay Leadership Council
Pacific Standard
Postmates
San Francisco Bay Area Planning and Urban Research Association (SPUR)
San Francisco Housing Action Coalition
San Mateo County Economic Development Association
Sand Hill Property Company
Silicon Valley Community Foundation
Sustainable Silicon Valley
SV Angel
The Two Hundred
TMG Partners

Opposition

American Planning Association, California Chapter
California Association of Councils of Governments
Citizen Marin
City of San Bernardino
City of Mill Valley
City of Redondo Beach
City of San Marcos
City of San Rafael
Coalition to Preserve L.A.
Cow Hollow Association
Haight Ashbury Neighborhood Council
Livable California
Marin Community Association
Marin County Council of Mayors and Councilmembers
Mission Economic Development Company
SF Ocean Edge
Spaulding Square Neighborhood Association
Historic Preservation Overlay Zone
Stand Up for San Francisco
Sunset Residents for Sensible Planning
8 individuals

SB 828 (Wiener) Known Positions

Support

California Building Industry Association
California Business Properties Association
California Chamber of Commerce
California Community Builders
California YIMBY
City of Oakland
Fiona Ma, Board of Equalization District 2
Half Moon Bay Brewing Company
Heller Manus Architects
HKS Architects
Inn at Mavericks
Mavericks Event Center
McKinsey & Company
Non Profit Housing Association of Northern California
North Bay Leadership Council
Pacific Standard
Postmates
San Francisco Bay Area Planning and Urban Research Association (SPUR)
San Francisco Housing Action Coalition
San Mateo County Economic Development Association
Sand Hill Property Company
Silicon Valley Community Foundation
Sustainable Silicon Valley
SV Angel
The Two Hundred
TMG Partners

Support if Amended

Association of Bay Area Governments

Opposition

American Planning Association, California Chapter
California Association of Councils of Governments
Citizen Marin
City of San Bernardino
City of Mill Valley
City of Redondo Beach
City of San Marcos
City of San Rafael
Coalition to Preserve L.A.
Cow Hollow Association
Haight Ashbury Neighborhood Council
Livable California
Marin Community Association
Marin County Council of Mayors and Councilmembers
Mission Economic Development Company
SF Ocean Edge
Spaulding Square Neighborhood Association
Historic Preservation Overlay Zone
Stand Up for San Francisco
Sunset Residents for Sensible Planning
8 individuals



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0379 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 5/8/2018 **In control:** Legislation Committee

On agenda: 6/8/2018 **Final action:**

Title: Election Update

Summary of June 5, 2018 election results, including Regional Measure 3, Proposition 69 (defending SB 1 funds), and Proposition 68 (statewide park bond).

Sponsors:

Indexes:

Code sections:

Attachments: [3c Election Update.pdf](#)
[3c Handout Election Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Election Update

Summary of June 5, 2018 election results, including Regional Measure 3, Proposition 69 (defending SB 1 funds), and Proposition 68 (statewide park bond).

Presenter:

Rebecca Long

Recommended Action:

Information

Attachments:



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3c
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: June 1, 2018

FR: Executive Director

W.I. 1131

RE: Election Update

Staff will provide an update and analysis of the results of the June 5, 2018 primary election at your meeting, including a summary of any transportation and housing-related measures, including Regional Measure 3, Proposition 69, related to constitutional protection of Senate Bill 1 (Beall, 2017) revenue, and Proposition 68 (statewide park bond).



Steve Heminger

SH:ggd

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METROPOLITAN
TRANSPORTATION
COMMISSION

Handout
Agenda Item 3c
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: June 7, 2018

FR: Deputy Executive Director, Policy

W.I. 1131

RE: Election Update

Preliminary Results Show Majority Support for Regional Measure 3 (RM 3)

As of noon on Thursday, June 7th, the regionwide vote for Regional Measure 3 was 54 percent in favor (482,125) vs. 46 percent opposed (410,122). Election offices across the Bay Area are still counting ballots due to the significant number of mail-in and provisional ballots and expect to deliver certified results by early July. Based on vote totals so far, shown below, the greatest support came from San Francisco City and County with 65 percent support, while the greatest opposition was in Solano County, where only 30 percent of voters favored the measure as shown below.

County	Yes	No	Vote in Favor	Votes Against
Alameda	87,048	76,922	53%	47%
Contra Costa	52,055	66,443	44%	56%
Marin	21,044	15,211	58%	42%
Napa	7,194	6,657	52%	48%
San Francisco	95,904	52,110	65%	35%
San Mateo	38,059	32,745	54%	46%
Santa Clara	124,965	80,555	61%	39%
Solano	20,792	48,131	30%	70%
Sonoma	35,064	31,348	53%	47%
Regionwide Total	482,125	410,122	54%	46%


Note: Vote totals are not complete and are based on information posted on each county's election office web site. Certified results are expected by early July.

Attachment A compares the RM 3 vote by county with each county's support for RM 1 and RM 2 for those counties that also voted on those measures (i.e. not including Napa and Sonoma). RM 1 standardized Bay Area state-owned toll bridge rates at \$1.00, resulting in a range increase from zero to 60-cents. RM 2 was a single dollar increase and RM 3 is \$3 increase phased in over six years.

