



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. Giacomini

Friday, July 13, 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. [18-0474](#) Minutes of June 8, 2018 Meeting
Action: Committee Approval
Attachments: [2a_MTC LEGIS Minutes_June 8 2018.pdf](#)
- 2b. [18-0479](#) FY 2018-19 State Budget
Action: Information
Presenter: Georgia Gann Dohrmann
Attachments: [2b_FY 18-19 State Budget.pdf](#)
- 2c. [18-0475](#) Legislative History
Action: Information
Presenter: Georgia Gann Dohrmann
Attachments: [2c_July LegisHistory_State and Federal.pdf](#)

3. State Legislation

- 3a.** [18-0477](#) Senate Bill 1 Repeal Initiative: Proposition 6
- November 2018 statewide ballot measure, which would repeal the transportation funding increase authorized by SB 1 (Beall, 2017).
- Action:** Oppose / Commission Approval
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [3a SB 1 Repeal Initiative - Prop 6.pdf](#)
[3a_handout_No on Proposition 6 Coalition List.pdf](#)
- 3b.** [18-0478](#) Propositions 1 and 2: Affordable Housing and Homelessness Bonds - Support
- November 2018 statewide ballot measures to approve \$6 billion in housing and homelessness bonds.
- Action:** Support / Commission Approval
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [3b_Housing and Homelessness Bonds.pdf](#)
- 3c.** [18-0532](#) SB 1376 (Hill): Transportation Network Companies: Accessibility - Support
- SB 1376 would require the Public Utilities Commission to develop regulations relating to accessibility for persons with disabilities. The bill would also require the commission to conduct workshops with stakeholders in order to determine community demand, transportation provider supply, and educational outreach objectives and to develop programs for on-demand services, service alternatives, and partnerships.
- Action:** Support / Commission Approval
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [3c SB 1376_TNC Accessibility.pdf](#)
[3c_handout_2018_07_Policy Advisory Council Recommendations SB1376.pdf](#)
- 3d.** [18-0567](#) MTC / ABAG Legislative Workshop Update
- Update on the annual Legislative Workshop in Sacramento.
- Action:** Information
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [3d MTC ABAG Legislative Workshop Update.pdf](#)

4. Federal Legislation

- 4a. [18-0476](#) Tom Bulger's Report
- Report from Washington D.C. advocate.
- Action:*** Information
- Presenter:*** Georgia Gann Dohrmann
- Attachments:*** [4a Tom Bulger's DC Report JUN 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 #: 18-0474 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 6/7/2018 **In control:** Legislation Committee
On agenda: 7/13/2018 **Final action:**
Title: Minutes of June 8, 2018 Meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a_MTC LEGIS Minutes_June 8 2018.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of June 8, 2018 Meeting

Recommended Action:
Committee Approval

Attachments:



Metropolitan Transportation Commission

Agenda Item 2a

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

Meeting Minutes - Draft

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

1. Roll Call / Confirm Quorum

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

Absent: 2 - Commissioner Pierce, and 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

2. Consent Calendar

Approval of the Consent Calendar

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

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

Absent: 2 - Commissioner Pierce and Commissioner Connolly

2a. [18-0370](#) Minutes of May 11, 2018 Meeting

Action: Committee Approval

2b. [18-0371](#) Legislative History

Action: Information

Presenter: Rebecca Long

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

No action was taken on this item.

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

Upon the motion by Commissioner Spering and second by Commissioner Cortese, a support position on SB 828 (Wiener) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

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

Absent: 2 - Commissioner Pierce and Commissioner Connolly

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

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

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

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

4c. [18-0372](#) Tom Bulger's Report

Report from Washington D.C. advocate.

Action: Information

Presenter: Rebecca Long

5. Public Comment / Other Business

Rich Hedges was called to speak.

Anna M. Kuhre was called to speak.

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.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0479 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 6/7/2018 **In control:** Legislation Committee
On agenda: 7/13/2018 **Final action:**
Title: FY 2018-19 State Budget
Sponsors:
Indexes:
Code sections:
Attachments: [2b FY 18-19 State Budget.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
FY 2018-19 State Budget

Presenter:
Georgia Gann Dohrmann

Recommended Action:
Information

Attachments:



Memorandum

TO: Commission

DATE: July 6, 2018

FR: Executive Director

RE: FY 2018-19 State Budget

On June 27th, the Governor signed the state budget for FY 2018-19, Senate Bill 840, along with over a dozen trailer bills implementing specific provisions of the spending plan. The final budget includes a significant Rainy Day Fund expected to reach \$13.8 billion by the end of the year. The budget must be signed before July 1st.

Senate Bill 1 Funding

The FY 2018-19 budget includes the first full year of funding increases as a result of the state's landmark transportation bill, SB 1 (Beall, 2017). This includes an estimated \$208 million increase for Bay Area cities and counties for local streets and road improvements (approximately \$1.1 billion statewide), a \$156 million increase in State Transit Assistance funding for Bay Area transit operators (including the new State of Good Repair Program which uses the STA formula, but has more restrictive eligibility criteria), \$25 million for local planning grants administered by Caltrans and a \$100 million boost to the Active Transportation Program.

Homelessness

A key point of negotiation this year was additional funding to address homelessness. The final budget provides \$500 million in one-time Homeless Emergency Aid Block Grants. A pending trailer bill (AB 1827/SB 861) would provide additional resources by seeking voter approval to resolve a legal ambiguity associated with dedicating mental health funding from Proposition 63 to build 10,000 housing units for the homeless mentally ill through the No Place Like Home Program. If that measure is approved, voters will have the opportunity to vote on it this November, along with the \$4 billion housing bond authorized by SB 3 (Beall).

Cap and Trade Funding

On June 21st, after finalizing the main budget bill, the Legislature approved a \$1.4 billion expenditure plan for Cap and Trade discretionary funding in SB 856, known by budget committee staff as "budget bill junior." Of the total, \$467 million falls under the category of "low carbon transportation," focused primarily on cleaning up the passenger and heavy duty vehicle fleet. Mitigation and resilience programs, including urban greening and coastal resilience, receive \$86 million while \$240 million is provided for healthy forests. Much of this funding is for the Department of Forestry and Fire Protection (CAL FIRE). Attachment A includes a summary of the FY 2018-19 Cap and Trade Expenditure Plan.

High Speed Rail Bond Funds Extended

An important item in the budget includes the reappropriation of high-speed rail bond funds, extending the timeframe for their use to June 30, 2022. This provision ensures \$140 million in such funds remain available to BART for their rail car procurement which has been delayed due to a backlog in manufacturing.

Funds Provided for BCDC's Move to Metro Center

The final budget includes \$3 million for tenant improvements and moving costs the San Francisco Bay Conservation and Development Commission (BCDC) to relocate to the Metro Center contingent upon BCDC entering into a long-term lease with the Bay Area Headquarters Authority. Staff is continuing to meet with BCDC and state officials to discuss the terms of the lease given the budget provides only half of the actual \$5 million that BAHA spent on tenant improvement costs.

Budget Directs and Funds MTC to Conduct a New Alameda County Passenger Rail Study

The final budget includes a \$5 million appropriation to the California State Transportation Agency (CalSTA) to provide a grant to MTC to evaluate passenger rail needs and opportunities in central and southern Alameda County. This study was funded at the request of Senator Wieckowski (D-Fremont). Since a multi-agency meeting convened by Senator Wieckowski in May, MTC Planning staff have been coordinating with staff from the Alameda County Transportation Commission on the study's scope and intend to continue this collaboration on the study itself. The final language in SB 840 describes the study as follows:

[A] passenger rail planning and feasibility analysis, evaluation of alternatives, and conceptual engineering and initial design to be completed by the Metropolitan Transportation Commission, that includes intermodal connectivity, station evaluation, and a potential new station in the Shinn Park region of Fremont connecting Bay Area Rapid Transit, the Altamont Corridor Express, and the Alameda-Contra Costa Transit District, and other station areas identified through the study with a focus on central and southern Alameda County.



Steve Heminger

Attachment:

- Attachment A: 2018-19 Cap and Trade Expenditure Plan

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**Attachment A
Agenda Item 2b**

Figure RES-01
2018-19 Cap and Trade Expenditure Plan
(Dollars in Millions)

Investment Category	Department	Program	Amount
Air Toxic and Criteria Air Pollutants	Air Resources Board	AB 617 - Community Air Protection	\$245
		AB 617 - Local Air District Implementation (\$50 million total, including other funds)	\$20
		Technical Assistance to Community Groups	\$10
Low Carbon Transportation	Air Resources Board	Clean Vehicle Rebate Project	\$175
		Clean Trucks, Buses, & Off-Road Freight Equipment	\$180
		Enhanced Fleet Modernization Program, School Buses & Transportation Equity Projects	\$100
	Energy Commission	Low Carbon Fuel Production	\$12.5
Climate Smart Agriculture	Air Resources Board	Agricultural Diesel Engine Replacement & Upgrades (\$132 million total, including other funds)	\$112
	Energy Commission	Energy Efficiency	\$64
	Department of Food and Agriculture	Healthy Soils	\$5
	Energy Commission	Renewable Energy	\$4
Healthy Forests	CAL FIRE	Healthy & Resilient Forests	\$160
	CAL FIRE	Forest Carbon Plan: Prescribed Fire & Fuel Reduction	\$30
	Natural Resources Agency	Forest Carbon Plan: Northern, Coastal, and Southern California Regional Forest Health Projects	\$20
	CAL FIRE	Urban Forestry	\$5
	CalOES	Local Fire Response	\$25
Short-Lived Climate Pollutants	Department of Food and Agriculture	Methane Reduction	\$99
	Air Resources Board	Woodstoves	\$3
	CalRecycle	Waste Diversion	\$25
Integrated Climate Action: Mitigation & Resilience	Strategic Growth Council	Transformative Climate Communities	\$40
	Natural Resources Agency	Urban Greening	\$20
	Multiple Departments	Coastal Resilience	\$5
	Department of Fish and Wildlife	Wetlands Restoration	\$5
	Community Services & Development	Low-Income Weatherization	\$10
	California Conservation Corps	Energy Corps	\$6
Climate and Clean Energy Research	Strategic Growth Council	California Climate Change Technology and Solutions Initiative & Technical Assistance	\$20
Total			\$1,400



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 18-0475 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 6/7/2018 **In control:** Legislation Committee

On agenda: 7/13/2018 **Final action:**

Title: Legislative History

Sponsors:

Indexes:

Code sections:

Attachments: [2c July LegisHistory State and Federal.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Legislative History

Presenter:
Georgia Gann Dohrmann

Recommended Action:
Information

Attachments:



METROPOLITAN
TRANSPORTATION
COMMISSION

LEGISLATIVE HISTORY
2017-18 Session
July 11, 2018



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
AB 33 Quirk	Amended 7/5/2018	Senate Energy, Utilities and Communications	2017 northern California wildfires. This bill would revise and recast the law regarding the issuance of financing orders to authorize the commission, upon application by the Pacific Gas and Electric Company, to issue financing orders to support the issuance of recovery bonds to finance costs, in excess of insurance proceeds, incurred, or that are expected to be incurred, by the Pacific Gas and Electric Company, excluding fines and penalties, related to the wildfires that occurred in northern California in 2017, as provided.		
AB 87 Ting	Amended 6/4/2018	Senate Appropriations	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 193 Cervantes	Amended 7/5/2018	Senate Second Reading	Electric Vehicle Consumer Battery and Fuel Cell Assurance Project. This bill would require the State Air Resources Board to establish the Electric Vehicle Consumer Battery and Fuel Cell Assurance Project to provide rebates either for Electric Vehicle Consumer Battery and Fuel Cell Assurance Project to provide rebates either for the replacement of or a vehicle service contract, as defined, for a battery, fuel cell, or related components for an eligible used vehicle or for a vehicle service contract to cover unexpected vehicle repairs not covered by the manufacturer's warranty related to unique problems in eligible used vehicles, as specified. The bill would authorize moneys, upon appropriation, from the Greenhouse Gas Reduction Fund to be allocated by the state board for the Electric Vehicle Consumer Battery and Fuel Cell Assurance Project.		

