



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

*Scott Haggerty, Anne W. Halsted, Steve Kinsey,
Julie Pierce, James P. Spering*

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

Friday, September 9, 2016

9:02 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 9:02 a.m. or immediately following the 9:00 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. [15-1813](#) Minutes of July 8, 2016 meeting.

Action: Committee Approval

Attachments: [2a_Minutes_July_2016](#)

2b. [15-1814](#) Legislative History

Action: Information

Presenter: Rebecca Long

Attachments: [Sep Leg History for Web](#)

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.

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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 #: 15-1813 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 7/26/2016 **In control:** Legislation Committee
On agenda: 9/9/2016 **Final action:**
Title: Minutes of July 8, 2016 meeting.
Sponsors:
Indexes:
Code sections:
Attachments: [2a_Minutes_July_2016](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of July 8, 2016 meeting.

Recommended Action:
Committee Approval

Attachments



Metropolitan Transportation Commission

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

*Scott Haggerty, Anne W. Halsted, Steve Kinsey,
Julie Pierce, James P. Spering*

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

Friday, July 8, 2016

9:35 AM

Board Room - 1st Floor

1. Roll Call / Confirm Quorum

Present: 6 - Chairperson Aguirre, Commissioner Haggerty, Commissioner Kinsey, Vice Chair Liccardo, Commissioner Pierce, and Commissioner Spering

Absent: 1 - Commissioner Halsted

Non-Voting Member Present: Commissioner Giacopini

Non-Voting Member Absent: Commissioner Azumbrado

Ex Officio Voting Member Present: Commission Chair Cortese

Ad Hoc Non-Voting Members Present: Commissioner Bates, Commissioner Luce, Commissioner Tissier, Commissioner Wiener and Commissioner Worth

2. Consent Calendar

Approval of the Consent Calendar

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

Aye: 6 - Chairperson Aguirre, Commissioner Haggerty, Commissioner Kinsey, Vice Chair Liccardo, Commissioner Pierce and Commissioner Spering

Absent: 1 - Commissioner Halsted

2a. [15-1686](#) Minutes of June 10, 2016 meeting.

Action: Committee Approval

2b. [15-1687](#) Legislative History

Action: Information

Presenter: Rebecca Long

3. Local Legislation

Scott Lane was called to speak.

3a. [15-1721](#) San Francisco Bay Area Rapid Transit District (BART) Bond

Funding for BART's system-renewal plan.

Action: Support / Commission Approval

Presenter: Randy Rentschler, MTC and Kerry Hamill, BART

Upon the motion by Vice Chair Liccardo and second by Commissioner Pierce, a support position on San Francisco Bay Area Rapid Transit District (BART) Bond was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

Aye: 5 - Chairperson Aguirre, Commissioner Kinsey, Vice Chair Liccardo, Commissioner Pierce and Commissioner Spering

Absent: 1 - Commissioner Halsted

Abstain: 1 - Commissioner Haggerty

3b. [15-1723](#) Santa Clara County ½-Cent Sales Tax

The sales tax measure, set at a rate of 9.25%, would allow roads to be patched and improved, bolster bus service and extend BART to Silicon Valley.

Action: Support / Commission Approval

Presenter: Randy Rentschler

3c. [15-1774](#) Alameda-Contra Costa Transit District (AC Transit) Parcel Tax Measure

The parcel tax would provide a steady source of operating funding for the district.

Action: Support / Commission Approval

Presenter: Randy Rentschler

3d. [15-1724](#) Contra Costa Transportation Authority ½-Cent Sales Tax

Sales tax measure to fund various transportation projects.

Action: Support / Commission Approval

Presenter: Randy Rentschler

3e. [15-1773](#) Alameda County Affordable Housing Bond

A \$580 million general obligation bond to reduce displacement and provide affordable housing for low and moderate-income residents, seniors, persons with disabilities, veterans and supportive housing for the homeless.

Action: Support / Commission Approval

Presenter: Randy Rentschler

3f. [15-1775](#) City of Oakland Infrastructure Bond Proposal

An estimated \$600 million infrastructure bond measure for transportation, housing and anti-displacement, and other purposes.

Action: Support / Commission Approval

Presenter: Randy Rentschler

3g. [15-1767](#) Santa Clara County Affordable Housing Bond

\$950 million affordable housing bond.

Action: Support / Commission Approval

Presenter: Randy Rentschler

Upon the motion by Vice Chair Liccardo and second by Commissioner Pierce, support positions on Santa Clara County ½-Cent Sales Tax; Alameda-Contra Costa Transit District (AC Transit) Parcel Tax Measure; Contra Costa Transportation Authority ½-Cent Sales Tax; Alameda County Affordable Housing Bond; City of Oakland Infrastructure Bond Proposal; and Santa Clara County Affordable Housing Bond were unanimously adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

Aye: 6 - Chairperson Aguirre, Commissioner Haggerty, Commissioner Kinsey, Vice Chair Liccardo, Commissioner Pierce and Commissioner Sperring

Absent: 1 - Commissioner Halsted

4. Federal Legislation

4a. [15-1689](#) Tom Bulger's Report

Report from MTC's advocate in Washington D.C.