Statewide & Local Measures

While not as crowded a ballot as we typically see in a General Election, there were a number of noteworthy statewide propositions and local measures on the June 2018 primary ballot related to transportation and housing. Attachment B provides a snapshot of the measures staff was tracking. Highlights include:

- Proposition 68, authorizing a \$4 billion park bond, including flood protection and climate adaptation, passed by 56 percent.
- Proposition 69, which ensures some of the new revenue streams added by Senate Bill 1 (Beall) are constitutionally protected from diversion passed by a whopping 80 percent.
- Proposition 70, mandating a 2/3 vote of the Legislature for Cap and Trade fund appropriations in 2024 (and thereafter) failed by 64 percent.
- Emeryville voters approved a \$50 million general obligation bond for housing projects and services for people experiencing homelessness.
- San Francisco voters rejected Proposition D, which proposed raising funding for housing and homelessness via a new tax on commercial real estate tax of 1.7 percent, but approved Proposition F providing for legal representation for tenants facing eviction.
- Among two competing measures in San Jose, voters supported Measure C, a city council-sponsored measure placed on the ballot to counter Measure B, a developer-sponsored measure that would have eased the way for converting employment land in the Evergreen Campus Industrial Area to housing.
- Among two competing measures in Martinez related to voter approval prior to the city making changes to changes to areas designated for open space, park and recreation lane (both of which secured more than a majority), voters favored Measure F, the city-sponsored measure.



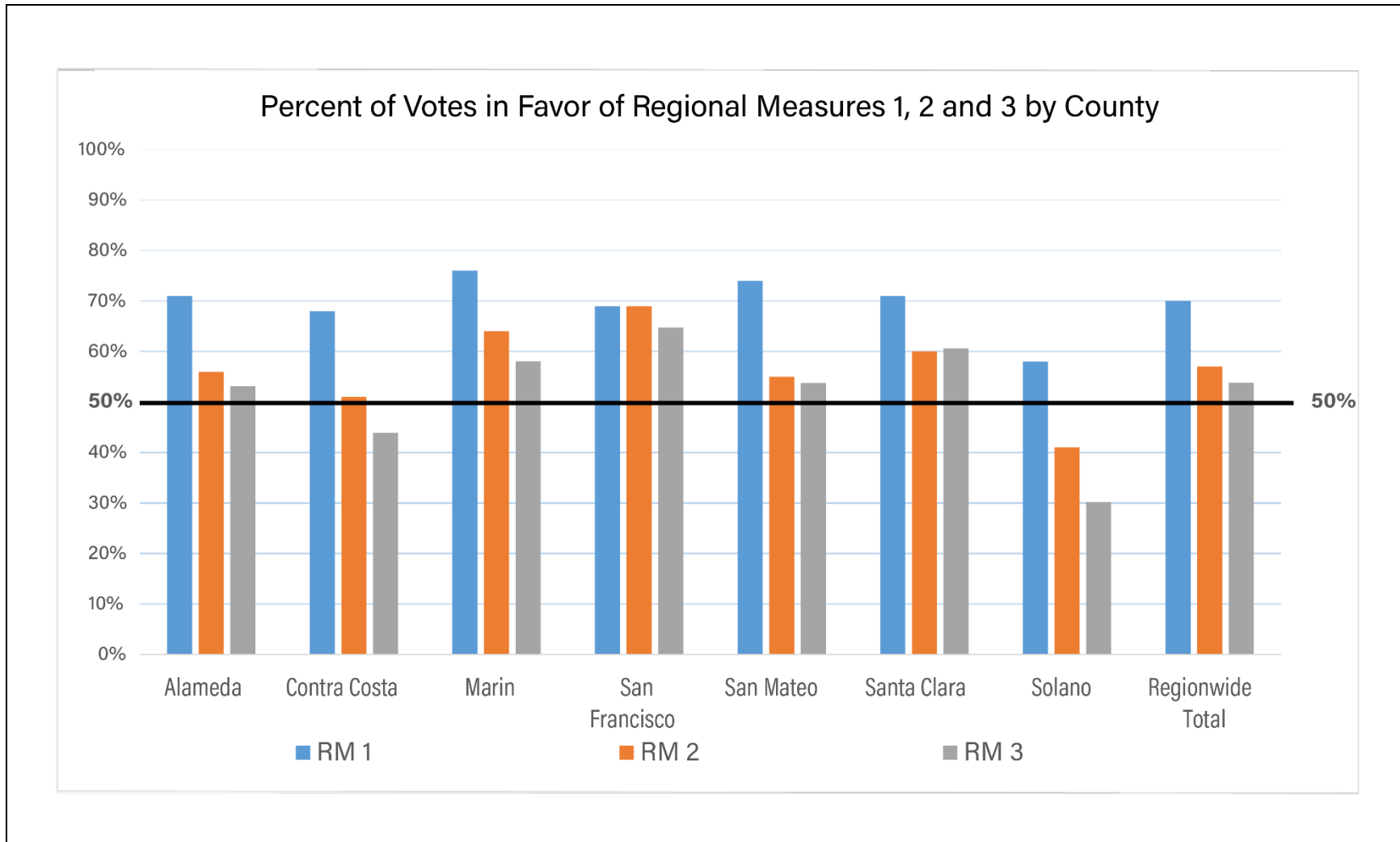
Alix A. Bockelman

Attachments:

- Attachment A: Percent of votes in favor of Regional Measure 1,2, and 3 by County
- Attachment B: June 5, 2018 Election Results Related to Transportation Housing

AAB:rl

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Note: RM 1 (1988) standardized Bay Area state-owned bridge toll rates at \$1.00, as follows: No change for the Richmond-San Rafael Bridge, 25-cent-increase for the San Francisco-Oakland Bay Bridge, Dumbarton & San Mateo Hayward bridges; 50-cent increase for the Antioch Bridge and 60-cent increase for the Benicia-Martinez & Carquinez bridges. RM 2 (2004) was a \$1 surcharge on all bridges and RM 3 (2018) is a \$3 toll increase on all bridges phased in over six years.