<p>AB 419 Salas</p>	<p>Amended 8/21/2017</p>	<p>Senate Rules</p>	<p>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.</p>		
<p>AB 623 Rodriguez</p>	<p>Amended 6/13/2018</p>	<p>Senate Transportation and Housing</p>	<p>Autonomous vehicles: accident and incident reporting. Current law establishes regulations for the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if the manufacturer meets prescribed requirements related to the vehicle's operation, insurance, and testing, as specified. Current law requires the Department of Motor Vehicles to approve an application for operation if a manufacturer meets the requirements to satisfy the department that the autonomous vehicles are safe to operate on public roads. This bill would instead require the department to approve an application for operation as described above if the department determines that the autonomous vehicles are properly registered, licensed, and insured, as specified.</p>		
<p>AB 636 Irwin</p>	<p>Amended 6/4/2018</p>	<p>Assembly Concurrence</p>	<p>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.</p>		
<p>AB 686 Santiago</p>	<p>Amended 6/13/2018</p>	<p>Senate Appropriations</p>	<p>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.</p>		

<p>AB 734 Bonta</p>	<p>Amended 7/3/2018</p>	<p>Senate Appropriations</p>	<p>California Environmental Quality Act: Oakland Sports and Mixed-Use Project. Would establish specified procedures for the administrative and judicial review of the environmental review and approvals granted 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. Because a public agency would be required to comply with those new procedures, this bill would impose a state-mandated local program.</p>		
<p>AB 829 Chiu</p>	<p>Amended 6/14/2018</p>	<p>Senate Third Reading</p>	<p>Local government: funding: state-assisted projects. Would prohibit a local agency from requiring, as a threshold or condition for applying for the award of any funding for a housing development that will also be receiving state assistance, that the development proponent receive a letter of acknowledgment, letter of approval, or similar document from the legislative body of that local agency or from a member of that legislative body. The bill would include findings that the changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.</p>		
<p>AB 852 Caballero</p>	<p>Amended 6/27/2018</p>	<p>Senate Transportation and Housing</p>	<p>Vehicles: child safety. Current law requires the driver of any vehicle, upon meeting or overtaking any schoolbus equipped with required signs that is stopped for the purpose of loading or unloading any schoolchildren and displaying a flashing red light signal and stop signal arm, if equipped with a stop signal arm, to bring the vehicle to a stop immediately before passing the schoolbus and to not proceed past the schoolbus until the flashing red light signal and stop signal arm cease operation. A violation of these provisions is a crime. This bill would authorize a school district to install and operate an automated schoolbus video enforcement system, as defined, for the purpose of enforcing the prohibition described above.</p>		
<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>Oppose</p>
<p>AB 1395 Chu</p>	<p>Amended 6/18/2018</p>	<p>Senate Appropriations</p>	<p>State highways: Department of Transportation: litter cleanup and abatement: report. Would require each district within the Department of Transportation for its highway litter cleanup and abatement programs to assign the highest priority to segments along the state highway system that receive the highest volume of complaints and with the greatest incidence of litter and to prioritize funding appropriated for highway litter maintenance 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 1405 Mullin</p>	<p>Amended 6/13/2018</p>	<p>Senate Transportation and Housing</p>	<p>Digital sign demonstration pilot program. Would require the Department of Transportation to establish a digital sign demonstration program. As part of the program, the bill would authorize the department, subject to federal approval, to enter into specified comprehensive development lease agreements until January 1, 2024, pursuant to a best value competitive procurement process for pilot projects with public or private entities or a consortia of those entities, to install and operate up to 25 new digital signs within the rights-of-way of the state highway system that would display commercial advertising and public service messages.</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 6/14/2018</p>	<p>Senate Third Reading</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 6/20/2018</p>	<p>Senate Appropriations</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, 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 after January 1, 2021.</p>		
<p>AB 1445 Reyes</p>	<p>Amended 7/5/2018</p>	<p>Senate Third Reading</p>	<p>Designated qualified opportunity zones: sale or lease of property. This bill would direct a city or county to require a qualified opportunity zone fund to provide, as part of any transaction for the sale or lease of property owned by the city or county that is located within a designated qualified opportunity zone to a qualified opportunity zone fund for use as a qualified opportunity zone business property, a timeline for completion of the investment activity on the property and information relating to the development of the property, as specified. The bill would require that information to be posted on the city or county's Internet Web site. The bill would define various terms for these purposes.</p>		

<p>AB 1531 Berman</p>	<p>Amended 7/2/2018</p>	<p>Senate Appropriations</p>	<p>Court fees: electronic filing. Current law establishes various fees to be paid upon the filing of documents with the court. Current law also provides for the electronic filing and service of documents through an electronic filing service provider. This bill would provide that, where a represented party fails to remit payment to an electronic filing service provider, the electronic filing service provider may notify the clerk, and the clerk may notify the attorney of record that the attorney may be sanctioned for nonpayment of fees.</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>		
<p>AB 1748 Steinorth</p>	<p>Amended 4/24/2018</p>	<p>Assembly Revenue and Taxation</p>	<p>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.</p>		
<p>AB 1755 Steinorth</p>	<p>Enrollment 7/10/2018</p>	<p>Assembly Enrolled</p>	<p>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. This bill contains other related provisions and other existing laws.</p>		

AB 1759 McCarty	Amended 5/9/2018	Senate Appropriations	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.		
AB 1771 Bloom	Amended 6/20/2018	Senate Appropriations	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.		Oppose
AB 1792 Frazier	Amended 6/21/2018	Senate Third Reading	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 finance water, sewer, or other public infrastructure necessary to support the development of affordable housing.		

<p>AB 1796 Muratsuchi</p>	<p>Amended 6/14/2018</p>	<p>Assembly Concurrence</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 an ordinance requiring the lessor of such a dwelling to approve a written request of a lessee to install an electric vehicle charging station.</p>		
<p>AB 1797 Levine</p>	<p>Amended 6/19/2018</p>	<p>Assembly Desk</p>	<p>Residential property insurance. Would require an insurer that provides replacement cost coverage 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 1804 Berman</p>	<p>Introduced 1/10/2018</p>	<p>Senate Appropriations</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>AB 1866 Fong</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>AB 1901 Obernolte</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>AB 1912 Rodriguez</p>	<p>Amended 7/3/2018</p>	<p>Senate Appropriations</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. 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, prior to a termination or a decision to dissolve or cease the operations of the agency, to mutually agree as to the apportionment of the agency's retirement obligations among themselves, provided that the agreement equals 100% of the retirement liability of the agency.</p>		

<p>AB 1919 Wood</p>	<p>Amended 6/12/2018</p>	<p>Senate Appropriations</p>	<p>Price gouging: state of emergency. Would, upon the proclamation or declaration of an 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 1999 Chau</p>	<p>Amended 4/17/2018</p>	<p>Senate Third Reading</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 6/21/2018</p>	<p>Senate Appropriations</p>	<p>Charge Ahead California Initiative: agricultural worker vanpool programs. Would require the State Air Resources Board, in consultation with the State Energy Resources Conservation and Development Commission, air pollution control and air quality management districts, and the public, to require existing agricultural vanpool programs to serve disadvantaged communities and low-income communities, as defined, and to allocate a minimum of 25% of the moneys appropriated for agricultural vanpool programs to those programs servicing low-income communities.</p>		
<p>AB 2035 Mullin</p>	<p>Amended 5/16/2018</p>	<p>Senate Third Reading</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 7/5/2018</p>	<p>Senate Appropriations</p>	<p>Near-zero-emission and zero-emission vehicles. Current state and federal law sets specified limits on the total gross weight imposed on the highway by a vehicle with any group of 2 or more consecutive axles. Current federal law authorizes a vehicle operated by an engine fueled primarily by natural gas to exceed these weight limits by an amount equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system. Under existing federal law, the maximum gross vehicle weight of that vehicle may not exceed 82,000 pounds. This bill would, to the extent expressly authorized by federal law, authorize a near-zero-emission vehicle or a zero-emission vehicle, as defined, to exceed the weight limits on the power unit by up to 2,000 pounds. This bill contains other provisions.</p>		
<p>AB 2063 Aguiar-Curry</p>	<p>Amended 4/5/2018</p>	<p>Senate Appropriations</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 6/25/2018</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 6/18/2018</p>	<p>Senate Appropriations</p>	<p>Medi-Cal: emergency medical transportation services. Current law authorizes a 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 Appropriations</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 6/13/2018</p>	<p>Senate Third Reading</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 Appropriations</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 7/3/2018</p>	<p>Senate Appropriations</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 7/3/2018</p>	<p>Senate Appropriations</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 6/25/2018</p>	<p>Senate Appropriations</p>	<p>Natural gas: out-of-state sources: greenhouse gases. Would, beginning January 1, 2020, additionally require the State Air Resources Board to quantify and publish annually 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 2238 Aguiar-Curry</p>	<p>Amended 6/12/2018</p>	<p>Senate Appropriations</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 provides the authority and procedures for the initiation, conduct, and completion of changes of organization and reorganization of cities and districts. The act 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, per capita assessed valuation and the proposal's consistency with city or county general and specific plans This bill would require the commission to consider the assessed valuation rather than per capita assessed valuation.</p>		
<p>AB 2267 Wood</p>	<p>Amended 7/5/2018</p>	<p>Senate Appropriations</p>	<p>California Environmental Quality Act: Sonoma County Renewal Enterprise District. Would exempt from the requirements of CEQA specified actions and approvals taken between January 1, 2019, and January 1, 2024, for the adoption or approval of amendments to the Downtown Station Area Specific Plan for the City of Santa Rosa meeting certain requirements. The bill would exempt from the requirements of CEQA the approval of residential projects that are consistent with the amended Downtown Station Area Specific Plan.This bill contains other related provisions and other existing laws.</p>	<p>Support</p>	
<p>AB 2272 Mayes</p>	<p>Amended 4/2/2018</p>	<p>Senate Appropriations Suspense File</p>	<p>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.</p>		
<p>AB 2304 Holden</p>	<p>Amended 6/18/2018</p>	<p>Senate Rules</p>	<p>Reduced fare transit pass programs: report. Would request the University of California Institutes 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. The bill would request the University of California Institutes of Transportation Studies to convene and consult with a group of stakeholders, as specified, in preparing the report.</p>		

<p>AB 2333 Wood</p>	<p>Amended 7/2/2018</p>	<p>Senate Appropriations</p>	<p>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.</p>		
<p>AB 2341 Mathis</p>	<p>Amended 6/14/2018</p>	<p>Senate Environmental Quality</p>	<p>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, until January 1, 2024, 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>		
<p>AB 2343 Chiu</p>	<p>Amended 6/25/2018</p>	<p>Senate Third Reading</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 cure the violation or vacate. This bill would change the notice period to exclude judicial holidays, including Saturday and Sunday.</p>		
<p>AB 2346 Quirk</p>	<p>Amended 7/5/2018</p>	<p>Senate Appropriations</p>	<p>Public utilities: rates: wildfire expense memorandum accounts. This bill would authorize the Public Utilities Commission, by an unspecified date, to permit each electrical corporation and gas corporation to establish a wildfire expense memorandum account for costs relating to California wildfires that occur on or after January 1, 2015, and to record certain costs in those accounts. The bill would require the recovery in rates of those costs to be subject to review by, and the determination of, the commission, as specified. The bill would require an electrical corporation or gas corporation to notify the commission by letter within 30 days after the electrical corporation or gas corporation begins recording costs in its wildfire expense memorandum account. This bill contains other related provisions and other existing laws.</p>		

AB 2363 Friedman	Amended 6/21/2018	Senate Appropriations	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, the Department of Transportation, local governments, bicycle safety organizations, statewide motorist service membership organizations, transportation advocacy 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.		
AB 2372 Gloria	Amended 6/4/2018	Senate Third Reading	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.		Support and Seek Amendment
AB 2434 Bloom	Amended 6/27/2018	Senate Appropriations	Strategic Growth Council: Health in All Policies Program. Would, until January 1, 2024, establish the Health in All Policies (HiAP) Program, to be administered by the Strategic Growth Council, for the purposes of incorporating health, equity, and sustainability considerations into decision-making across sectors and policy areas, as specified. The bill would require the council, by October 1, 2019, to develop a report of recommendations for programs, policies, and practices that state agencies can undertake to advance health, equity, and specified goals of the HiAP Program, as provided.		
AB 2447 Reyes	Amended 7/2/2018	Senate Appropriations	California Environmental Quality Act: land use: environmental justice. Would, except as provided, 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 1/2 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, as defined, for projects for which environmental review commences on or after July 1, 2019. 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 Appropriations Suspense File	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.		