Action: Information

Presenter: Randy Rentschler

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Legislation Committee will be September 9, 2016, 9:40 a.m. at 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 #: 15-1814 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 7/26/2016 **In control:** Legislation Committee

On agenda: 9/9/2016 **Final action:**

Title: Legislative History

Sponsors:

Indexes:

Code sections:

Attachments: [Sep Leg History for Web](#)

Date	Ver.	Action By	Action	Result
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Subject:
Legislative History

Presenter:
Rebecca Long

Recommended Action:
Information

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

LEGISLATIVE HISTORY
2015-16 Legislative Session
Thursday, September 08, 2016

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
Telephone: 415.778.6700
Fax: 415.536.9800
Web site:www.mtc.ca.gov

Bill Number	Current Text	Status	Summary	MTC Position
AB 197 Garcia, Eduardo	Chaptered 9/8/2016	Assembly Chaptered	State Air Resources Board: greenhouse gases: regulations. Current law establishes the State Air Resources Board consisting of 14 members and vests the state board with regulatory jurisdiction over air quality issues. This bill would add 2 Members of the Legislature to the state board as ex officio, nonvoting members. The bill would provide that the voting members of the state board are appointed for staggered 6-year terms and upon expiration of the term of office of a voting member, the appointing authority may reappoint that member to a new term of office, subject to specified requirements. The bill would require the state board to establish the initial staggered terms.	
AB 516 Mullin	Chaptered 7/25/2016	Assembly Chaptered	Vehicles: temporary license plates. Would require the DMV to develop an operational system, no later than January 1, 2019, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2018, authorize the DMV to assess specified administrative fees on parking and toll evasion processing agencies to support the administration of this system. The bill would also, commencing January 1, 2019, increase the document processing charge, as specified, that a dealer may impose on the purchaser or lessee of a vehicle and would authorize the imposition of a specified electronic filing charge for reporting vehicle sales and producing temporary license plates.	Support
AB 620 Hernández, Roger	Enrollment 8/30/2016	Assembly Enrolled	High-occupancy toll lanes: exemptions from tolls. Would require os Angeles County Metropolitan Transportation Authority to take additional steps, beyond the previous implementation of a low-income assistance program, to increase enrollment and participation in the low-income assistance program, as specified, through advertising and work with community organizations and social service agencies. The bill would also require LACMTA and the Department of Transportation to report to the Legislature by December 31, 2018, on efforts to improve the HOT lane program, including efforts to increase participation in the low-income assistance program. This bill contains other existing laws.	
AB 779 Garcia, Cristina	Enrolled 8/31/2016	Assembly Enrollment	Local government: financial disclosures. Would require a city, county, city and county, or special district, on or before April 30 of each year, to post compensation information in a conspicuous location on its Internet Web site that contains the names, positions, and total compensation, including a breakdown of the types of compensation provided, of each elected official within that entity for the previous calendar year. By increasing the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	

AB 857 Cooper	Chaptered 7/22/2016	Assembly Chaptered	Firearms: identifying information. Would, commencing July 1, 2018, and subject to exceptions, require a person who manufactures or assembles a firearm to first apply to the Department of Justice for a unique serial number or other identifying mark, as provided. The bill would, by January 1, 2019, and subject to exceptions, require any person who, as of July 1, 2018, owns a firearm that does not bear a serial number to likewise apply to the department for a unique serial number or other mark of identification. The bill would, except as provided, prohibit the sale or transfer of ownership of a firearm manufactured or assembled pursuant to these provisions.	
AB 1115 Salas	Chaptered 8/30/2016	Assembly Chaptered	School zones: state highways. Current law generally provides that the Department of Transportation and local authorities have authority over the highways under their respective jurisdictions. This bill would designate a specified portion of State Highway Route 184 in the County of Kern as a school zone and require the zone to be identified with standard "SCHOOL" warning signs. The bill would provide that the above-referenced provisions governing prima facie speed limits in school zones apply in that zone. This bill contains other current laws.	
AB 1550 Gomez	Enrollment 9/6/2016	Assembly Enrolled	Greenhouse gases: investment plan: disadvantaged communities. Current law requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would require the investment plan to allocate (1) a minimum of 25% of the available moneys in the fund to projects located within, and benefiting individuals living in, disadvantaged communities, (2) an additional minimum of 5% to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities located anywhere in the state, and (3) an additional minimum of 5% either to projects that benefit low-income households that are outside of, but within a 1/2 mile of, disadvantaged communities, or to projects located within the boundaries of, and benefiting individuals living in, low-income communities that are outside of, but within a 1/2 mile of, disadvantaged communities.	Oppose Unless Amended
AB 1592 Bonilla	Enrollment 9/2/2016	Assembly Enrolled	Autonomous vehicles: pilot project. Current law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, a driver is seated in the driver's seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency. This bill would, notwithstanding the above provision, until 180 days after the operative date of regulations promulgated by the Department of Motor Vehicles to allow testing of a utonomous vehicles without a driver in the vehicle, authorize the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour.	Support
AB 1613 Committee on Budget	Enrolled 9/2/2016	Assembly Enrollment	Budget Act of 2016. The Budget Act of 2016 made appropriations for the support of state government for the 2016-17 fiscal year. This bill would amend the Budget Act of 2016 by amending and adding items of appropriation and making other changes. This bill contains other related provisions.	