June 5, 2018 Election Results Related to Transportation Housing

County/Local Jurisdiction	Measure Name	Description	Vote Threshold	Annual Estimated Revenue	Outcome	Vote (Y-N)
Statewide						
Statewide	Proposition 68	Authorizes a \$4 billion general obligation bond for parks, natural resources, climate adaptation, water quality and supply and flood protection.	Majority		Pass	56% - 44%
Statewide	Proposition 69	Constitutional amendment to prevent the legislature from redirecting transportation tax revenues for non-transportation purposes.	Majority		Pass	80.4% - 19.6%
Statewide	Proposition 70	Requirement for a one-time 2/3 approval by the legislature for the cap-and-trade spending plan.	Majority		Fail	36.4% - 63.6%
Alameda County						
Emeryville	Measure C	\$50 million GO bond for housing projects and assistance for people experiencing homelessness; \$4.912 per \$100 of assessed value to fund housing projects and assistance.	2/3	\$3.4 million*	Pass	71.6% - 28.4%
Contra Costa County						
Martinez	Measure F	Voter-approval requirement for changes to public open space, park and recreation land (city council measure).	Majority		Pass	52.2% - 47.9%
Martinez	Measure I	Voter-approval requirement for changes to public open space, park and recreation land (citizen initiative).	Majority		Pass	51.2% - 48.8%
Lafayette	Measure L	Lafayette Homes at Deer Park Hill Development - 44 housing units and a development agreement for park facilities and rezoning land from admin professional office to low-density single family residential.	Majority		Fail	44.5% - 55.5%
Napa County						
Napa County	Measure C	Napa County General Plan/Zoning to create water quality buffer zones within the Agricultural Watershed district, regulate oak tree and oak woodland removal, and establish a permit program for tree removal.	Majority		TBD	50.1% - 49.9%

June 5, 2018 Election Results Related to Transportation Housing

County/Local Jurisdiction	Measure Name	Description	Vote Threshold	Annual Estimated Revenue	Outcome	Vote (Y-N)
San Francisco City & County						
San Francisco City & County	Proposition A	Revenue bonds for power facilities excluding fossil fuels and nuclear energy. Authorizes the PUC to issue revenue bonds for power facilities with two-thirds approval from the SF Board of Supervisors. The proposition was designed to prohibit the PUC from funding power plants run by fossil fuels or nuclear energy.	Majority		Pass	75.9% - 24.1%
San Francisco City & County	Proposition D	Commercial Property Tax for Housing & Homelessness. Gross receipts of leased commercial space over \$50 million would be taxed at 1.7%.	2/3	\$70 million**	Fail	44.6% - 55.4%
San Francisco City & County	Proposition F	Legal representation for tenants facing eviction.	Majority		Pass	55.6% - 44.4%
San Francisco City & County	Proposition I	Discouraging the relocation of professional sports teams to SF .	Majority		Fail	42.6% - 57.4%
San Mateo County						
Foster City	Measure P	Levee measure	2/3	\$5.1 million*	Pass	79.8% - 20.2%
Jefferson Union High School District	Measure J	Jefferson Union High School District \$33 million for 80 rental housing units for teachers & staff.	55 percent		Fail	54.1% - 45.9%
Santa Clara County						
San Jose	Measure B	Developer-sponsored measure to amend the 2040 San Jose general plan to rezone employment lands for senior housing, including a senior housing center in the Evergreen Campus Industrial Area allowing for up to 910 residential units.	Majority		Fail	43.9% - 56.1%
San Jose	Measure C	City Council-sponsored measure to require additional studies before land designated for employment use is redesignated in San Jose, designed as a counter to Measure B.	Majority		Pass	58.9% - 41.1%

Note: No land use or transportation-related measures were on the ballot in Marin, Solano or Sonoma counties

Source:

Ballotpedia.org

* California Tax Association

** Sponsor estimate



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0380 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 5/8/2018 **In control:** Legislation Committee

On agenda: 6/8/2018 **Final action:**

Title: Update on FY 2018-19 State Budget

Summary of the Governor’s proposed FY 2018-19 May budget revision and status of transportation and housing-related budget items under negotiation.

Sponsors:

Indexes:

Code sections:

Attachments: [3d_Budget_Update.pdf](#)
[3d_Handout_Budget_STA_MayRevise_Corrected.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Update on FY 2018-19 State Budget

Summary of the Governor’s proposed FY 2018-19 May budget revision and status of transportation and housing-related budget items under negotiation.

Presenter:

Rebecca Long

Recommended Action:

Information

Attachments:



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3d

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: June 1, 2018

FR: Executive Director

W.I. 1131

RE: Update on FY 2018-19 State Budget

Overview

The Governor's May Revision of the FY 2018-19 State Budget (May Revise) was released on May 11th, anticipating \$8 billion in higher revenue than assumed in January. While this is the largest state budget on record, reflecting continued economic growth, the May Revise continues the Governor's January proposal to take a cautious approach toward new spending. The May Revise summary notes that despite strong fiscal health in the short term, risks to the long-term health of the state budget continue to mount, including uncertainty resulting from the federal tax package and the fact that the state is close to exceeding the longest economic expansion in its history. According to the May Revise budget summary, even a moderate recession could reduce annual state revenues by over \$20 billion per year for several years. Accordingly, the Governor continues to recommend fully funding the Rainy Day Fund up to \$13.5 billion. The remainder of this memo highlights the budget's proposed funding levels related to transportation, housing, and emergency response/resilience.

State Transit Funding Rising

Due to an upswing in the price of diesel fuel, state funding for public transit is forecast to grow considerably in FY 2018-19 and the current year. Specifically, funding for State Transit Assistance, a formula program which can generally be used for transit operations or capital purposes, is forecast to grow by approximately \$109 million from \$659 million in the January budget to \$768 million, or nearly 17% in the May Revise. Increases for individual operators are shown in the Attachment. In addition, a new program for intercity and commuter rail which funds ACE, SMART and Caltrain, among other rail operators across the state, is forecast to grow by \$42 million from \$214 million to \$256 million.