<p>AB 2528 Bloom</p>	<p>Amended 7/3/2018</p>	<p>Senate Appropriations</p>	<p>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. As part of the update, current law requires the Natural Resources Agency to coordinate with other state agencies to identify a lead agency or group of agencies to lead adaptation efforts in each sector. This bill would add 3 new sectors to the climate adaptation strategy: the land use and community development sector, the climate justice sector, and the parks, recreation, and California culture sector.</p>		
<p>AB 2530 Melendez</p>	<p>Introduced 2/14/2018</p>	<p>Assembly Transportation</p>	<p>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.</p>		
<p>AB 2535 Oberholte</p>	<p>Amended 3/19/2018</p>	<p>Senate Appropriations</p>	<p>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>		
<p>AB 2548 Friedman</p>	<p>Amended 6/25/2018</p>	<p>Assembly Desk</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, and revise as necessary, 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 2562 Mullin</p>	<p>Amended 6/18/2018</p>	<p>Senate Appropriations</p>	<p>Department of Housing and Community Development loans. The Multifamily Housing Program is administered by the Department of Housing and Community Development to address renter housing needs through an omnibus multifamily housing program. Under the program, assistance provided to a project is required to be provided in the form of a deferred payment loan to pay for the eligible costs of development. This bill would authorize each extension of an existing loan, subordination of an existing loan to new debt, or investment of tax credit equity to be made in connection with the combining of multiple sites or collateral as if the existing loan is a new loan, as specified, and would require the department to reduce the interest rate if the development will utilize low-income housing tax credits, the department makes a specified determination regarding the loan or the ability of the development to syndicate, and the rate change will materially increase the feasibility of the proposed project and ensure long-term affordability for the residents.</p>		
<p>AB 2576 Aguiar-Curry</p>	<p>Amended 6/27/2018</p>	<p>Senate Appropriations</p>	<p>Emergencies: health care. 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 moneys were originally appropriated.</p>		
<p>AB 2578 Chiu</p>	<p>Amended 3/22/2018</p>	<p>Senate Appropriations</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 7/2/2018</p>	<p>Senate Appropriations</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 2734 Frazier</p>	<p>Introduced 2/15/2018</p>	<p>Senate Appropriations</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 Appropriations</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>		

AB 2782 Friedman	Amended 4/30/2018	Senate Appropriations	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.		
AB 2797 Bloom	Amended 4/30/2018	Senate Desk	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.		
AB 2851 Grayson	Amended 5/25/2018	Senate Appropriations	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.		
AB 2865 Chiu	Amended 6/20/2018	Senate Appropriations	High-occupancy toll lanes: Santa Clara Valley Transportation Authority: Bay Area Infrastructure Financing Authority. Would authorize the San Francisco County Transportation Authority to authorize VTA or the Bay Area Infrastructure Financing Authority to develop 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.		
AB 2885 Rodriguez	Amended 6/13/2018	Senate Appropriations	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 low-income applicants.		

<p>AB 2890 Ting</p>	<p>Amended 7/3/2018</p>	<p>Senate Appropriations</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 Third Reading</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 7/3/2018</p>	<p>Senate Appropriations</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 6/13/2018</p>	<p>Senate Third Reading</p>	<p>Transactions and use taxes: North Lake Tahoe Transportation Authority and 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 above-described 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.</p>		

<p>AB 2922 Gipson</p>	<p>Amended 5/2/2018</p>	<p>Assembly Appropriations Suspense File</p>	<p>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.</p>		
<p>AB 2923 Chiu</p>	<p>Amended 7/2/2018</p>	<p>Senate Appropriations</p>	<p>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 by ordinance new transit-oriented development (TOD) zoning standards that establish minimum local zoning requirements for height, density, parking, and floor area ratio only, that apply to an eligible TOD project, as defined. The bill would require that the adoption of, or amendments to, the TOD zoning standards comply with specified requirements and would require affected local jurisdictions to adopt a local zoning ordinance that conforms to the TOD zoning standards and is operative within 2 years of the date that the TOD zoning standards are adopted by the board.</p>	<p>Support & Seek Amendment</p>	<p>Oppose Unless Amended</p>
<p>AB 2999 Bonta</p>	<p>Amended 5/10/2018</p>	<p>Assembly Appropriations Suspense File</p>	<p>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.</p>		
<p>AB 3000 Friedman</p>	<p>Amended 5/8/2018</p>	<p>Assembly Appropriations Suspense File</p>	<p>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.</p>		

<p>AB 3012 Gallagher</p>	<p>Amended 6/13/2018</p>	<p>Senate Appropriations</p>	<p>State Coastal Conservancy: grants: climate change projects. Current law authorizes the State Coastal Conservancy to address the impacts and potential impacts of climate change on resources within its jurisdiction, and to undertake certain projects within that designated area. Current law authorizes the conservancy to award grants to public agencies and nonprofit organizations for certain projects that address the effects of climate change, and, to the extent allowed, to prioritize projects that maximize public benefits, including, but not limited to, reducing emissions of greenhouse gases, reducing hazards to harbors and ports, preserving and enhancing coastal wetlands and natural lands, conserving biodiversity, and providing recreational opportunities. This bill would require the conservancy, to the extent allowed, to prioritize projects, either described above, or that reduce flood risk and enhance fish and wildlife habitat, as described.</p>		
<p>AB 3034 Low</p>	<p>Amended 3/23/2018</p>	<p>Senate Appropriations</p>	<p>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.</p>		
<p>AB 3072 Chiu</p>	<p>Amended 5/16/2018</p>	<p>Assembly Appropriations Suspense File</p>	<p>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.</p>		
<p>AB 3135 Frazier</p>	<p>Amended 6/11/2018</p>	<p>Senate Appropriations</p>	<p>Traffic safety: state funding. Would require the Department of Finance to calculate the ratio of the number of officer positions at the Department of the California Highway Patrol authorized in the annual budget act to the state population for each fiscal year beginning in the 2007–08 fiscal year to the 2017–18 fiscal year, inclusive, to determine the highest ratio. The bill would require the annual budget proposed by the Governor, for each fiscal year following the enactment of this bill, to include the level of funding and position authority necessary for the Department of the California Highway Patrol to meet or exceed the highest ratio.</p>		

<p><u>AB 3139</u> <u>Bonta</u></p>	<p>Amended 5/25/2018</p>	<p>Senate Appropriations</p>	<p>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>		
<p><u>AB 3152</u> <u>Chiu</u></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><u>AB 3171</u> <u>Ting</u></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 7/5/2018</p>	<p>Senate Second Reading</p>	<p>Housing Accountability Act: project approval. This bill would specify that a proposed housing development project is not inconsistent with the applicable zoning standards and criteria, 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 authorize a local agency, provided that the local agency has complied with specified provisions, to require the proposed housing development project to comply with the objective standards and criteria of the zoning which is consistent with the general plan, and would require the local agency to apply those standards and criteria to facilitate and accommodate development at the density allowed on the site by the general plan and proposed by the proposed housing development project. 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 Appropriations</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>		
<p>AB 3246 Committee on Transportation</p>	<p>Amended 6/11/2018</p>	<p>Senate Consent Calendar</p>	<p>Transportation: omnibus bill. Current law authorizes a county, upon the adoption of a resolution by its board of supervisors, to impose a fee on motor vehicles, as specified, that is paid quarterly to the Controller and continuously appropriated for disbursement to the county, as specified, to be used to fund programs relating to vehicle theft crimes. Existing law requires a county that imposes this fee to issue an annual report to the Controller on or before August 31. Existing law requires the Controller to suspend a county's fee for one year if the county fails to submit the report by November 30 and requires the Controller to inform the Department of Motor Vehicles on or before January 1 that a county's authority to collect the fee is suspended. This bill would instead 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.</p>		
<p>ACA 4 Aguiar-Curry</p>	<p>Introduced 2/17/2017</p>	<p>Assembly Local Government</p>	<p>Local government financing: affordable housing and public infrastructure: voter approval. Local government financing: affordable housing and public infrastructure: voter approval.</p>		

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 Revenue and Taxation	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</p>	<p>Amended 6/14/2018</p>	<p>Assembly Appropriations Suspense File</p>	<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>		
<p>SB 414 Vidak</p>	<p>Amended 1/3/2018</p>	<p>Senate Transportation and Housing</p>	<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 765 Wiener</p>	<p>Amended 7/5/2018</p>	<p>Assembly Appropriations</p>	<p>Planning and zoning: streamlined approval process. Current law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards. This bill would provide that the determination of whether an application for a development is subject to the streamlined ministerial approval process is not a project for purposes of the California Environmental Quality Act. This bill contains other related provisions and other existing laws.</p>		
<p>SB 819 Hill</p>	<p>Amended 6/27/2018</p>	<p>Assembly Appropriations</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 6/25/2018</p>	<p>Assembly Third Reading</p>	<p>Emergency notification: county jurisdictions. Would authorize each county, including a city and county, to enter into an agreement 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 enters into such an agreement would be required to include procedures to enable any resident to opt out of the warning system and a process to terminate the receiving agency's access to the resident's contact information.</p>		
<p>SB 822 Wiener</p>	<p>Amended 6/25/2018</p>	<p>Assembly Appropriations</p>	<p>Communications: broadband Internet access service. The Consumers Legal Remedies Act makes unlawful certain unfair methods of competition and unfair or deceptive acts or practices undertaken by any person in a transaction intended to result or which results in the sale or lease of goods or services to any consumer. This bill would revise the act to prohibit specified actions by an Internet service provider, as defined, that provides broadband Internet access service, as defined, and make a violation of those prohibitions subject to the remedies available pursuant to the act.</p>		
<p>SB 824 Lara</p>	<p>Amended 6/28/2018</p>	<p>Assembly Appropriations</p>	<p>Insurers: declared disaster: homeowners' insurance policies. Would prohibit, subject to certain exceptions, 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 an area in which a wildfire has occurred, with respect to an insured property located within or adjacent to the fire perimeter, as specified.</p>		
<p>SB 828 Wiener</p>	<p>Amended 7/2/2018</p>	<p>Assembly Appropriations</p>	<p>Land use: housing element. Current law requires the appropriate council of governments, or the department for a city and county that does not have a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county in accordance with certain requirements and procedures, including that a specified type of ordinance or policy that limits the number of residential building permits issued by a city or county may not be used as a justification for a determination or reduction in a jurisdiction's share of the regional housing need. This bill would prohibit the prior underproduction of housing in a city or county from the previous cycle and stable population numbers in a city or county from the previous cycle from being used as a justification for a determination or a reduction in the jurisdiction's share of the regional housing need.</p>	<p>Support</p>	<p>Support</p>