AB 1662 Chau	Enrolled 9/2/2016	Assembly Enrollment	Unmanned aircraft systems: accident reporting. Would require, except as specified, the operator of any unmanned aircraft system involved in an accident resulting in injury to an individual or damage to property to immediately land the unmanned aircraft at the nearest location that will not jeopardize the safety of others and provide certain information to the injured individual or the owner or person in charge of the damaged property or place that information in a conspicuous place on the damaged property. The bill would make a person who knowingly fails to comply with these provisions guilty of an infraction or a misdemeanor, as specified.
AB 1665 Bonilla	Chaptered 7/1/2016	Assembly Chaptered	Transactions and use taxes: County of Alameda, County of Contra Costa, and Contra Costa Transportation Authority. Current law authorizes the County of Alameda and the County of Contra Costa to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 0.5% that, in combination with other specified taxes, exceeds the combined rate of all these taxes that may be imposed, if certain requirements are met. This bill would remove this taxing authority from the County of Alameda and the County of Contra Costa and grant this taxing authority to the Contra Costa Transportation Authority. This bill contains other related provisions.
AB 1677 Ting	Enrollment 8/22/2016	Assembly Enrolled	Vehicles: tour buses: safety inspections. Would require the Department of the California Highway Patrol to, upon the request of, and in consultation with, representatives of a local government in a jurisdiction where tour buses operate, develop protocols for entering into memoranda of understanding with local governments to allow the department to increase the number of the locally operating tour buses that are being inspected by the department. The bill would require a memorandum of understanding entered into with a local government pursuant to these provisions to include a provision that the local government will reimburse the department for all actual costs associated with conducting additional inspections.
AB 1813 Frazier	Chaptered 7/25/2016	Assembly Chaptered	High-Speed Rail Authority: membership. Would provide for appointment of one Member of the Senate by the Senate Committee on Rules and one Member of the Assembly by the Speaker of the Assembly to serve as ex officio members of the High-Speed Rail Authority. The bill would provide that the ex officio members shall participate in the activities of the authority to the extent that participation is not incompatible with their positions as Members of the Legislature.
AB 1889 Mullin	Enrolled 9/2/2016	Assembly Enrollment	High-Speed Rail Authority: high-speed train operation. Current law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes. The bond act requires the authority to expend the proceeds of the bond act pursuant to certain planning and reporting requirements, which require the authority to approve that the corridor or usable segment would be suitable and ready for high-speed train operations. This bill would provide for the purposes of a certain required funding plan that a corridor or usable segment thereof would be "suitable and ready for high-speed train operation" if specified conditions are met

AB 1919 Quirk	Enrollment 8/22/2016	Assembly Enrolled	Local transportation authorities: bonds. The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition of a retail transactions and use tax by ordinance, subject to approval of the ordinance by 2/3 of the voters. Current law requires the bond proceeds to be placed in the treasury of the local transportation authority and to be used for allowable transportation purposes, except that accrued interest and premiums received on the sale of the bonds are required to be placed in a fund to be used for the payment of bond debt service. This bill would require the premiums received on the sale of the bonds to be placed in the treasury of the local transportation authority to be used for allowable transportation purposes.	
AB 1934 Santiago	Enrollment 9/6/2016	Assembly Enrolled	Planning and zoning: development bonuses: mixed-use projects. Would, when an applicant for approval of a commercial development has entered into an agreement for partnered housing with an affordable housing developer to contribute affordable housing through a joint project or 2 separate projects encompassing affordable housing, until January 1, 2022, require a city, county, or city and county to grant to the commercial developer a development bonus, as specified.	
AB 1943 Linder	Enrollment 8/24/2016	Assembly Enrolled	Parking: county transportation commissions. Would authorize the Riverside County Transportation Commission to enter into contracts with private vendors for the enforcement of parking regulations and the removal of vehicles parked in violation of parking regulations adopted by the commission. This bill contains other related provisions and other existing laws.	
AB 2030 Mullin	Chaptered 8/19/2016	Assembly Chaptered	Transportation districts: contracts. Current law requires contracts of the San Francisco Bay Area Rapid Transit District for the purchase of supplies, equipment, and materials to be let to the lowest responsible bidder or to the bidder who submits a proposal that provides best value, as defined, if the amount of the contract exceeds \$100,000 and requires the district to obtain a minimum of 3 quotations for those contracts between \$2,500 and \$100,000. This bill would impose those bidding requirements with respect to district contracts for the purchase of supplies, equipment, and materials if the amount of the contract exceeds \$150,000 and would require a minimum of 3 quotations for those contracts between \$5,000 and \$150,000.	
AB 2031 Bonta	Enrollment 9/7/2016	Assembly Enrolled	Local government: affordable housing: financing. Current law requires, from February 1, 2012, to July 1, 2012, inclusive, and for each fiscal year thereafter, the county auditor-controller in each county to allocate property tax revenues in the county's Redevelopment Property Tax Trust Fund, established to receive revenues equivalent to those that would have been allocated to former redevelopment agencies had those agencies not been dissolved, towards the payment of enforceable obligations and among entities that include, among others, a city and the county or the city and county. This bill would authorize a city or county to reject its allocations of property tax revenues that it would otherwise receive pursuant to specified statutory provisions governing the dissolution of redevelopment agencies.	