Housing and Homelessness

The Governor's January Budget included \$4.4 billion in state and federal funding for affordable housing and homelessness programs across numerous departments and programs. This included allocating funding authorized by the 2017 housing package of 15 bills approved last year, including proceeds from the document recording fee authorized by SB 2 (Atkins) and proceeds from the \$4 billion housing bond (SB 3 (Beall)) that the Budget assumes will be available upon voter approval in the November 2018 election. Proposed funding for select housing programs in FY 2018-19 includes:

- \$245 million – Building Homes Jobs Fund Programs (SB 2)
- \$277 million – Veterans and Affordable Housing Bond Act (SB 3)
- \$455 million – Affordable Housing and Sustainable Communities Program

The remaining funds would be allocated to various programs to fund affordable housing, provide assistance to first time homebuyers, alleviate homelessness and provide other forms of housing support.

The May Revise also augments near term funding for housing for those in need of mental health services who are homeless or at risk of homelessness. Specifically, the budget proposes a \$359 million Homelessness Response Proposal (including \$250 million for a new Homelessness Emergency Aid block grant for cities, counties or joint powers authorities that declare a local shelter crisis and identify city-county coordination) and placing on the November 2018 ballot a \$2 billion "No Place Like Home" bond measure that was previously approved by the Legislature in 2016 in order to resolve legal challenges that have tied up the funds since they were originally approved for mental health purposes.

Wildfire Response and Recovery

The May Revise augments the earlier budget proposal with new investments in disaster recovery, response and prevention. In response to the Northern California wildfires, the May Revise includes nearly \$22 million in General Fund revenues to backfill the property tax revenue losses that cities, counties, and special districts will incur in FY 2017-18 and FY 2018-19 due to the October 2017 wildfires. The May Revise also includes approximately \$29 million in General Fund revenues to waive the local match for Northern California counties' costs of debris removal and nearly \$50 million in General Fund revenues to increase to nearly \$122 million the amount of funding available through the California Disaster Assistance Act to repair, restore or replace public property damaged or destroyed by a disaster and reimburse local governments from costs associated with emergency response. The May Revise also includes \$15 million to upgrade California's public safety radio network to ensure that the public safety radio system used by first responders and dispatchers supports the Next Generation 9-1-1 system proposed in the January Budget.

Cap and Trade Funding

Earlier this year, the Governor proposed a \$1.3 billion cap-and-trade spending plan for FY 2018-19 to be funded from auction proceeds. The May Revise proposes an additional \$50 million in auction proceeds (supplemented with other funding) to implement the Governor's Forest Carbon Plan, which is targeted toward making California's forests more resilient to wildfires and other threats posed by climate change. Negotiations over Cap and Trade funding are ongoing between the two houses.

Miscellaneous Budget Items

Staff has been working on two budget items with direct implications to MTC: 1) funding for the Bay Conservation and Development Commission to relocate to the Metro Center as planned since 2013 and 2) funding for MTC to conduct a rail study at the request of Senator Bob Wieckowski (D, Fremont), to evaluate passenger rail needs and opportunities in the central and southern Alameda County area with east-west connections to the Tri-Valley and Peninsula, including a possible intermodal transit station in the Shinn Park region of Fremont. The May Revise proposed \$2.6 million for the tenant improvements for BCDC, even though the actual cost was \$5 million. Staff is working to ensure the full cost is covered in the final budget. The item will be taken up by the Assembly-Senate Budget Conference Committee since the two houses took different actions. Likewise, funding for the rail study is subject to approval by the conference committee; the Senate Budget Subcommittee No. 2 (Resources & Transportation) approved \$5 million for the study.



Steve Heminger

Attachment:

- Attachment A: State Transit Assistance Funding

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State Transit Assistance Population-Based Funding, FY 2017-18
Resolution 3837, Revised Framework

	Feb 2018 Fund Estimate	May Revise
	FY 2017-18	FY 2017-18
	Revenue Estimate	Revenue Estimate
Northern Counties/Small Operators		
Marin	\$1,365,936	\$1,407,038
Napa	\$738,170	\$760,382
Solano/Vallejo	\$2,223,049	\$2,289,941
Sonoma	\$2,612,496	\$2,691,106
CCCTA	\$2,589,413	\$2,667,329
ECCTA	\$1,564,121	\$1,611,186
LAVTA	\$1,070,082	\$1,102,280
Union City	\$374,612	\$385,884
WCCTA	\$344,981	\$355,361
SUBTOTAL	\$12,882,859	\$13,270,507
Regional Paratransit		
Alameda	\$1,414,545	\$1,457,109
Contra Costa	\$1,001,332	\$1,031,461
Marin	\$193,203	\$199,016
Napa	\$156,686	\$161,400
San Francisco	\$1,122,326	\$1,156,097
San Mateo	\$553,361	\$570,012
Santa Clara	\$1,584,887	\$1,632,577
Solano	\$432,686	\$445,705
Sonoma	\$619,754	\$638,402
SUBTOTAL	\$7,078,780	\$7,291,780
Lifeline		
Alameda	\$1,674,967	\$1,674,967
Contra Costa	\$1,070,684	\$1,070,684
Marin	\$192,575	\$192,575
Napa	\$151,356	\$151,356
San Francisco	\$886,302	\$886,302
San Mateo	\$609,595	\$609,595
Santa Clara	\$1,632,590	\$1,632,590
Solano	\$481,849	\$481,849
Sonoma	\$560,203	\$560,203
MTC Mean-Based Discount Project	\$0	\$0
JARC Funding Restoration	\$0	\$0
Participatory Budgeting Pilot	\$1,000,000	\$1,000,000
Reserve for a Means-Based Transit Fare	\$5,002,155	\$5,401,219
SUBTOTAL	\$13,262,276	\$13,661,340
MTC Regional Coordination Program	\$12,200,213	\$12,567,323
BART to Warm Springs	\$0	\$0
eBART	\$0	\$0
Transit Emergency Service Contingency Fund	\$333,333	\$333,333