<p>SB 829 Wiener</p>	<p>Amended 7/3/2018</p>	<p>Assembly Appropriations</p>	<p>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.</p>		
<p>SB 833 McGuire</p>	<p>Amended 7/5/2018</p>	<p>Assembly Appropriations</p>	<p>Emergency alerts: evacuation orders: operators. This bill would require that mass notifications and the communication of protective actions be conveyed broadly or to a targeted population based on the conditions and risk assessment of the responsible local government and specify options for notification. The bill would further require, on or before January 1, 2019, the Office of Emergency Services (OES) to establish guidelines and best practices for public alerts and warnings and the use of mass notification systems, as provided. On or before July 1, 2019, the bill would require OES to both ensure that each emergency management office within a county or city shall become a registered IPAWS WEA operator and has up-to-date IPAWS software and equipment. The bill also would require OES to ensure that emergency management personnel trained on the WEA system receive yearly training in IPAWS and WEA software and equipment operation. This bill contains other related provisions and other existing laws.</p>		
<p>SB 881 Wieckowski</p>	<p>Amended 6/19/2018</p>	<p>Assembly Appropriations</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 7/2/2018</p>	<p>Senate Conference Committee</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, and an assessment of risks to the health and welfare of customers who may lose power.</p>		
<p>SB 912 Beall</p>	<p>Amended 6/20/2018</p>	<p>Assembly Appropriations</p>	<p>California Housing Finance Agency: management compensation. Current law, among other officers within the California Housing Finance Agency, provides for a director of enterprise risk management and compliance with specified duties related to the development of new programs or changes to existing law or regulations that may result in new or increased risk to the agency. Current law requires that the board of directors of the agency establish the compensation of the key exempt management in the agency's annual budget, as provided. This bill, with respect to the compensation of those key exempt management positions, would include the director of enterprise risk management and compliance and the risk manager among those positions, and would delete obsolete references.</p>		
<p>SB 914 Dodd</p>	<p>Enrolled 7/5/2018</p>	<p>Senate Enrollment</p>	<p>Local agency contracts: construction manager at-risk construction contracts. 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 Appropriations</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 6/12/2018</p>	<p>Assembly Appropriations</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 6/21/2018</p>	<p>Assembly Appropriations</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 7/5/2018</p>	<p>Assembly Appropriations</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 approved for passenger vehicles 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 7/5/2018</p>	<p>Assembly Appropriations</p>	<p>California Clean Miles Standard and Incentive Program: zero-emission vehicles. Would require, by January 1, 2020, that the State Air Resources Board establish a baseline for emissions of greenhouse gases for vehicles used on the online-enabled applications or platforms by transportation network companies on a per-passenger-mile basis. The bill would require, by January 1, 2021, that the state board establish, and the commission implement, annual targets and goals starting in 2023 for the reduction under that baseline for emissions of greenhouse gases per passenger mile driven on behalf of a transportation network company. The bill would require that the targets and goals meet specified requirements. This bill contains other related provisions.</p>	<p>Support</p>	
<p>SB 1015 Allen</p>	<p>Amended 6/21/2018</p>	<p>Assembly Appropriations</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 Third Reading</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 6/19/2018</p>	<p>Assembly Appropriations</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 7/2/2018</p>	<p>Assembly Appropriations</p>	<p>Regional Climate Collaborative Program: technical assistance. Would, until October 1, 2029, 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 6/18/2018</p>	<p>Assembly Appropriations</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 Roth</p>	<p>Amended 6/20/2018</p>	<p>Assembly Appropriations</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 7/3/2018</p>	<p>Assembly Rules</p>	<p>Safety, reliability, and resiliency planning: general rate case cycle. 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>		

SB 1115 Hill	Amended 7/3/2018	Assembly Appropriations	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.		
SB 1117 Beall	Introduced 2/13/2018	Senate Rules	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.		
SB 1119 Beall	Amended 6/18/2018	Assembly Appropriations	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 waive the above requirement if the recipient transit agencies expend the funding provided on certain activities.	Support & Seek Amendment	
SB 1145 Leyva	Amended 4/16/2018	Assembly Third Reading	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>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>Amended 6/18/2018</p>	<p>Assembly Appropriations</p>	<p>High-Speed Rail Authority: property acquisition: capital outlays: public contracts: county assessor's records. The California Constitution permits the taking of private property for public use only when just compensation is paid. The Eminent Domain Law prescribes the procedures for the exercise of that constitutionally authorized power. Under that law, a public entity may not commence an eminent domain proceeding until its governing body has adopted a resolution of necessity that meets specified requirements. Current law defines "governing body" for these purposes with respect to various state and local public entities. This bill would specify that the State Public Works Board is the "governing body" for these purposes for a taking by the High-Speed Rail Authority.</p>		
<p>SB 1182 Glazer</p>	<p>Amended 5/25/2018</p>	<p>Assembly Appropriations</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 Appropriations Suspense File</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 6/21/2018</p>	<p>Senate Desk</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 will be 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 and the developer enters into an agreement with an institution of higher education to that effect, 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.</p>		
<p>SB 1251 McGuire</p>	<p>Amended 5/31/2018</p>	<p>Assembly Appropriations</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 7/2/2018</p>	<p>Assembly Appropriations</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 Beall</p>	<p>Amended 6/21/2018</p>	<p>Assembly Appropriations</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 Construction Manager/General Contractor project delivery method (CM/GC method) 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 Appropriations</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 Appropriations</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 7/3/2018</p>	<p>Assembly Appropriations</p>	<p>Energy storage systems: procurement. Would require the Public Utilities Commission, in addition to specified requirements, on or before January 1, 2020, to consider procurement strategies for the installation of a statewide total of up to 2,000 megawatts of energy storage systems. As part of the procurement strategies considered by the commission, the bill would require the commission to consider appropriate targets, if any, for electrical corporations, community choice aggregators, electric service providers, and certain electrical cooperatives (collectively, load-serving entities) to procure viable and cost-effective energy storage systems, to be achieved by December 31, 2030.</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>		

<p>SB 1376 Hill</p>	<p>Amended 6/12/2018</p>	<p>Assembly Appropriations</p>	<p>Transportation network companies: accessibility for persons with disabilities. Would require the Public Utilities Commission, by January 1, 2020, to develop regulations relating to accessibility for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle. As part of these regulations, the bill would require the commission to conduct workshops with stakeholders in order to determine community demand, transportation provider supply, and educational outreach objectives and to develop programs for on-demand services, service alternatives, and partnerships.</p>		
<p>SB 1384 Bates</p>	<p>Introduced 2/16/2018</p>	<p>Senate Gov. & F.</p>	<p>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.</p>		
<p>SB 1387 Beall</p>	<p>Amended 6/20/2018</p>	<p>Assembly Appropriations</p>	<p>Vehicles: license plate pilot programs. Current law authorizes the Department of Motor Vehicles to conduct a pilot program, to be completed no later than January 1, 2019, to evaluate the use of alternatives to stickers, tabs, license plates, and registration cards, subject to certain requirements, and if the department conducts a pilot program, requires the department to submit a report of the results of the pilot program, as specified, to the Legislature no later than July 1, 2020. This bill would extend the date for which the authorized pilot program is to be completed by the department to January 1, 2020.</p>		
<p>SB 1401 Wieckowski</p>	<p>Introduced 2/16/2018</p>	<p>Assembly Natural Resources</p>	<p>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.</p>		
<p>SB 1403 Lara</p>	<p>Amended 6/19/2018</p>	<p>Assembly Appropriations</p>	<p>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.</p>		

SB 1415 McGuire	Amended 5/25/2018	Assembly Third Reading	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 Third Reading	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 6/7/2018	Assembly Third Reading	Discrimination: veteran or military status. Current law declares that housing discrimination on the basis of race, color, religion, sex, gender, gender identity, gender expression, sexual orientation, marital status, national origin, ancestry, familial status, source of income, disability, or genetic information is against public policy. This bill would state findings and declarations of the Legislature regarding the importance of housing for veterans and its priority and declare that housing discrimination on the basis of veteran or military status is against public policy.	Sponsor	
SB 1434 Leyva	Amended 7/2/2018	Assembly Appropriations	Transportation electrification: electricity rate design. Would require the PUC to direct an electrical corporation with more than 100,000 service connections in California to file a rate design application by July 1, 2019, that supports and accelerates 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. This requirement would not apply to an electrical corporation with an approved or proposed rate tariff that meets the goals of the bill as of July 1, 2019.		
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 7/2/2018</p>	<p>Assembly Appropriations</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, 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 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 authorizes grant funding to support PTC implementation along passenger 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.	
H.R. 6037 (Conaway)	Nonprofits Support Act	6/7/18	House Ways & Means Committee	Revises the 2017 tax law to reinstate the ability of nonprofits to deduct the from their federal tax liability the costs of providing transportation fringe benefits to their employees.	

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 #: 18-0477 **Version:** 1 **Name:**

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

File created: 6/7/2018 **In control:** Legislation Committee

On agenda: 7/13/2018 **Final action:**

Title: Senate Bill 1 Repeal Initiative: Proposition 6

November 2018 statewide ballot measure, which would repeal the transportation funding increase authorized by SB 1 (Beall, 2017).

Sponsors:

Indexes:

Code sections:

Attachments: [3a_SB 1 Repeal Initiative - Prop 6.pdf](#)
[3a_handout_No on Proposition 6 Coalition List.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Senate Bill 1 Repeal Initiative: Proposition 6

November 2018 statewide ballot measure, which would repeal the transportation funding increase authorized by SB 1 (Beall, 2017).

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Oppose / Commission Approval

Attachments:



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3a
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: July 6, 2018

FR: Executive Director

RE: Senate Bill 1 Repeal Initiative: Proposition 6

Background

On June 25, 2018, the state's Attorney General determined that the SB 1 repeal initiative backed by GOP gubernatorial candidate John Cox has obtained enough valid signatures to qualify for the November ballot. The repeal initiative, now known as Proposition 6, would provide that any tax on motor vehicle fuel or vehicles themselves must be subject to a vote of the people and would apply retroactively to January 1, 2017, as shown in Attachment A. As a result, this measure would not only repeal SB 1, it would also set a very high bar for any future effort to raise revenue from transportation user fees.

Recommendation: Oppose

SB 1 Background

In April 2017, the Legislature enacted Senate Bill 1 (Beall), a landmark transportation funding bill that provides approximately \$5 billion per year in ongoing state funding for transportation after decades of underinvestment by the state. The primary goal of SB 1 is to restore the condition of the state highway and local road systems after decades of deferred maintenance, resulting in funding shortfalls of \$59 billion and \$78 billion, respectively. While state and local roadway maintenance receives the vast majority of SB 1 funds, the bill also provides vital new funding for enhanced travel options and congestion reduction, establishing a Corridor Mobility Improvement Program, a Trade Corridors Improvement Program, a Local Partnership Program (which rewards local jurisdictions with voter-approved funding for transportation), plus funding increases for the existing Transit and Intercity Rail Capital, State Transit Assistance and Active Transportation programs.

SB 1 is funded by adjustments to roadway user fees assessed on motor vehicle fuel and motor vehicles. Proposition 69, approved by 81 percent of voters in June 2018, added a provision to the California Constitution ensuring that all of the SB 1 funding sources are protected from diversion to non-transportation purposes. The new revenue measures contained in SB 1 are as follows:

- A 12-cent/gallon increase in the state's gasoline excise tax. This adjustment amounts to an inflation adjustment to restore the tax's purchasing power since its most recent adjustment in 1994.
- A Transportation Improvement Fee, an annual vehicle registration surcharge which varies based on the value of the vehicle and depreciates over time.
- A zero-emission vehicle registration surcharge of \$100 per year
- A 20-cent/gallon increase in the diesel excise tax
- A 4 percent rate increase in the sales tax on diesel fuel

Bay Area Impacts of SB 1 Repeal Would Affect All Modes and All Jurisdictions

Repeal of SB 1 would be felt by every Bay Area resident and visitor. Funding levels for the maintenance and rehabilitation of the state's highways and local roads was woefully insufficient prior to SB 1; without it pavement condition can be expected to deteriorate at an ever-accelerating pace. Public transit systems would face tighter budgets that could require cuts in service and delays to vehicle procurements and to urgent state of good repair priorities. Priority congestion relief and transit expansion projects also would be significantly delayed due to funding gaps arising from the loss of SB 1.