AB 2051 O'Donnell	Chaptered 8/25/2016	Assembly Chaptered	Rental passenger vehicles. Current law generally governs the transactions between a rental car company, also referred to as a rental company, and its customers, including, among other provisions, required disclosures by a rental company, mandatory contract provisions for a vehicle rental agreement, restrictions on a rental company's use of electronic surveillance technology, and authorization for a rental company to collect specific types of fees and charges from its customers. This bill, among other things, would recast and reorganize these provisions, would modify definitions and terms for uniformity, and would make conforming changes.
AB 2087 Levine	Enrolled 9/2/2016	Assembly Enrollment	Regional conservation investment strategies. Would authorize the Department of Fish and Wildlife, or any other public agency, to propose a regional conservation investment strategy, to be developed in consultation with applicable local agencies that have land use authority, for the purpose of informing science-based nonbinding and voluntary conservation actions and habitat enhancement actions that would advance the conservation of focal species and providing voluntary nonbinding guidance for various activities.
AB 2107 Frazier	Enrolled 9/1/2016	Assembly Enrollment	Department of Motor Vehicles: electronic vehicle registration services: interstate carrier partnership. This bill would authorize the Department of Motor Vehicles, in order to provide electronic vehicle registration services, to enter into an interstate carrier partnership with an interstate carrier partner, if the partner meets specified requirements, and would authorize the department to enter into contractual agreements with 3 specified types of partnerships.
AB 2126 Mullin	Enrollment 8/25/2016	Assembly Enrolled	Public contracts: Construction Manager/General Contractor contracts. Current law authorizes the Department of Transportation to use the Construction Manager/General Contractor method on no more than 6 projects, and requires 4 out of the 6 projects to use department employees or consultants under contract with the department to perform all project design and engineering services, as specified. This bill would authorize the department to use this method on 12 projects and would require 8 out of the 12 projects to use department employees or consultants under contract with the department to perform all project design and engineering services
AB 2167 Achadjian	Enrollment 8/24/2016	Assembly Enrolled	Vehicles: towed vehicles. Current law requires a business taking possession of a vehicle from a tow truck to document specified information, including the make, model, and license plate or vehicle identification number of the vehicle. Current law requires a business taking possession of a vehicle to obtain the specified information from the towing company the next day if the vehicle was dropped off after hours. This bill would specify that a business is required to document the specified information described above when it takes possession of a vehicle from a tow truck during hours the business is open to the public and would also authorize the business to document the tow truck driver's identification number, as specified, or another government authorized unique identifier of the tow truck operator.

AB 2170 Frazier	Enrolled 9/2/2016	Assembly Enrollment	Trade Corridors Improvement Fund: federal funds. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund and provided for allocation by the California Transportation Commission of \$2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement, and specified categories of projects eligible to receive these funds. Current law continues the Trade Corridors Improvement Fund in existence in order to receive revenues from sources other than the bond act for these purposes. This bill would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to these provisions.	Support
AB 2196 Low	Enrollment 8/24/2016	Assembly Enrolled	Santa Clara Valley Transportation Authority. Would revise numerous statutes related to the Santa Clara Valley Transportation Authority to change references from "authority" to the Santa Clara Valley Transportation Authority and various other references of "authority" or "district" to the VTA. The bill would make other nonsubstantive changes in these statutes and repeal obsolete provisions. The bill would also authorize the board of directors of the VTA to include mayors of cities within the county, as specified. This bill contains other related provisions and other existing laws.	
AB 2208 Santiago	Enrollment 8/31/2016	Assembly Enrolled	Local planning: housing element: inventory of land for residential development. The Planning and Zoning Law, requires a city or county to adopt a comprehensive, long-term general plan for the physical development of the city or the county and of any land outside its boundaries that bears relation to its planning. This bill would revise the definition of land suitable for residential development to include the airspace above sites owned or leased by a city, county, or city and county. By imposing new duties upon local agencies with respect to the housing element of the general plan, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
AB 2289 Frazier	Chaptered 7/22/2016	Assembly Chaptered	Department of Transportation: capital improvement projects. Current law requires the Department of Transportation to prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system and that include capital projects relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. This bill would add to the program capital projects relative to the operation of those state highways and bridges.	
AB 2299 Bloom	Enrolled 9/2/2016	Assembly Enrollment	Land use: housing: 2nd units. The Planning and Zoning Law authorizes the legislative body of a city or county to regulate, among other things, the intensity of land use, and also authorizes a local agency to provide by ordinance for the creation of 2nd units in single-family and multifamily residential zones, as specified. Current law authorizes the ordinance to designate areas within the jurisdiction of the local agency where 2nd units may be permitted, to impose specified standards on 2nd units, and to provide that 2nd units do not exceed allowable density and are a residential use, as specified. This bill would replace the term "second unit" with "accessory dwelling unit."	