SamTrans	\$0	\$0
STA Population-Based SB 1 Reserve	\$0	\$0
GRAND TOTAL	\$45,757,460	\$47,124,283

Note: Information based on May 11, 2018 Revised State Budget. Assumes \$468.8 million in statewide STA revenue in FY 2017-18 and \$663.4 million in statewide STA revenue in FY 2018-19.

**State Transit Assistance Population-Based Funding, FY 2018-19
 Resolution 4321 Framework**

	Feb 2018 Fund Estimate	<u>May Revise</u>
	FY2018-19	FY2018-19
	Revenue Estimate	Revenue Estimate
County Block Grant		
Alameda	\$6,649,391	\$7,971,264
Contra Costa	\$8,344,142	\$10,002,925
Marin	\$2,146,528	\$2,573,249
Napa	\$1,313,035	\$1,574,061
San Francisco	\$3,180,601	\$3,812,892
San Mateo	\$1,904,308	\$2,282,877
Santa Clara	\$5,300,829	\$6,354,613
Solano	\$3,950,403	\$4,735,728
Sonoma	\$4,826,595	\$5,786,103
SUBTOTAL	\$37,615,833	\$45,093,712
Regional Program	\$16,121,071	\$19,325,877
Transit Emergency Service Contingency Fund	\$333,333	\$333,333
GRAND TOTAL	\$54,070,237	\$64,752,922

Note: Information based on May 11, 2018 Revised State Budget. Assumes \$468.8 million in statewide STA revenue in FY 2017-18 and \$663.4 million in statewide STA revenue in FY 2018-19.

State Transit Assistance Population-Based Funding, FY 2017-18		
Resolution 3837, Revised Framework UPDATED		
	Feb 2018 Fund Estimate	May Revise
	FY2017-18 Revenue Estimate	FY2017-18 Revenue Estimate
Northern Counties/Small Operators		
Marin	\$1,365,936	\$1,407,038
Napa	\$738,170	\$760,382
Solano/Vallejo	\$2,223,049	\$2,289,941
Sonoma	\$2,612,496	\$2,691,106
CCCTA	\$2,589,413	\$2,667,329
ECCTA	\$1,564,121	\$1,611,186
LAVTA	\$1,070,082	\$1,102,280
Union City	\$374,612	\$385,884
WCCTA	\$344,981	\$355,361
SUBTOTAL	\$12,882,859	\$13,270,507
Regional Paratransit		
Alameda	\$1,414,545	\$1,457,109
Contra Costa	\$1,001,332	\$1,031,461
Marin	\$193,203	\$199,016
Napa	\$156,686	\$161,400
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San Mateo	\$553,361	\$570,012
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Solano	\$432,686	\$445,705
Sonoma	\$619,754	\$638,402
SUBTOTAL	\$7,078,780	\$7,291,780
Lifeline*		
Alameda	\$1,674,967	\$1,734,431
Contra Costa	\$1,070,684	\$1,096,782
Marin	\$192,575	\$200,789
Napa	\$151,356	\$155,734
San Francisco	\$886,302	\$960,234
San Mateo	\$609,595	\$645,719
Santa Clara	\$1,632,590	\$1,770,826
Solano	\$481,849	\$490,400
Sonoma	\$560,203	\$604,269
Participatory Budgeting Pilot	\$1,000,000	\$1,000,000
Reserve for a Means-Based Transit Fare	\$5,002,155	\$5,002,155
SUBTOTAL	\$13,262,276	\$13,661,340
MTC Regional Coordination Program	\$12,200,213	\$12,567,323
BART to Warm Springs	\$0	\$0
eBART	\$0	\$0
Transit Emergency Service Contingency Fund	\$333,333	\$333,333
SamTrans	\$0	\$0
STA Population-Based SB 1 Reserve	\$0	\$0
GRAND TOTAL	\$45,757,460	\$47,124,283

Note: Information based on May 11, 2018 Revised State Budget. Assumes \$468.8 million in statewide STA revenue in FY 2017-18 and \$663.4 million in statewide STA revenue in FY 2018-19.

*Additional STA funds for the Lifeline Program are distributed only amongst the nine counties.

State Transit Assistance Population-Based
 Resolution 4321 Framework

	Feb 2018 Fund Estimate	May Revise
	FY2018-19 Revenue Estimate	FY2018-19 Revenue Estimate
County Block Grant		
Alameda	\$6,649,391	\$7,971,264
Contra Costa	\$8,344,142	\$10,002,925
Marin	\$2,146,528	\$2,573,249
Napa	\$1,313,035	\$1,574,061
San Francisco	\$3,180,601	\$3,812,892
San Mateo	\$1,904,308	\$2,282,877
Santa Clara	\$5,300,829	\$6,354,613
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SUBTOTAL	\$37,615,833	\$45,093,712
Regional Program	\$16,121,071	\$19,325,877
Transit Emergency Service Contingency Fund	\$333,333	\$333,333
GRAND TOTAL	\$54,070,237	\$64,752,922