Local Road Funding

The greatest negative impact on the region's transportation system resulting from an SB 1 repeal likely would be the condition of our local roads, 22 percent of which already are classified as being in poor or failed condition. Regionwide, we currently have a pavement condition index (PCI) of 67, which is considered "fair." However, conditions vary widely by county as well as within each county depending on the type of road; overall, local roads in Napa and Sonoma counties are classified as "at risk," but a sizeable portion of them are deemed "failed," with PCIs below 25. Whether driving, riding the bus, cycling or walking, Bay Area residents should expect to notice significantly worse local road conditions if Proposition 6 passes. In PCI terms, staff estimates repeal could bring the region's PCI down to 58 percent and increase poor or failed conditions to 36 percent by 2027.

SB 1 distributes road repair funding to every city and county in the state by formula. Bay Area cities and counties are forecast to receive \$208 million from SB 1 in FY 2018-19, a 73 percent increase in their baseline state gas tax funding, as shown in Attachment B. These funds may be spent on road maintenance and rehabilitation, but are also eligible to be spent on safety projects, railroad grade separations, and complete streets components, including pedestrian and bicycle safety projects and traffic control devices. Cities and counties have already submitted specific plans to CTC for use of these funds. All such plans would be shelved in the event of a repeal.

Transit Funding

Bay Area transit riders also have a lot to lose from a repeal of SB 1. Thanks to its significant boost in State Transit Assistance (STA) funding, the Bay Area anticipates receiving \$156 million more in additional STA funds in FY 2018-19 – more than *double* the baseline STA program. Of this amount, \$118 million augments the existing STA program and can be used on any transit agency needs, whether it be increasing service, paying for rising fuel and labor costs, boosting safety measures or expanding the system. Another \$38 million is anticipated for the new SB 1 State of Good Repair transit program, which is limited to capital improvements such as replacing vehicles and upgrading facilities. Examples of transit projects that could be in jeopardy include

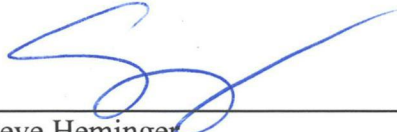
“quality of life” improvements at BART to improve the safety and cleanliness of stations, as well as the new transit fare discount program for low-income transit riders, known as the regional means-based fare program. Details of SB 1 transit operator funding shares are shown in Attachment C.

Congestion Relief Projects

In its first award of competitive funds from new SB 1 programs, the California Transportation Commission (CTC) awarded Bay Area projects \$660 million in funding, more than 25 percent of the statewide total. The region’s largest award was a \$233 million commitment to Caltrans and the Santa Clara Valley Transportation Authority (VTA) through the Solutions for Congested Corridors program to establish express lanes along both directions of U.S. 101 between State Route 237 in Mountain View through San Mateo County to Interstate 380 near San Francisco International Airport. The CTC also awarded Caltrans \$85 million through the Solutions for Congested Corridors program to complete the final Sonoma County portion of the multi-phase widening of U.S. 101 through the Marin-Sonoma Narrows. A complete list of Bay Area projects that were awarded competitive funding from SB 1 is included in Attachment D.

Summary

SB 1 offers the potential to greatly improve the condition of the Bay Area and state’s transportation system, with a fix-it-first emphasis on repairing our local roads and state highway system, but with funding for vital mobility and transit improvements as well. The bill includes strong accountability provisions requiring detailed reporting on how formula funds are spent at the local level. Finally, SB 1 provides for a sustainable and predictable funding stream that ensures the users of the transportation system help pay for it. Proposition 6 would likely require that transportation compete for funding as part of the annual state budget process with other General Fund programs, such as affordable housing, K-12 education, the University of California, social safety net programs, environmental protection and corrections. Staff requests your opposition to Proposition 6 so that we can help Bay Area residents understand what is at stake.



Steve Heminger

Attachments:

- Attachment A: Ballot Measure Text
- Attachment B: Local road funding
- Attachment C: Transit operator funding
- Attachment D: Bay Area competitive funding awards

SH:rl

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Attachment A
Agenda Item 3a

17-0033 Amdt. # 1

BELL, MCANDREWS & HILTACHK, LLP
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SACRAMENTO, CALIFORNIA 95814

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RECEIVED

OCT 13 2017

INITIATIVE COORDINATOR
ATTORNEY GENERAL'S OFFICE

October 13, 2017

Initiative Coordinator
Office of the Attorney General
State of California
PO Box 994255
Sacramento, CA 94244-25550

Re: Amendment of Proposed Initiative No. 17-0033 "Voter Approval for Increases in Gas and Car Tax"

Dear Initiative Coordinator:

With this letter I submit an amendment to the above-referenced proposed statewide initiative measure in accordance with Elections Code section 9002. I am the proponent of the measure and a registered voter in the State of California. Please prepare a circulating title and summary of the measure using the amended language as provided by law.

Enclosed with this letter please find the text of the proposed measure as amended.

Thank you for your attention to processing my request.

Respectfully Submitted,



Thomas W. Hiltachk

INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS

SECTION 1. STATEMENT OF FINDINGS AND PURPOSES

- (a) California's taxes on gasoline and car ownership are among the highest in the nation.
- (b) These taxes have been raised without the consent of the people.
- (c) Therefore, the people hereby amend the Constitution to require voter approval of the recent increase in the gas and car tax enacted by Chapter 5 of the Statutes of 2017 and any future increases in the gas and car tax.

SECTION 2. VOTER APPROVAL FOR INCREASES IN GAS AND CAR TAX

Section 3.5 of Article XIII A of the California Constitution is added to read:

Sec. 3.5(a) Notwithstanding any other provision of law, the Legislature shall not impose, increase or extend any tax, as defined in section 3, on the sale, storage, use or consumption of motor vehicle gasoline or diesel fuel, or on the privilege of a resident of California to operate on the public highways a vehicle, or trailer coach, unless and until that proposed tax is submitted to the electorate and approved by a majority vote.

(b) This section does not apply to taxes on motor vehicle gasoline or diesel fuel, or on the privilege of operating a vehicle or trailer coach at the rates that were in effect on January 1, 2017. Any increase in the rate of such taxes imposed after January 1, 2017 shall cease to be imposed unless and until approved by the electorate as required by this section.



Current State Funding for Local Street & Roads, FY 2018-19

Senate Bill 1 (Beall) and Baseline Gas Tax

ALAMEDA COUNTY	BASELINE	SB 1	TOTAL
ALAMEDA	\$1,735,563	\$1,337,356	\$3,072,919
ALBANY	\$418,185	\$317,708	\$735,893
BERKELEY	\$2,628,715	\$2,028,555	\$4,657,270
DUBLIN	\$1,299,142	\$998,667	\$2,297,809
EMERYVILLE	\$263,375	\$198,341	\$461,716
FREMONT	\$5,009,521	\$3,876,204	\$8,885,725
HAYWARD	\$3,486,854	\$2,694,523	\$6,181,377
LIVERMORE	\$1,945,128	\$1,499,991	\$3,445,119
NEWARK	\$990,107	\$760,001	\$1,750,108
OAKLAND	\$9,201,038	\$7,129,074	\$16,330,112
PIEDMONT	\$251,064	\$188,787	\$439,851
PLEASANTON	\$1,649,064	\$1,270,227	\$2,919,291
SAN LEANDRO	\$1,915,505	\$1,477,001	\$3,392,506
UNION CITY	\$1,595,939	\$1,229,000	\$2,824,939
CITY TOTAL	\$32,389,200	\$25,005,435	\$57,394,635
COUNTY TOTAL	\$25,782,062	\$17,040,682	\$42,822,744
GRAND TOTAL	\$58,171,262	\$42,046,117	\$100,217,379

CONTRA COSTA COUNTY	BASELINE	SB 1	TOTAL
ANTIOCH	\$2,500,327	\$1,911,481	\$4,411,808
BRENTWOOD	\$1,340,666	\$1,021,573	\$2,362,239
CLAYTON	\$253,305	\$188,804	\$442,109
CONCORD	\$2,807,730	\$2,147,888	\$4,955,618
DANVILLE	\$954,069	\$725,416	\$1,679,485
EL CERRITO	\$545,019	\$411,608	\$956,627
HERCULES	\$569,407	\$429,594	\$999,001
LAFAYETTE	\$559,051	\$421,630	\$980,681
MARTINEZ	\$830,120	\$630,094	\$1,460,214
MORAGA	\$371,618	\$279,023	\$650,641
OAKLEY	\$907,161	\$689,342	\$1,596,503
ORINDA	\$420,766	\$316,821	\$737,587
PINOLE	\$421,636	\$317,490	\$739,126
PITTSBURG	\$1,531,321	\$1,168,195	\$2,699,516
PLEASANT HILL	\$764,828	\$579,881	\$1,344,709
RICHMOND	\$2,446,892	\$1,870,388	\$4,317,280
SAN PABLO	\$686,416	\$519,579	\$1,205,995
SAN RAMON	\$1,764,816	\$1,347,763	\$3,112,579
WALNUT CREEK	\$1,556,472	\$1,187,538	\$2,744,010
CITY TOTAL	\$21,231,620	\$16,164,108	\$37,395,728
COUNTY TOTAL	\$21,694,182	\$14,228,986	\$35,923,168
GRAND TOTAL	\$42,925,802	\$30,393,094	\$73,318,896

MARIN COUNTY	BASELINE	SB 1	TOTAL
BELVEDERE	\$53,476	\$36,342	\$89,818
CORTE MADERA	\$215,019	\$158,720	\$373,739
FAIRFAX	\$172,984	\$126,678	\$299,662
LARKSPUR	\$283,757	\$210,355	\$494,112
MILL VALLEY	\$335,077	\$249,474	\$584,551
NOVATO	\$1,209,065	\$912,262	\$2,121,327
ROSS	\$61,619	\$42,550	\$104,169
SAN ANSELMO	\$291,769	\$216,462	\$508,231
SAN RAFAEL	\$1,347,791	\$39,831	\$1,387,622
SAUSALITO	\$167,629	\$122,595	\$290,224
TIBURON	\$215,502	\$159,088	\$374,590
CITY TOTAL	\$4,353,688	\$2,274,357	\$6,628,045
COUNTY TOTAL	\$5,353,629	\$3,855,323	\$9,208,952
GRAND TOTAL	\$9,707,317	\$6,129,680	\$15,836,997

NAPA COUNTY	BASELINE	SB 1	TOTAL
AMERICAN CANYON	\$437,265	\$344,177	\$781,442
CALISTOGA	\$115,651	\$87,642	\$203,293
NAPA	\$1,687,830	\$1,349,068	\$3,036,898
SAINT HELENA	\$132,172	\$100,944	\$233,116
YOUNTVILLE	\$66,792	\$49,108	\$115,900
CITY TOTAL	\$2,439,710	\$1,930,939	\$4,370,649
COUNTY TOTAL	\$3,574,221	\$2,716,184	\$6,290,405
GRAND TOTAL	\$6,013,931	\$4,647,123	\$10,661,054

SAN FRANCISCO COUNTY	BASELINE	SB 1	TOTAL
SAN FRANCISCO CITY	\$17,962,184	\$14,627,591	\$32,589,775
SAN FRANCISCO COUNTY	\$10,248,706	\$8,009,281	\$18,257,987
GRAND TOTAL	\$28,210,890	\$22,636,872	\$50,847,762