AB 2374 Chiu	Enrollment 9/2/2016	Assembly Enrolled	<p>Construction Manager/General Contractor method: regional transportation agency: County of Placer: bridges. Current law authorizes regional transportation agencies to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting. This bill would authorize the use of the Construction Manager/General Contractor method for the construction of 2 specified bridges that are not on the state highway system. For the purposes only of this authorization, the bill would include the County of Placer within the definition of a regional transportation agency.</p>	
AB 2394 Garcia, Eduardo	Enrollment 8/31/2016	Assembly Enrolled	<p>Medi-Cal: nonmedical transportation. Current law provides for a schedule of benefits under the Medi-Cal program, which includes medical transportation services, subject to utilization controls. This bill, commencing July 1, 2017, would add to the schedule of benefits nonmedical transportation, as defined, subject to utilization controls and permissible time and distance standards, for a beneficiary to obtain covered Medi-Cal services. The bill would require these provisions to be implemented only to the extent that federal financial participation is available, and not otherwise jeopardized, and any necessary federal approvals are obtained.</p>	
AB 2442 Holden	Enrollment 9/7/2016	Assembly Enrolled	<p>Density bonuses. Would require a density bonus to be provided to a developer that agrees to construct a housing development that includes at least 10% of the total units for transitional foster youth, disabled veterans, or homeless persons, as defined. The bill would require that these units be subject to a recorded affordability restriction of 55 years and be provided at the same affordability level as very low income units. The bill would set the density bonus at 20% of the number of these units. By increasing the duties of local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
AB 2491 Nazarian	Enrollment 9/7/2016	Assembly Enrolled	<p>Vehicles: stopping, standing, and parking. Would authorize a local authority to, by ordinance, prohibit a person from stopping, parking, or leaving a vehicle within 15 feet of a driveway that is used by certain emergency vehicles to enter or exit a police department, ambulance service provider facility, or general acute care hospital, except as specified, and would require a local authority that enacts that ordinance to provide appropriate curb markings or "KEEP CLEAR" pavement markings and post appropriate signs that delineate this prohibited area.</p>	
AB 2492 Alejo	Enrollment 8/29/2016	Assembly Enrolled	<p>Community revitalization. Current law authorizes certain local agencies to form a community revitalization and investment authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. Current law requires not less than 80% of the land calculated by census tracts or census block groups, as defined by the United States Census Bureau, within the area to be characterized by several conditions, including a condition that the land has an annual median household income of less than 80% of the statewide annual median income. This bill would authorize the calculation to be made with a combination of census tracts and census block groups.</p>	

AB 2501 Bloom	Enrolled 9/2/2016	Assembly Enrollment	Housing: density bonuses. Would revise and recast specified provisions to require a local government to adopt procedures and timelines for processing a density bonus application, provide a list of documents and information required to be submitted with the application in order for it to be deemed complete, and notify the applicant whether it is complete. By increasing the duties of local officials, this bill would impose a state-mandated local program. The bill would prohibit a local government from requiring additional reports or studies to be prepared as a condition of an application.
AB 2542 Gatto	Enrollment 8/25/2016	Assembly Enrolled	Streets and highways: reversible lanes. Would require the Department of Transportation or a regional transportation planning agency, when submitting a capacity-increasing project or a major street or highway lane realignment project to the California Transportation Commission for approval, to demonstrate that reversible lanes were considered for the project.
AB 2559 Frazier	Enrollment 9/2/2016	Assembly Enrolled	Visitor centers: guide signs. Current law authorizes the Department of Transportation among other things, to place and maintain, or cause to be placed and maintained, signs on state highways directing motorists to communities within the geographical boundaries of a city, county, or city and county if specified conditions are satisfied. This bill would require the department to authorize guide signs for any visitor center seeking a sign if the visitor center is located within 2 miles from the highway intersection. The bill would require the department to establish and charge the visitor center a fee to fully offset the department's cost to place and maintain the sign.
AB 2584 Daly	Enrollment 8/31/2016	Assembly Enrolled	Land use: housing development. The Housing Accountability Act, among other things, prohibits a local agency from disapproving a housing development project for very low, low-, or moderate-income households or an emergency shelter or conditioning approval in a manner that renders the project infeasible unless the local agency makes specified written findings. The act authorizes an applicant or person who would be eligible to apply for residency in the development or emergency shelter to bring an action to enforce the act. This bill would, in addition, authorize a housing organization, as defined, to bring an action challenging the disapproval of a housing development pursuant to these provisions
AB 2586 Gatto	Enrolled 9/1/2016	Assembly Enrollment	Parking. Would, by January 1, 2020, require a local authority that prohibits or restricts the parking or standing of vehicles for the purposes of street sweeping or other maintenance activities to ensure that the street, highway, or portion thereof that is restricted is made available to motorists as soon as the street sweeping or other maintenance activities have concluded. This bill contains other related provisions and other existing laws.
AB 2620 Dababneh	Enrolled 9/2/2016	Assembly Enrollment	Passenger rail projects: funding. Would reallocate funds allocated pursuant to the Clean Air and Transportation Improvement Act of 1990 that are not expended or encumbered by July 1, 2020, to any other existing passenger rail project with existing rail service, except as specified. The bill would require the California Transportation Commission to determine the projects pursuant to this reallocation. By reallocating unexpended or unencumbered funds to any other existing passenger rail project, the bill would make an appropriation. This bill contains other existing laws.