Note: Information based on May 11, 2018 Revised State Budget. Assumes \$468.8 million in statewide STA revenue in FY 20 and \$663.4 million in statewide STA revenue in FY 2018-19.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0381 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 5/8/2018 **In control:** Legislation Committee

On agenda: 6/8/2018 **Final action:**

Title: Update on Federal Autonomous Vehicle Legislation

Update on federal legislation to regulate autonomous vehicles

Sponsors:

Indexes:

Code sections:

Attachments: [4a_Federal Autonomous Vehicle Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Update on Federal Autonomous Vehicle Legislation

Update on federal legislation to regulate autonomous vehicles

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Information

Attachments:



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 4a
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: June 1, 2018

FR: Executive Director

W. I. 1131

RE: Update on Federal Autonomous Vehicle Legislation

Summary

Since last fall, Congress has been debating the federal role in oversight of highly automated vehicles, i.e., autonomous vehicles capable of operating without a human driver. In September 2017, the U.S. House of Representatives passed H.R. 3388, the *Safely Ensuring Lives Future Deployment and Research in Vehicle Evolution (SAFE DRIVE) Act* and the U.S. Senate could consider its bill, S. 1885, the *American Vision for Safer Transportation through Advancement of Revolutionary Technologies (AV Start) Act*, as early as this month. Both bills would establish a national framework for autonomous vehicle regulation to facilitate testing and deployment on public roads across the United States.

Background

In the absence of federal oversight to date, 29 states and Washington, D.C. have enacted autonomous vehicle legislation, resulting in a range of testing and safety-related certification requirements that vary by jurisdiction.¹ Both the House and Senate legislative proposals would put a halt to this by reaffirming federal authority over motor vehicle safety standards – how the vehicle is built – and preempting state and local governments from adopting or enforcing safety-related laws or regulations related to the design, construction or performance of highly automated vehicles.

Impact on State and Local Authority over Vehicle Operating Rules

From a transportation and land use planning perspective, how motor vehicles operate on our roadways has a significant impact on a community's ability to make progress on its mobility, safety, performance, economic, environmental and social equity goals. According to House and Senate committee staff, both bills are intended to memorialize the traditional state and local government authority over licensing, traffic safety, congestion management, and other areas related to the operation of vehicles on public roads. However, the vehicle-operator relationship is fundamentally different for traditional vs. highly automated vehicles since an autonomous vehicle's design and performance can in many respects determine how it is operated. As such, there is concern that the broad federal preemption language included in *SAFE DRIVE* and *AV Start* could expose reasonable state and local regulations, statutes or policies related to safety enforcement or congestion management to legal challenges by automakers or others.

MTC staff has engaged throughout the legislative process to support final legislation that would reaffirm the federal role in regulating vehicle safety while ensuring state and local governments continue to exercise traditional authority over the operation of vehicles on public roadways. In coordination with numerous Bay Area cities and state agencies, staff has sought additional clarification on federal-state roles such that the federal government retain its authority over the safety of vehicle technology while reserving the ability of state and local agencies to continue to set policies governing the operation of vehicles on highways and local roads, regardless of whether they are driven autonomously or manually. Though the bills have not yet been updated to include additional clarification, we expect opportunities for amendments as the legislative process continues.



Steve Heminger

SH:gd

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ⁱ <http://www.ncsl.org/research/transportation/autonomous-vehicles-self-driving-vehicles-enacted-legislation.aspx>



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0382 **Version:** 1 **Name:**

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File created: 5/8/2018 **In control:** Legislation Committee

On agenda: 6/8/2018 **Final action:**

Title: Update on Federal Fiscal Year 2019 Transportation and Housing Appropriations
Update on federal funding levels for transportation and housing for FY 2018-19

Sponsors:

Indexes:

Code sections:

Attachments: [4b_FY2019 Appropriations Update.pdf](#)
[4b_Handout_FY2019 Appropriations Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Update on Federal Fiscal Year 2019 Transportation and Housing Appropriations
Update on federal funding levels for transportation and housing for FY 2018-19

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Information

Attachments:



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 4b

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: June 1, 2018

FR: Executive Director

W.I. 1131

RE: Update on Federal Fiscal Year 2019 Transportation and Housing Appropriations

Overview

On May 23, 2018, the House Appropriations Committee approved their fiscal year (FY) 2019 Transportation, Housing and Urban Development, and Related Agencies (THUD) appropriations proposal. This bill would allocate \$71.8 billion in discretionary spending to federal transportation and housing programs, which reflects an increase in funding levels allowed by last year's \$200 billion two-year budget deal. The proposal would increase discretionary spending for transportation and housing \$1.5 billion above FY 2018 levels and \$14.2 billion above FY 2017 levels. The Senate THUD subcommittee may take action on its draft FY 2019 appropriations bill before your June 6th Committee meeting. Staff will report on any updates at your meeting.

Transportation

Though not unexpected, it is good news that the House bill would not only honor highway and transit formula commitments from the 2015 Fixing America's Surface Transportation (FAST) Act but would also increase funding above FAST Act-authorized levels by \$4.3 billion for highways and by \$800 million for transit. Similar to last year, the House is proposing that most of the new highway money (\$3.8 billion) be reserved for states and regions to fund highway and bridge projects. The new transit money would be distributed through major transit formula programs. Staff is working with our delegation to request that the final FY 2019 bill allocate this welcome transportation funding increase in a way that would ensure the Bay Area receives our fair share. Importantly, the bill also rejected the President's proposal to wind down the Capital Investment Grant (CIG) program – the funding source for New Starts, Core Capacity, and Small Starts transit projects – and instead funded CIG at \$2.6 billion, an increase of approximately \$300 million from FAST Act authorized levels and nearly level with FY 2018 funding. This funding level would ensure the Caltrain Peninsula Corridor Electrification Project receives \$100 million, consistent with the project's funding schedule.