SB 1 requires cities and counties to submit an annual report to the California Transportation Commission on how they plan to spend SB 1 local street and road funds. This unprecedented level of **transparency** and **accountability** will ensure Bay Area residents can find out exactly how SB 1 is being put to work to improve their communities. A list of reports submitted to date can be found here:

catc.ca.gov/programs/sb1/l srp/



SAN MATEO COUNTY	BASELINE	SB 1	TOTAL
ATHERTON	\$164,956	\$119,600	\$284,556
BELMONT	\$621,343	\$461,703	\$1,083,046
BRISBANE	\$110,279	\$79,008	\$189,287
BURLINGAME	\$677,853	\$504,437	\$1,182,290
COLMA	\$39,122	\$25,198	\$64,320
DALY CITY	\$2,432,879	\$1,828,591	\$4,261,470
EAST PALO ALTO	\$682,101	\$507,649	\$1,189,750
FOSTER CITY	\$745,935	\$555,921	\$1,301,856
HALF MOON BAY	\$286,388	\$210,673	\$497,061
HILLSBOROUGH	\$267,846	\$196,651	\$464,497
MENLO PARK	\$800,033	\$596,831	\$1,396,864
MILLBRAE	\$522,414	\$387,647	\$910,061
PACIFICA	\$854,330	\$637,891	\$1,492,221
PORTOLA VALLEY	\$109,947	\$78,757	\$188,704
REDWOOD CITY	\$1,906,304	\$1,432,277	\$3,338,581
SAN BRUNO	\$1,012,995	\$757,876	\$1,770,871
SAN CARLOS	\$659,334	\$490,432	\$1,149,766
SAN MATEO	\$2,303,199	\$1,730,525	\$4,033,724
SOUTH SAN FRANCISCO	\$1,460,466	\$1,095,127	\$2,555,593
WOODSIDE	\$132,166	\$94,804	\$226,970
CITY TOTAL	\$15,789,890	\$11,791,598	\$27,581,488
COUNTY TOTAL	\$14,749,139	\$9,733,147	\$24,482,286
GRAND TOTAL	\$30,539,029	\$21,524,745	\$52,063,774

SANTA CLARA COUNTY	BASELINE	SB 1	TOTAL
CAMPBELL	\$939,379	\$714,892	\$1,654,271
CUPERTINO	\$1,292,763	\$985,800	\$2,278,563
GILROY	\$1,227,976	\$935,922	\$2,163,898
LOS ALTOS	\$693,270	\$525,419	\$1,218,689
LOS ALTOS HILLS	\$194,446	\$144,464	\$338,910
LOS GATOS	\$691,358	\$523,946	\$1,215,304
MILPITAS	\$1,651,211	\$1,261,761	\$2,912,972
MONTE SERENO	\$81,889	\$58,579	\$140,468
MORGAN HILL	\$970,219	\$738,635	\$1,708,854
MOUNTAIN VIEW	\$1,735,276	\$1,326,480	\$3,061,756
PALO ALTO	\$1,505,185	\$1,149,338	\$2,654,523
SAN JOSE	\$22,759,595	\$17,503,003	\$40,262,598
SANTA CLARA	\$2,709,365	\$2,074,485	\$4,783,850
SARATOGA	\$675,167	\$511,481	\$1,186,648
SUNNYVALE	\$3,271,129	\$2,506,974	\$5,778,103
CITY TOTAL	\$40,398,228	\$30,961,179	\$71,359,407
COUNTY TOTAL	\$32,051,280	\$21,466,715	\$53,517,995
GRAND TOTAL	\$72,449,508	\$52,427,894	\$124,877,402

SOLANO COUNTY	BASELINE	SB 1	TOTAL
BENICIA	\$615,518	\$463,393	\$1,078,911
DIXON	\$430,170	\$322,894	\$753,064
FAIRFIELD	\$2,507,408	\$1,910,076	\$4,417,484
RIO VISTA	\$203,729	\$150,906	\$354,635
SUISUN CITY	\$650,454	\$490,164	\$1,140,618
VACAVILLE	\$2,162,078	\$1,647,367	\$3,809,445
VALLEJO	\$2,597,434	\$1,979,062	\$4,576,496
CITY TOTAL	\$9,166,791	\$6,963,862	\$16,130,653
COUNTY TOTAL	\$8,486,589	\$6,263,985	\$14,750,574
GRAND TOTAL	\$17,653,380	\$13,227,847	\$30,881,227

SONOMA COUNTY	BASELINE	SB 1	TOTAL
CLOVERDALE	\$201,214	\$149,434	\$350,648
COTATI	\$165,100	\$121,675	\$286,775
HEALDSBURG	\$264,668	\$197,438	\$462,106
PETALUMA	\$1,338,892	\$1,019,665	\$2,358,557
ROHNERT PARK	\$926,534	\$703,865	\$1,630,399
SANTA ROSA	\$3,863,442	\$2,958,202	\$6,821,644
SEBASTOPOL	\$171,783	\$126,812	\$298,595
SONOMA	\$247,014	\$183,868	\$430,882
WINDSOR	\$606,625	\$457,972	\$1,064,597
CITY TOTAL	\$7,785,272	\$5,918,931	\$13,704,203
COUNTY TOTAL	\$13,134,277	\$9,288,325	\$22,422,602
GRAND TOTAL	\$20,919,549	\$15,207,256	\$36,126,805

REGION	BASELINE	SB 1	TOTAL
CITY TOTAL	\$151,516,583	\$115,638,000	\$267,154,583
COUNTY TOTAL	\$135,074,085	\$92,602,628	\$227,676,713
GRAND TOTAL	\$286,590,668	\$208,240,628	\$494,831,296

STATEWIDE	BASELINE	SB 1	TOTAL
CITY TOTAL	\$721,704,709	\$551,931,000	\$1,273,635,709
COUNTY TOTAL	\$760,033,117	\$551,931,000	\$1,311,964,117
GRAND TOTAL	\$1,481,737,826	\$1,103,862,000	\$2,585,599,826

Source: League of California Cities & California State Association of Counties

For more information, contact Rebecca Long, Government Relations Manager, rlong@bayareametro.gov

June 2018



Estimate of State Transit Assistance Revenue-Based Funding, Including SB 1 Contribution

	FY2017-18	FY2017-18	FY2018-19	FY2018-19
	SB 1 Contribution	Estimated Total	SB 1 Contribution	Estimated Total
AC Transit	\$4,827,836	\$14,483,509	\$9,950,810	\$19,901,620
Altamont Commuter Express (ACE)	\$102,168	\$306,505	\$210,582	\$421,165
BART	\$9,353,673	\$28,061,019	\$19,279,158	\$38,558,316
Caltrain	\$1,908,845	\$5,726,536	\$3,934,383	\$7,868,766
City of Dixon	\$1,592	\$4,776	\$3,281	\$6,562
City of Fairfield	\$40,278	\$120,835	\$83,019	\$166,038
City of Petaluma	\$10,052	\$30,157	\$20,719	\$41,438
City of Rio Vista	\$567	\$1,701	\$1,169	\$2,338
City of Santa Rosa	\$44,133	\$132,400	\$90,965	\$181,930
City of Union City	\$26,235	\$78,706	\$54,074	\$108,149
County Connection (CCCTA)	\$182,659	\$547,977	\$376,484	\$752,969
Golden Gate Transit	\$886,398	\$2,659,195	\$1,826,984	\$3,653,968
Marin Transit	\$314,411	\$943,233	\$648,043	\$1,296,086
SamTrans	\$1,879,680	\$5,639,040	\$3,874,269	\$7,748,539
San Francisco MTA	\$14,561,026	\$43,683,077	\$30,012,201	\$60,024,403
Santa Clara Valley Transit Authority (VTA)	\$6,638,048	\$19,914,144	\$13,681,895	\$27,363,791
Sonoma-Marín Area Rail Transit (SMART)	\$235,665	\$706,994	\$485,736	\$971,472
Solano County Transit	\$90,088	\$270,265	\$185,684	\$371,368
Sonoma County Transit	\$52,051	\$156,152	\$107,283	\$214,567
Tri Delta Transit (ECCCTA)	\$84,549	\$253,647	\$174,267	\$348,533
Vacaville City Coach	\$6,774	\$20,322	\$13,962	\$27,925
Vine Transit (Napa)	\$20,616	\$61,847	\$42,492	\$84,983
WestCat (WCCTA)	\$109,451	\$328,354	\$225,594	\$451,187
SF Bay Ferry (WETA)	\$424,996	\$1,274,988	\$875,973	\$1,751,945
Wheels (Livermore Amador Valley Transit)	\$85,289	\$255,866	\$175,791	\$351,583
REVENUE-BASED GRAND TOTAL	\$41,887,082	\$125,661,245	\$86,334,819	\$172,669,638
POPULATION-BASED FUNDS	\$15,708,094	\$47,124,283	\$32,376,461.17	\$64,752,922
GRAND TOTAL SF BAY AREA	\$57,595,176	\$172,785,528	\$118,711,280.02	\$237,422,560

SB 1 State of Good Repair Program Funding



	FY2017-18	FY2018-19
	Estimated Total (100% SB 1-Funded)	Estimated Total (100% SB 1-Funded)
AC Transit	\$3,149,541	\$3,149,541
Altamont Commuter Express (ACE)	\$66,652	\$66,652
BART	\$6,102,066	\$6,102,066
Caltrain	\$1,245,276	\$1,245,276
City of Dixon	\$1,039	\$1,039
City of Fairfield	\$26,276	\$26,276
City of Petaluma	\$6,558	\$6,558
City of Rio Vista	\$370	\$370
City of Santa Rosa	\$28,791	\$28,791
City of Union City	\$17,115	\$17,115
County Connection (CCCTA)	\$119,162	\$119,162
Golden Gate Transit	\$578,261	\$578,261
Marin Transit	\$205,113	\$205,113
SamTrans	\$1,226,249	\$1,226,249
San Francisco MTA	\$9,499,192	\$9,499,192
Santa Clara Valley Transit Authority (VTA)	\$4,330,471	\$4,330,471
SMART	\$153,741	\$153,741
Solano County Transit	\$58,771	\$58,771
Sonoma County Transit	\$33,956	\$33,956
Tri Delta Transit (ECCCTA)	\$55,157	\$55,157
Vacaville City Coach	\$4,419	\$4,419
Vine Transit (Napa)	\$13,449	\$13,449
WestCat (WCCTA)	\$71,403	\$71,403
Wheels (Livermore Amador Valley Transit)	\$55,640	\$55,640
SF Bay Ferry (WETA)	\$277,255	\$277,255
REVENUE-BASED GRAND TOTAL	\$27,325,923	\$27,325,923
POPULATION-BASED FUNDS	\$10,247,507	\$10,247,507
TOTAL SGR PROGRAM	\$37,573,430	\$37,573,430

SB1 Competitive Programs - Bay Area Projects (FY 2018–2021)*

Solutions for Congested Corridors (SCC)

Project	County	Sponsor	SCC Award
San Mateo US-101 Express Lanes / Santa Clara US-101 Express Lanes Phase 3	San Mateo / Santa Clara	Caltrans / VTA	\$233
Sonoma US-101 Marin-Sonoma Narrows, Segment C2	Sonoma	Caltrans	\$85
Total			\$318

Trade Corridor Enhancement Program (TCEP)

Project	County	Sponsor	SCC Award
Port of Oakland 7th Street Grade Separation (East)	Alameda	Port of Oakland	\$175
Port of Oakland ITS Elements (Go Port)	Alameda	Port of Oakland	\$12
At-Grade Rail Crossing Improvements (Emeryville)	Alameda	Emeryville	\$4
Solano I-80/I-680/SR-12 Interchange (phase 2a)	Solano	Caltrans/STA	\$53
US-101 / SR 25 Interchange (design)	Santa Clara	VTA	\$4
Total			\$249

Local Partnership Program (LPP) Competitive Program

Project	Applicant	LPP Amount
Purchase Hybrid Buses	AC Transit	\$15
I-680/SR4 Interchange Improvements – Phase 3	CCTA	\$34
Complete Streets	San Pablo	\$3
Jefferson Street Improvements Phase II	SF PW	\$7
US-101 Managed Lanes	C/CAG, SMCTA	\$20
Mathilda Avenue Improvements at SR 237 and US-101	VTA	\$17
Total		\$96

Transit and Intercity Rail Capital Program (TIRCP)

Project	Sponsor	TIRCP	Multi-Year Funding Agreement*
Transbay Core Capacity Project	BART	\$144	\$174
SFTMA's Transit Capacity Expansion Program	SFMTA	\$27	
Purchase Zero Emission Buses to Support Transbay Tomorrow, Clean Corridors	AC Transit	\$14	
BART Silicon Valley Extension Phase 2	VTA	\$238	\$492
Caltrain Electrification – Full Fleet Conversion and Expansion	Caltrain	\$123	\$41
SamTrans US-101 Express Bus Pilot Project	SamTrans	\$15	
Northern California Corridor Enhancement Program	Capitol Corridor	\$80	
SMART Larkspur to Windsor Corridor Project	SMART	\$21	
Solano Regional Transit Improvements	STA, et al.	\$11	
Dublin/Pleasanton Capacity Improvement and Congestion Reduction Program	LAVTA	\$21	
Total		\$695	\$707

*Funding extends beyond 2021 for the TIRCP multi-year funding agreement.