AB 2693 Dababneh	Enrolled 9/1/2016	Assembly Enrollment	Financing requirements: property improvements. Current law authorizes the legislative body of a public agency, as defined, to determine that it would be convenient, advantageous, and in the public interest to designate an area within which authorized public agency officials and property owners may enter into voluntary contractual assessments to finance certain improvements. This bill would also prohibit a public agency from permitting a property owner to participate in a program pursuant to these provisions unless the property owner satisfies certain conditions and the property owner is given the right to cancel the contractual assessment at any time prior to midnight on the 3rd business day after certain events occur without penalty or obligation, consistent with certain requirements.	
AB 2722 Burke	Enrollment 9/6/2016	Assembly Enrolled	Transformative Climate Communities Program. Would create the Transformative Climate Communities Program, to be administered by the Strategic Growth Council. The bill would require the 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. The bill would require the council to develop guidelines and selection criteria for the implementation of the program.	Oppose Unless Amended
AB 2741 Salas	Enrolled 9/2/2016	Assembly Enrollment	Long-range transportation planning: California Transportation Plan. Would, beginning in 2020, require updates to the California Transportation Plan to be approved by the California Transportation Commission prior to submission to the Legislature and the Governor. The bill would require the department to submit a draft of its proposed update to the commission for its comments by June 30, 2020, and every 5 years thereafter.	
AB 2800 Quirk	Enrollment 9/2/2016	Assembly Enrolled	Climate change: infrastructure planning. Would, until July 1, 2020, require state agencies to take into account the current and future impacts of climate change when planning, designing, building, operating, maintaining, and investing in state infrastructure. The bill, by July 1, 2017, and until July 1, 2020, would require the agency to establish a Climate-Safe Infrastructure Working Group for the purpose of examining how to integrate scientific data concerning projected climate change impacts into state infrastructure engineering, as prescribed.	
AB 2818 Chiu	Enrollment 9/2/2016	Assembly Enrolled	Property taxation: community land trust. Would require the county assessor to consider, when valuing real property for property taxation purposes, a contract that is a 99-year ground lease between a community land trust, as defined, and the qualified owner, as defined, of an owner-occupied single-family dwelling or an owner-occupied unit in a multifamily dwelling and that subjects a single-family dwelling or unit in a multifamily dwelling, and the land on which the dwelling or unit is situated that is leased to the qualified owner for the convenient occupation and use of that dwelling or unit, to affordability restrictions, as defined. This bill contains other related provisions and other existing laws.	
AB 2847 Patterson	Enrollment 8/29/2016	Assembly Enrolled	High-Speed Rail Authority: reports. Current law requires the High-Speed Rail Authority, on a biennial basis, to prepare a business plan containing specified elements and also requires the preparation of various other reports. This bill would require the business plan to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill, in the business plan and in another report, would require the authority to identify any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes.	

AB 2868 Gatto	Enrolled 9/2/2016	Assembly Enrollment	Energy storage. Would require the PUC, in consultation with the State Air Resources Board and the State Energy Resources Conservation and Development Commission, to direct the state's 3 largest electrical corporations to file applications for programs and investments to accelerate widespread deployment of distributed energy storage systems, as defined. The bill would authorize the PUC to approve, or modify and approve, programs and investments in distributed energy storage systems, as provided, and would require the PUC to prioritize those programs and investments that provide distributed energy storage systems to public sector and low-income customers.
AB 2906 Committee on Transportation	Chaptered 8/26/2016	Assembly Chaptered	Transportation: omnibus bill. Current law authorizes the Treasurer and the California Transportation Commission to pledge amounts deposited in the State Highway Account from federal transportation funds for the purposes of issuing federal highway grant anticipation notes, commonly known as GARVEE bonds, to fund transportation projects selected by the commission. Current law requires the commission to prepare an annual analysis of the bonding capacity of those federal transportation funds. This bill would instead require the commission to prepare this analysis when the Department of Transportation anticipates the issuance of new notes and makes a written request in that regard, but not more than once annually.
ABX1 26 Frazier	Amended 8/30/2016	Assembly Transportation	Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program.
SB 32 Pavley	Chaptered 9/8/2016	Senate Chaptered	California Global Warming Solutions Act of 2006: emissions limit. Would require the State Air Resources Board to ensure that statewide greenhouse gas emissions are reduced to 40% below the 1990 level by 2030. This bill contains other related provisions.
SB 254 Allen	Chaptered 6/9/2016	Senate Chaptered	Campaign finance: voter instruction. Would call a special election to be consolidated with the November 8, 2016, statewide general election. The bill would require the Secretary of State to submit to the voters at the November 8, 2016, consolidated election a voter instruction asking whether California's elected officials should use all of their constitutional authority, including proposing and ratifying one or more amendments to the United States Constitution, to overturn Citizens United v. Federal Election Commission (2010) 558 U.S. 310, and other applicable judicial precedents, as specified.
SB 441 Wolk	Enrollment 8/24/2016	Senate Enrolled	California Public Records Act: exemptions. The California Public Records Act requires that public records be open to inspection at all times during the office hours of a public agency, defined as any state or local agency, and that every person has a right to inspect any public record, except as specifically provided. The act further requires that a reasonably segregable portion of a public record be available for inspection by any person requesting the public record after deletion of the portions that are exempted by law. This bill would exempt from disclosure any identification number, alphanumeric character, or other unique identifying code used by a public agency to identify a vendor or contractor, or an affiliate of a vendor or contractor, unless the identification number, alphanumeric character, or other unique identifying code is used in a public bidding or an audit involving the public agency.