Housing

The House FY 2019 THUD spending package rejects the President's FY 2019 Budget proposal to slash federal support for housing and instead would increase funding to \$43.6 billion, nearly \$1 billion above FY 2018 spending levels. The House bill would continue funding the flexible Community Development Block Grant (CDBG) program at \$3.3 billion and proposes a 14% funding reduction to \$1.2 billion for the HOME Investment Partnerships program. The President's FY 2019 Budget had proposed to zero out funding for both of those programs.

The comparison chart below details FY 2018 and proposed FY 2019 federal funding levels for select surface transportation and housing programs.

Transportation, Housing and Urban Development and Related Agencies Appropriations FY 2018 – FY 2019 Comparison Chart (\$ in millions)				
Program	FY 2018 Funding	FAST Act FY 2019 Authorization	President's FY 2019 Budget	FY 2019 House Appropriations Committee
<i>Department of Transportation</i>				
Highway Formula*	\$46,759	\$45,268	\$45,268	\$49,472
Transit Formula*	\$10,739	\$9,939	\$9,939	\$10,739
Capital Investment Grants	\$2,645	\$2,302	\$1,000	\$2,614
TIGER	\$1,500	N/A	\$ -	\$ 750
Consolidated Rail Infrastructure and Safety Improvements	\$593	\$255	\$ -	\$300
Federal-State Partnership for State of Good Repair	\$250	\$300	\$ -	\$500
Amtrak (total)	\$1,942	\$1,700	\$738	\$1,942
<i>Department of Housing and Urban Development</i>				
Community Development Block Grant Program	\$3,300	N/A	\$ -	\$3,300
HOME Investment Partnership Program	\$1,362	N/A	\$ -	\$1,200
Section 8 Voucher Renewals	\$19,600	N/A	\$18,749	\$20,107
McKinney-Vento Homeless Assistance Grants	\$2,513	N/A	\$2,383	\$2,546
Public Housing Capital	\$2,750	N/A	\$ -	\$2,750
Public Housing Operating	\$4,550	N/A	\$3,279	\$4,550

* Note: Highway and transit formula funding numbers reflect the general fund (GF) increases to the highway and transit programs as well as FAST Act-authorized highway and transit programs funded from the Highway Trust Fund (HTF). The GF funding increase is largely allocated to the HTF-funded highway and transit formula programs but also includes \$100 million in competitive funding for nationally significant highway projects on Federal lands and tribal lands.



 Steve Heminger

SH:ggd

Fiscal Year 2019 Federal Appropriations

The chart below compares proposed Fiscal Year (FY) 2019 funding levels with FY 2018 spending for select surface transportation and housing programs and includes the amounts approved by the Senate Appropriations Committee on Thursday, June 7th. Like the House, the Senate proposes to increase spending on transportation and housing, consistent with the 2018 bipartisan budget deal, but the Senate proposes to direct a larger amount of the increase to housing whereas the House prioritizes increased transportation investment, as shown below.

Transportation, Housing and Urban Development and Related Agencies Appropriations FY 2018 – FY 2019 Comparison Chart (\$ in millions)					
Program	FY 2018 Funding	FAST Act FY 2019 Authorization	President’s FY 2019 Budget	FY 2019 House Proposal	FY 2019 Senate Proposal
<i>Department of Transportation</i>					
Highway Formula*	\$46,759	\$45,268	\$45,268	\$49,472	\$48,568
Transit Formula*	\$10,739	\$9,939	\$9,939	\$10,739	\$10,739
Capital Investment Grants	\$2,645	\$2,302	\$1,000	\$2,614	\$2,553
TIGER	\$1,500	N/A	\$ -	\$ 750	\$1,000
Consolidated Rail Infrastructure and Safety Improvements	\$593	\$255	\$ -	\$300	\$255
Federal-State Partnership for State of Good Repair	\$250	\$300	\$ -	\$500	\$300
Amtrak (total)	\$1,942	\$1,700	\$738	\$1,942	\$1,942
<i>Department of Housing and Urban Development</i>					
Community Development Block Grant Program	\$3,300	N/A	\$ -	\$3,300	\$3,300
HOME Investment Partnership Program	\$1,362	N/A	\$ -	\$1,200	\$1,362
Section 8 Voucher Renewals	\$19,600	N/A	\$18,749	\$20,107	\$20,520
McKinney-Vento Homeless Assistance Grants	\$2,513	N/A	\$2,383	\$2,546	\$2,612
Public Housing Capital	\$2,750	N/A	\$ -	\$2,750	\$2,775
Public Housing Operating	\$4,550	N/A	\$3,279	\$4,550	\$4,756

*Highway and transit formula funding numbers reflect the general fund (GF) increases to the highway and transit programs as well as FAST Act-authorized highway and transit programs funded from the Highway Trust Fund (HTF). The GF funding increase is largely allocated to the HTF-funded highway and transit formula programs but also includes \$100 million in competitive funding for nationally significant highway projects on Federal lands and tribal lands.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0372 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 5/4/2018 **In control:** Legislation Committee

On agenda: 6/8/2018 **Final action:**

Title: Tom Bulger's Report

Report from Washington D.C. advocate.