No on Proposition 6 Coalition List
Updated July 6, 2018

Infrastructure/Transportation Agencies and Operators

California Alliance for Jobs	Mendocino Transit Authority
Alameda Corridor – East Construction Authority (ACE)	Monterey-Salinas Transit District
American Council of Engineering Companies – California	Move LA
American Public Works Association – Southern California Chapter	Napa Valley Transportation Authority
American Society of Civil Engineers – California	Northern California Chapter, National Electrical Contractors Association (NECA)
Associated General Contractors – California	Peninsula Corridor Joint Powers Board (Caltrain)
Associated General Contractors – San Diego	Placer County Transportation Planning Agency
California Asphalt Pavement Association (CalAPA)	Riverside Transit Agency
The California Chapters of the American Public Works Association (APWA)	San Diego Metropolitan Transit System (MTS)
California Construction & Industrial Materials Association (CalCIMA)	San Joaquin Joint Powers Authority
Alameda-Contra Costa Transit District (AC Transit)	San Joaquin Regional Rail Commission
California Nevada Cement Association	San Joaquin Regional Transit District
California PATH	San Mateo County Transit District (SamTrans)
California Transit Association	San Mateo County Transportation Authority (TA)
Coastal Rail Santa Cruz	Santa Cruz County Regional Transportation Commission
El Dorado County Transportation Commission	Santa Cruz Metropolitan Transit District
Foothill Transit	Solano Transportation Authority
Fresno County Transportation Authority	Sonoma County Transportation Authority
Golden Gate Bridge, Highway and Transportation District	Sonoma-Marín Area Rail Transit District (SMART)
Golden State Gateway Coalition	Southern California Contractors Association
Intelligent Transportation Society of California	Southern California Partnership for Jobs
Lake Area Planning Council	Southwest Concrete Pavement Association
Los Angeles County Metropolitan Transportation Authority	Transportation Authority for Monterey County
	Transportation California
	United Contractors

Local Government

California State Association of Counties (CSAC)	California Contract Cities Association
League of California Cities	City/County Association of Governments of San Mateo County
California Association of Councils of Governments (CALCOG)	City of Alameda
	City of Albany

Local Government continued

City of Arcata
City of Artesia
City of Bell
City of Blue Lake
City of Brisbane
City of Burlingame
City of Carson
City of Cathedral City
City of Clayton
City of Cloverdale
City of Compton
City of Concord
City of Delano
City of Downey
City of Duarte
City of East Palo Alto
City of El Centro
City of El Cerrito
City of Fortuna
City of Hawaiian Gardens
City of Indian Wells
City of Ione
City of King City
City of Lathrop
City of Malibu
City of Manteca
City of Martinez
City of Modesto
City of Morgan Hill
City of National City
City of Norwalk
City of Pacifica
City of Palos Verdes Estates
City of Piedmont
City of Placerville
City of Pleasant Hill
City of Salinas
City of San Pablo
City of San Rafael
City of Santa Cruz
City of Santa Maria

City of Santa Monica
City of Scotts Valley
City of Soledad
City of Sonoma
City of South Gate
City of Stockton
City of Suisun City
City of Union City
City of Waterford
City of Willits
Contra Costa County Board of Supervisors
Gateway Cities Council of Governments
Humboldt County Association of
Governments
Imperial County Board of Supervisors
Lake County Board of Supervisors
League of California Cities Latino Caucus
Los Angeles County Division, League of
California Cities
Marin County Council of Mayors and
Councilmembers
Mendocino Council of Governments
Mono County Board of Supervisors
Monterey County Board of Supervisors
Peninsula Division, League of California
Cities
Rural County Representatives of California
Sacramento Area Council of Governments
San Benito County Board of Supervisors
San Joaquin Council of Governments
Sonoma County Mayors' and
Councilmembers' Association
Southern California Association of
Governments
Stanislaus Council of Governments
Town of Fairfax
Town of Portola Valley
Town of Yountville
Urban Counties of California
Ventura Council of Governments

Business

Bay Area Council
Business Council of San Joaquin County

CalAsian Chamber of Commerce
California Building Industry Association

Business continued

California Hispanic Chamber of Commerce
California Trucking Association
California Chamber of Commerce
Camarillo Chamber of Commerce
Chamber of Commerce Alliance of Ventura
and Santa Barbara Counties
Chamber of Commerce of the Santa Barbara
Region
East Bay Economic Development Alliance
East Bay Leadership Council
Fairfield-Suisun Chamber of Commerce
Flasher Barricade Association
Fremont Chamber of Commerce
Greater Los Angeles African American
Chamber of Commerce (GLAAACC)
Greater Merced Chamber of Commerce
Greater San Fernando Valley Chamber of
Commerce
Lake Tahoe South Shore Chamber of
Commerce
Latin Business Association
Los Angeles Area Chamber of Commerce

Los Angeles County Business Federation
(LA BizFed)
Northern California Engineering Contractors
Association
Orange County Business Council
Oxnard Chamber of Commerce
Regional Economic Association Leaders of
California (R.E.A.L. Coalition)
Ripon Chamber of Commerce
Sacramento Asian-Pacific Chamber of
Commerce
Sacramento Metro Chamber of Commerce
San Gabriel Valley Economic Partnership
San Rafael Chamber of Commerce
Santa Clara Chamber of Commerce
Santa Cruz Area Chamber of Commerce
Santa Cruz County Business Council
Silicon Valley Leadership Group
South Gate Chamber of Commerce
Traffic Management Inc.
Vacaville Chamber of Commerce

Businesses (individual)

AnchorCM
Brosamer & Wall, Inc.
BYD America
Chaudhary & Associates, Inc.
Compass Engineering Contractors, Inc.
Ghilotti Bros., Inc.
GILLIG LLC
Granite Construction Inc.
Griffith Company
Harris & Associates, Inc.
HNTB Corporation
HSG Safety Supplies, Inc.
Joseph J. Albanese, Inc.
Knife River Construction
MNS Engineers, Inc.
MuniServices, an Avenu company
NCE
Nossaman LLP

Pavement Recycling Systems, Inc.
Reliance Business Park
Rick Engineering Co.
Riley's Compliance Consulting
Royal Electric Company
Safety Striping Service, Inc.
Steelhead Constructors, Inc.
Surfa Slick, LLC
Teichert Construction
Teichert Materials
Tolar Manufacturing Company, Inc.
Towill, Inc.
Vintage Paving Company
Vulcan Materials Company
Way Sine LLC
Western Emulsions, Inc.
WKE, Inc.

Environment

California League of Conservation Voters
Climate Resolve
Environmental Defense Fund
Natural Resources Defense Council (NRDC)

Planning and Conservation League
Sierra Club California
TransForm

Political

Contra Costa Young Democrats

West Hollywood-Beverly Hills Democratic Club

Public Interest

League of Women Voters of California
Breathe California Sacramento Region

Sonoma County Alliance

Public Safety

California Professional Firefighters
American Traffic Safety Services
Association – California Chapter

California Association of Highway
Patrolmen

Senior

Congress of California Seniors

California Alliance for Retired Americans

Social Justice

California League of United Latin American
Citizens (LULAC)

California State Conference NAACP



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0478 **Version:** 1 **Name:**

Type: Assembly Bill **Status:** Commission Approval

File created: 6/7/2018 **In control:** Legislation Committee

On agenda: 7/13/2018 **Final action:**

Title: Propositions 1 and 2: Affordable Housing and Homelessness Bonds - Support

November 2018 statewide ballot measures to approve \$6 billion in housing and homelessness bonds.

Sponsors:

Indexes:

Code sections:

Attachments: [3b_Housing and Homelessness Bonds.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Propositions 1 and 2: Affordable Housing and Homelessness Bonds - Support

November 2018 statewide ballot measures to approve \$6 billion in housing and homelessness bonds.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Support / Commission Approval

Attachments:



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3b

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: July 6, 2018

FR: Executive Director

W.I. 1131

RE: Propositions 1 and 2: Affordable Housing and Homelessness Bonds– Support

Background

This November, California voters will consider two bond measures, the Veterans and Affordable Housing Bond Act of 2018 and No Place Like Home Act of 2018, which would together provide \$6 billion for permanent supportive housing, affordable housing, veterans housing and housing-related infrastructure. These bond measures are described in more detail below.

Veterans and Affordable Housing Bond Act of 2018 (Proposition 1)

The Veterans and Affordable Housing Bond Act/Proposition 1 is a \$4 billion general obligation bond authorized by SB 3 (Beall, 2017) – a bill MTC supported – which was passed as part of the 2017 housing package. Similar to Proposition 46 (2002) and Proposition 1C (2006), bond proceeds would fund a range of affordable housing preservation and construction activities, including park and infrastructure investments to facilitate transit-oriented development and infill development. It would also subsidize veteran’s home loans. If approved, funds would be allocated to existing programs as follows:

- Multifamily Housing Program (\$1.5 billion)
- Cal-Vet Home Loan Program (\$1 billion)
- Local Housing Trust Fund Matching Grant Program (\$300 million)
- Infill Incentive Grant Program (\$300 million)
- Joe Serna, Jr. Farmworker Housing Grant Fund (\$300 million)
- CalHome Program (\$300 million)
- Transit-Oriented Development Implementation Program (\$150 million)
- Home Purchase Assistance Program (\$150 million)

No Place Like Home Act of 2018 (Proposition 2)

The No Place Like Home Act/Proposition 2 would approve \$2 billion in revenue bonds to finance the construction and rehabilitation of permanent supportive housing for homeless individuals with mental illnesses. The \$2 billion would be awarded through the existing Department of Housing and Community Development (HCD) No Place Like Home Program

(NPLH), with \$1.8 billion reserved for a county competitive grant program. The remaining \$200 million would be available to counties based on each county's share of the state's homeless population or in the amount of \$500,000, whichever is greater. Bonds would be funded from Proposition 63 Mental Health Services Act (MHSA) revenues.

Although the NPLH program and issuance of bonds were authorized by the Legislature in 2016, legal challenges regarding whether or not the program is a valid use of MHSA revenues have tied up the funds. This ballot measure, if approved by the voters, would affirm the use of MHSA revenues for the No Place Like Home Program.

Recommendation: Support Proposition 1 and Proposition 2

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 and hindering our efforts to achieve state climate goals. 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.

Propositions 1 and 2 would augment the \$500 million in homelessness funding set aside in the fiscal year 2018-19 Budget and the ongoing state housing revenue stream authorized by SB 2 (Atkins, 2017), which was also part of the 2017 housing package. SB 2 is expected to generate \$250 million annually through a new document recording fee. 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 and homelessness follow years of steep cuts in state and federal support.

Propositions 1 and 2, though not a panacea, would invest in critical infrastructure to help localities address immediate homelessness and housing needs while also providing funding for longer-term solutions, including the preservation and construction of more affordable housing. Consistent with our MTC/ABAG 2018 Joint Advocacy Program, staff recommends a support position on both propositions.