SB 773 Allen	Enrollment 9/1/2016	Senate Enrolled	Vehicles: registration fraud. Would, until January 1, 2021, request the University of California to conduct a study on motor vehicle registration fraud and failure to register a motor vehicle, and would require the study to include specified information, including quantification of the magnitude of the problem, the costs to the state and local governments in lost revenues, and recommended strategies for increasing compliance with registration requirements.	Support
SB 817 Roth	Enrolled 9/2/2016	Senate Enrollment	Local government finance: property tax revenue allocations: vehicle license fee adjustments. Beginning with the 2004-05 fiscal year and for each fiscal year thereafter, current law requires that each city, county, and city and county receive additional property tax revenues in the form of a vehicle license fee adjustment amount, as defined, from a Vehicle License Fee Property Tax Compensation Fund that exists in each county treasury. Current law requires that these additional allocations be funded from ad valorem property tax revenues otherwise required to be allocated to educational entities. This bill would modify these reduction and transfer provisions for a city incorporating after January 1, 2004, and on or before January 1, 2012, for the 2016-17 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation.	
SB 824 Beall	Enrollment 8/30/2016	Senate Enrolled	Low Carbon Transit Operations Program. Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, for expenditures to provide transit operating or capital assistance consistent with specified criteria. Current law provides for distribution of available funds under the program by a specified formula to recipient transit agencies by the Controller, upon approval of the recipient transit agency's proposed expenditures by the Department of Transportation. This bill would require a recipient transit agency to demonstrate that each expenditure of program moneys allocated to the agency does not supplant another source of funds.	Support & Seek Amendment
SB 838 Committee on Budget and Fiscal Review	Enrollment 8/26/2016	Senate Enrolled	Transportation. The net proceeds of the sale of the compact assets are required to be deposited into certain transportation funds in a specified order. This bill would instead provide that after the amounts described have been fully paid to the transportation funds named, or in any year during which any portion of these amounts are repaid from the General Fund pursuant to specified provisions of the California Constitution in an amount greater than or equal to the amount of tribal gaming revenues remitted pursuant to the amended tribal compacts in that year, the revenues received by the state from the compact would be required to be remitted to the California Gambling Control Commission for deposit in the General Fund.	
SB 881 Hertzberg	Enrolled 9/6/2016	Senate Enrollment	Vehicles: violations: payment of fines and bail. Current law requires a county to establish an amnesty program for unpaid fines and bail initially due on or before January 1, 2013, for Vehicle Code infractions to be conducted in accordance with guidelines adopted by the Judicial Council. Current law requires the program to accept payments from October 1, 2015, to March 31, 2017, inclusive. This bill would require the court to issue and file the certificate with the department within 90 days. For applications submitted prior to January 1, 2017, the bill would require the court to issue and file the certificate no later than March 31, 2017.	