Sponsors:

Indexes:

Code sections:

Attachments: [4c_Tom Bulger's DC Report_May and APR 2018.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:

May 2018 Monthly Washington, D.C. Report



To: Steve Heminger, Executive Director

From: Tom Bulger, President GRI

Date: May 31, 2018

RE: Monthly Report for May 2018

- **Spending Cuts**
- **Fiscal Year 2019 Appropriations**
- **Coming and Going**

In May, there were not a lot of Washington, D.C. activities to report. However, here are some of the most important developments:

Spending Cuts

On May 8, 2018, the White House sent to the Hill a package of “rescissions,” or spending cuts and shortly thereafter, the House formally introduced a bill that would enact the cuts. The package does not propose to reduce Fiscal Year (FY) 2018 appropriations spending, rather to claw back years or decades-old federal dollars that were budgeted but never spent. On the transportation side, the proposal would rescind approximately \$280 million, including \$180 million in unspent highway funds, approximately \$50 million in high speed rail grants and nearly \$50 million in transit funds. Careful review by the MTC staff revealed that none of the proposed transit or high speed rail cuts would affect the Bay Area’s projects. However, a \$1.9 million earmark for the Golden Gate seismic retrofit project could be affected.

We do not believe that the Senate will agree to these spending cuts.

Fiscal Year 2019 Appropriations

The full House Appropriations Committee moved their FY 2019 Transportation, Housing and Urban Development and Related Agencies appropriations bill on May 28, 2018 and the Senate Appropriations Committee is likely to act on their transportation and housing bill in early June. As was promised in the 2018 bipartisan budget deal, the proposal includes a billions of dollars in new infrastructure spending.

Greenhouse Gas Performance Measure Repealed

After about a year of speculation, the Federal Highway Administration (FHWA) formally repealed the greenhouse gas performance (GHG) measure rule that was finalized during the Obama Administration. By repealing the GHG measure, FHWA will no longer require state departments of transportation and metropolitan planning organizations to establish targets, calculate their progress toward their selected GHG targets, report to FHWA, and determine a plan of action to make progress toward their GHG targets if they failed to make significant progress during a performance period.

Coming and Going

Ward W. McCarragher, formerly Majority/Minority Chief Counsel at the U.S. House of Representatives' Committee on Transportation and Infrastructure, has replaced the now retired Rob Healy as the Vice President of Government Affairs at American Public Transportation Association.

April 2018 Monthly Washington, D.C. Report



To: Steve Heminger, Executive Director

From: Tom Bulger, President GRI

Date: May 1, 2018

RE: Monthly Report for April 2018

- **Federal Aviation Administration (FAA) House Reauthorization Bill Introduced**
- **Federal Highway Administration (FHWA) Distributes \$36.4 Billion in Highway Funding**
- **U.S. Department of Transportation (USDOT) Releases \$1.5 billion Notice of Funding Opportunity (NOFO)**
- **Internal Revenue Service (IRS) Ruling Adversely Affects University and Non-Profit Transportation Fringe Benefit Programs**
- **Coming and Going**

Federal Aviation Administration (FAA) House Reauthorization Bill Introduced

In late April, the U.S. House of Representatives passed the Federal Aviation Administration (FAA) Reauthorization Act of 2018 (H.R. 4). The new bill does not turn the air traffic control function over to a private non-profit corporation funded by user fees. The Senate Commerce, Science, and Transportation Committee approved their FAA reauthorization last June (S.1405) but the full Senate has not voted on the bill.

During the House FAA bill discussion, we worked to secure an amendment by Rep. Grace Napolitano (D-Calif.) to allow local sales taxes to be collected on aviation fuel and not be limited to airport grounds. Unfortunately, the Rep. Napolitano amendment was not ruled in order by the House Rules Committee.

Federal Highway Administration (FHWA) Distributes Fiscal Year (FY) 2018 Funding

On April 16, the FHWA distributed a large portion of the FY 2018 highway spending authority to the states, bringing the total amount of highway formula money available in FY 2018 to approximately \$37 billion. In addition, FHWA still needs to allocate the \$2 billion increase in highway money that was appropriated in the FY 2018 omnibus bill. California's share is estimated at \$3.7 billion, an increase of \$225.7 million over FY 2017.

U.S. Department of Transportation (USDOT) Releases \$1.5 billion Notice of Funding Opportunity (NOFO)

In April, USDOT released a NOFO for states and local governments to apply for \$1.5 billion in grant funding from the Better Utilizing Investments to Leverage Development (BUILD) grant program, which is the Trump Administration's new name for the Transportation Investment Generating Economic Recovery (TIGER) multimodal discretionary grant program. This \$1.5 billion is a significant increase in funding from previous years (Congress tripled the program size from \$500 million in FY 2017 to \$1.5 billion in FY 2018 in the recently passed FY 2018 omnibus appropriations bill). Consistent with previous awards, USDOT signaled their intent to prioritize funding for projects in rural areas and for projects with a large non-federal match.

Internal Revenue Service (IRS) Ruling Adversely Affects University and Non-Profit Transportation Fringe Benefit Programs

In Section 512 (a)(7) of the Tax Cuts and Jobs Act (TCJA), certain employee fringe benefit expenses as income for tax -exempt employers, including expenses related to providing transportation related benefits, parking, and transit benefits and vanpools. In other words, as of January 1, 2018, the costs incurred by tax-exempt employers concerning these fringe benefits create unrelated business taxable income.

There are three types of employee benefits affected:

1. Qualified transportation fringe benefits (as defined in section 132(f)) (parking, transit benefit and vanpooling),
2. Parking facilities used for qualified parking (as defined in section 132(j)(4)(B)), and
3. On-premises athletic facilities (as defined in section 132(j)(4)(B)).

Coming and Going

- Matt Sturges, T & I Committee Staff Director, has left the Committee to join the Federal Railroad Administration.
- Chris Vieson has been appointed the new T & I Committee Chief of Staff.
- D.J. Gribbin, Special Assistant for Infrastructure Policy, has left the White House to become the new Deputy Staff Director for the T & I Committee. Mr. Gribbin had been one of the leading advocates for the President's Infrastructure plan.