Steve Heminger

SH:ggd

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0532 **Version:** 1 **Name:**

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

File created: 6/18/2018 **In control:** Legislation Committee

On agenda: 7/13/2018 **Final action:**

Title: SB 1376 (Hill): Transportation Network Companies: Accessibility - Support

SB 1376 would require the Public Utilities Commission to develop regulations relating to accessibility for persons with disabilities. The bill would also require the commission to conduct workshops with stakeholders in order to determine community demand, transportation provider supply, and educational outreach objectives and to develop programs for on-demand services, service alternatives, and partnerships.

Sponsors:

Indexes:

Code sections:

Attachments: [3c_SB_1376_TNC_Accessibility.pdf](#)
[3c_handout_2018_07_Policy_Advisory_Council_Recommendations_SB1376.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

SB 1376 (Hill): Transportation Network Companies: Accessibility - Support

SB 1376 would require the Public Utilities Commission to develop regulations relating to accessibility for persons with disabilities. The bill would also require the commission to conduct workshops with stakeholders in order to determine community demand, transportation provider supply, and educational outreach objectives and to develop programs for on-demand services, service alternatives, and partnerships.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Support / Commission Approval

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: July 6, 2018

FR: Executive Director

RE: SB 1376 (Hill): Transportation Network Companies: Accessibility – Support

Background

Senate Bill 1376 (Hill) would direct the California Public Utilities Commission (CPUC) to adopt regulations by January 1, 2020 requiring that transportation network company (TNC) services be fully accessible to persons with disabilities, including wheelchair users, and that TNCs unable to meet this accessibility standard be subject to a fee assessed by the CPUC. Fee revenues would be administered by CPUC on a competitive basis to fund on-demand accessible transportation programs or partnerships to serve persons with disabilities, including users who need a wheelchair accessible vehicle (WAV). Revenues would be required to be used in the counties in which the fees were generated. The bill would also require that CPUC conduct workshops and consult with stakeholders, including disability rights organizations, TNCs, local governments and transportation providers in developing the regulations.

TNCs have provided new mobility options for Californians with a range of disabilities, including persons who are deaf, blind, hard-of-hearing or low-vision individuals. However, according to Disability Rights California other persons with disabilities, especially those who rely on WAVs, have largely been excluded from the benefits of TNCs.

Existing state law and the Americans with Disabilities Act (ADA) provide that individuals with disabilities are entitled to full and equal access to transportation services, whether public, private or otherwise provided. CPUC verifies ADA compliance for most commission-regulated transportation services during the licensing process. However, accessibility requirements for TNCs – which are still a relatively new industry under CPUC’s jurisdiction – are unclear. Since 2013, disability access has been on a list of issues for CPUC to consider through their multi-phase proceeding on TNCs but it has not been addressed thus far. In the meantime, TNCs continue to provide transportation services in California in a manner that may be inaccessible for certain individuals with disabilities.

Recommendation: Support

Discussion

Over the last decade, TNCs have improved mobility for a wide range of Bay Area residents. However, it is widely recognized that TNCs today are largely inaccessible for individuals who require a WAV. SB 1376 would elevate this issue by setting a deadline for CPUC to adopt regulations requiring that TNC services be accessible to persons with disabilities, including

wheelchair users. We are encouraged by this sense of urgency, given reports from San Francisco and around the country of recent declines in wheelchair accessible ramp taxi services – an important mobility option for wheelchair users – as taxi companies struggle to compete with TNCs.

We also support the bill's balanced approach of directing the CPUC to give TNCs the option to either provide accessible service directly or pay a fee that would fund alternative on-demand wheelchair accessible services. Though it may be challenging to ensure that WAVs are accessible through a TNC platform (since TNC rides are provided by drivers using their own personal vehicles), the fee option would support accessible on-demand programs and partnerships, with the end result of equal access.

For the reasons listed above, staff recommends a support position on SB 1376.

Known Positions

Support

Association of Regional Center Agencies
Center for Independent Living
California Transit Association
City and County of San Francisco
Disability Rights California
Disability Rights Education & Defense Fund
Independent Living Center of Southern California
Independent Living Resource Center San Francisco
Marin Transit
Placer Independent Resources Services
San Francisco Municipal Transportation Agency
San Francisco Mayor's Office of Disability
San Francisco Paratransit Coordinating Council
San Mateo County Transit District
Senior and Disability Action
The Arc California
United Cerebral Palsy California Collaboration

Opposition

None on file



Steve Heminger

SH:ggd

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METROPOLITAN
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**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
FR: MTC Policy Advisory Council
RE: Senate Bill 1376 (Hill): Transportation Network Companies: Accessibility

DATE: July 12, 2018
W.I. 1114

On Wednesday, July 11, 2018, the MTC Policy Advisory Council adopted a support position on Senate Bill 1376 (Hill) and urges MTC to support the bill when it comes before the Commission in July.

Background

Senate Bill 1376 (Hill) would direct the California Public Utilities Commission (CPUC) to adopt regulations by January 1, 2020 requiring that transportation network company (TNC) services be fully accessible to persons with disabilities, including wheelchair users. The bill would also require the CPUC to conduct workshops with stakeholders in order to determine community demand, transportation provider supply, and educational outreach objectives and to develop programs for on-demand services, service alternatives, and partnerships.

While acknowledging that ongoing litigation may affect the final bill, the Council noted that SB 1376 is in accord with the Council's expectation that access to transit mobility be extended to all Bay Area residents. As such, the Policy Advisory Council voted to recommend that MTC's Legislation Committee approve a support position on SB 1376.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0567 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 6/21/2018 **In control:** Legislation Committee

On agenda: 7/13/2018 **Final action:**

Title: MTC / ABAG Legislative Workshop Update

Update on the annual Legislative Workshop in Sacramento.

Sponsors:

Indexes:

Code sections:

Attachments: [3d_MTC_ABAG Legislative Workshop Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC / ABAG Legislative Workshop Update

Update on the annual Legislative Workshop in Sacramento.

Presenter:

Georgia Gann Dohrmann

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: July 6, 2018

FR: Executive Director

W.I. 1131

RE: MTC/ABAG Legislative Workshop Update

On June 20, 2018, MTC and ABAG hosted our annual Legislative Workshop up in Sacramento where Bay Area Legislators, including Assemblymember Bonta, Assemblymember Chiu, Senator Skinner and Senator Wiener shared their 2018 priorities. Housing and Community Development (HCD) Director Ben Metcalf provided an overview of upcoming HCD funding opportunities related to affordable housing and homelessness and we received a transportation funding update from Kiana Valentine, Senior Legislative Representative from the California State Association of Counties regarding efforts to protect Senate Bill 1 (Beall, 2017) from repeal in November. Approximately 15 local elected officials and staff participated in the workshop and joined members of our Bay Area delegation at the reception that followed.

The final Legislative Workshop agenda is attached, for your reference.



Steve Heminger

Attachment:

- Attachment A: 2018 Legislative Workshop Agenda

SH:ggd

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Legislative Workshop AGENDA

Wednesday, June 20, 2018

2:00 – 5:00 p.m.

Capitol Event Center/CSAC Conference Center
1020 11th Street, 3rd Floor, Sacramento

Moderators:

- ABAG President, David Rabbitt, Sonoma County Supervisor
- MTC Chairman, Jake Mackenzie, Councilmember, City of Rohnert Park

Legislators and agency leaders will brief attendees on bills and regional initiatives related to local governments, land use, housing, transportation, funding, financing mechanisms, disaster resilience, and environmental challenges from water to climate change.

- 2:00 Welcome & introductions, plus MTC/ABAG update: ABAG President David Rabbitt, MTC Chairman Jake Mackenzie and Steve Heminger, MTC/ABAG Executive Director
- 2:45 Assemblymember Rob Bonta (Alameda); *Assistant Majority Leader*
- 3:10 ****Break****
- 3:15 Kiana Valentine, *California State Association of Counties Senior Legislative Representative*
- 3:35 Senator Scott Wiener (San Francisco), *Human Services Committee Chair*
- 3:55 Assemblymember David Chiu (San Francisco), *Housing & Community Development Committee Chair*
- 4:20 Senator Nancy Skinner (Berkeley), *Public Safety Committee Chair*
- 4:45 Ben Metcalf, *Department of Housing & Community Development Director*

Reception following at Ella Dining Room and Bar
1131 K Street, Sacramento
Heavy Hors d'oeuvres, 5:00 - 7:00 pm



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0476 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 6/7/2018 **In control:** Legislation Committee

On agenda: 7/13/2018 **Final action:**

Title: Tom Bulger's Report

Report from Washington D.C. advocate.

Sponsors:

Indexes:

Code sections:

Attachments: [4a Tom Bulger's DC Report JUN 2018.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Tom Bulger's Report

Report from Washington D.C. advocate.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Information

Attachments:

June 2018 Monthly Washington, D.C. Report



To: Steve Heminger, Executive Director

From: Tom Bulger, President GRI

Date: June 29, 2018

RE: Monthly Report for June 2018

- **Senate Appropriations Committee Approves Fiscal Year 2019 Spending**
- **On-Line Sales Tax Supreme Court Decision**
- **Senate Rejects Administrations \$15 Billion Recessions**
- **Transportation Fringe Benefit**
- **Coming and Going**

Senate Appropriations Committee Approves Fiscal Year 2019 Spending

On June 7, 2018, the Senate Appropriations Committee approved a bill to fund the U.S. Department of Transportation (USDOT) and U.S. Department of Housing and Urban Development (HUD). The bill passed on a 31 to 0 vote. The Senate's Appropriations bill is \$383 million less than the companion House bill. The Senate's bill includes additional funding for HUD at the expense of USDOT.

Key elements of the Senate Committee's bill include:

- Federal-Aid Highways (General Fund) at \$3.3 billion, which is \$904 million less than the House bill, distributed through the Highway Surface Transportation Program formula program. In addition, the federal aid highway program received \$45.3 billion in obligation authority, an increase of \$1 billion above FY 2018. In addition, the bill provides \$739 million in Highway Trust Fund contract authority.
- Federal Transit Formula Grants (General Fund) are funded at \$800 million, the same as the House bill.
- Federal Transit Capital Investment Grants are funded at \$2.6 billion, which is \$61 million less than the House bill. In addition, the Senate bill provides \$9.9 billion for the Federal Transportation Administration as directed by the Fixing America's Surface Transportation Act.

On-Line Sales Tax Supreme Court Decision

On June 21, 2018, the Supreme Court ruled in a 5 to 4 decision re. South Dakota v. Wayfair case to overturn the 1992 Quill decision that had blocked state and local governments from requiring out-of-state retailers to collect sales taxes. State and local governments can now require retailers with no physical presence in the state to collect sales taxes. This should be good news for the Bay Area's self-help counties.

Senate Rejects Administration's \$15 Billion Rescissions

On June 20, 2018, the Senate rejected the Administration's \$15 billion recession proposal on a 50 to 48 vote. Prior to that, the Federal Highway rescissions were deleted. Thus, a relief for the Golden Gate seismic project that was concurrently obligated.

Transportation Fringe Benefit

Rep. Michael Conaway (R-TX) has introduced H.R. 6037 to repeal two provisions concerning Unrelated Business Income Tax from the recent Tax Act. The bill would exempt organizations from paying the Unrelated Business Income Tax at 21% of the value of the transportation fringe benefit applicable to transit benefits, parking benefits and vanpools. If enacted into law this provision would positively affect non-profit organizations such as churches and universities that would otherwise be required to pay taxes on the transportation fringe benefits they offer.

Coming and Going

Pete Ruane, President and Chief Executive Officer of the American Road & Transportation Builders Association (ARTBA) announced he will be retiring in October after 30 years of service. William D. Toohey, Jr. will serve as acting CEO. I have known Pete for years and I will miss him.