SB 882 Hertzberg	Chaptered 8/22/2016	Senate Chaptered	Crimes: public transportation: minors. Current law makes it an infraction or a misdemeanor to evade the payment of a fare on a public transit system, to misuse a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or to use a discount ticket without authorization or fail to present, upon request from a transit system representative, acceptable proof of eligibility to use a discount ticket. This bill would prohibit a minor from being charged with an infraction or a misdemeanor for those acts.
SB 940 Vidak	Chaptered 8/22/2016	Senate Chaptered	High-Speed Rail Authority: eminent domain: right of first refusal. Under current law, if the High-Speed Rail Authority determines that real property or an interest therein acquired by the state for high-speed rail purposes is no longer necessary for specified purposes, the authority is authorized to sell or exchange the real property or interest therein at fair market value as specified. This bill would require the authority, if selling the real property or interest therein, to send notification by certified mail to the last known owner of the real property or interest therein at his or her last known address, advising him or her that the real property or interest therein will be offered for sale. The bill would require the authority to wait at least 30 days after the notification has been sent to sell the real property or interest therein.
SB 944 Committee on Transportation and Housing	Enrolled 9/22/2016	Senate Enrollment	Housing omnibus. Current law imposes specified requirements on home improvement contracts and service and repair contracts. Current law makes it a misdemeanor for a person to engage in the business or act in the capacity of a contractor without a license and provides certain exemptions from that licensure requirement, including exemptions for owner-builders, as specified. This bill would provide an additional exemption for a nonprofit corporation providing assistance to an owner-builder who is participating in a mutual self-help housing program, as specified.
SB 974 Committee on Governance and Finance	Enrollment 8/30/2016	Senate Enrolled	Local government: omnibus. The Professional Land Surveyors' Act, among other things, requires a county recorder to store and index records of survey, and to maintain both original maps and a printed set for public reference. That act specifically requires the county recorder to securely fasten a filed record of survey into a suitable book. This bill would also authorize a county recorder to store records of survey in any other manner that will ensure the maps are kept together. This bill contains other related provisions and other current laws.
SB 975 Committee on Governance and Finance	Chaptered 7/1/2016	Senate Chaptered	Tax increment: property tax override rates. Current law authorizes an infrastructure financing plan or a community revitalization and investment plan to provide for the division of taxes levied upon taxable property, if any, between the affected taxing entities, as defined, and the district or authority. This bill, for the purpose of any law authorizing the division of taxes, would prohibit the division of revenues derived from a property tax rate approved by the voters pursuant to, specified provisions of the California Constitution and levied in addition to the general property tax rate limited by the California Constitution.
SB 998 Wieckowski	Enrollment 8/31/2016	Senate Enrolled	Vehicles: public transit bus lanes. Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a portion of the highway designated for the exclusive use of public transit buses, subject to specified exceptions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program. The bill would also require a public transit agency to place and maintain signs and traffic control devices indicating that a portion of a highway is designated for the exclusive use of public transit buses, as specified. This bill contains other related provisions and other existing laws.

SB 1000 Leyva	Enrolled 9/7/2016	Senate Enrollment	Land use: general plans: safety and environmental justice. The Planning and Zoning Law requires, after the initial revision of the safety element to address flooding, fires, and climate adaptation and resilience strategies, that for each subsequent revision the planning agency review and, if necessary, revise the safety element to identify new information that was not available during the previous revision of the safety element. This bill would instead require a planning agency to review and revise the safety element to identify new information, as described above, only to address flooding and fires.	
SB 1029 Hertzberg	Enrollment 8/30/2016	Senate Enrolled	California Debt and Investment Advisory Commission: accountability reports. Current law requires the California Debt and Investment Advisory Commission to collect, maintain, and provide comprehensive information on all state and all local debt authorization and issuance and to serve as a statistical clearinghouse for all state and local debt issuance. This bill would additionally require the commission to track and report on all state and local outstanding debt until fully repaid or redeemed. This bill contains other related provisions and other existing laws.	
SB 1030 McGuire	Chaptered 8/19/2016	Senate Chaptered	Sonoma County Regional Climate Protection Authority. Current law authorizes the Sonoma County Regional Climate Protection Authority to develop, coordinate, and implement programs and policies to comply with the California Global Warming Solutions Act of 2006 and other federal or state mandates and programs designed to respond to greenhouse gas emissions and climate change. This bill would extend these provisions indefinitely. By extending the duties of the Sonoma County Regional Climate Protection Authority, this bill would impose a state-mandated local program.	Support
SB 1046 Hill	Enrollment 8/31/2016	Senate Enrolled	Driving under the influence: ignition interlock device. Current law requires the Department of Motor Vehicles to establish a pilot program from July 1, 2010, to July 1, 2017, inclusive, in the Counties of Alameda, Los Angeles, Sacramento, and Tulare that requires, as a condition of being issued a restricted driver's license, being reissued a driver's license, or having the privilege to operate a motor vehicle reinstated subsequent to a conviction for any violation of the offenses of driving under the influence, a person to install for a specified period of time an ignition interlock device on all vehicles he or she owns or operates. Under current law, the amount of time the ignition interlock device is required to be installed is based upon the number of prior convictions suffered by the individual, as prescribed. This bill would extend the pilot program in those counties until January 1, 2019.	
SB 1051 Hancock	Enrollment 8/30/2016	Senate Enrolled	Vehicles: parking enforcement: video image evidence. Would extend specified provisions to the Alameda-Contra Costa Transit District, thereby authorizing the district to enforce parking violations in specified transit-only traffic lanes through the use of video imaging evidence and to install automated forward facing parking control devices on district-owned public transit vehicles. The bill would repeal the authority for the Alameda-Contra Costa Transit District to implement an automated enforcement system to enforce parking violations occurring in transit-only traffic lanes on January 1, 2022. This bill contains other related provisions and other existing laws.	
SB 1069 Wieckowski	Enrolled 9/2/2016	Senate Enrollment	Land use: zoning. The Planning and Zoning Law authorizes the legislative body of a city or county to regulate, among other things, the intensity of land use, and also authorizes a local agency to provide by ordinance for the creation of 2nd units in single-family and multifamily residential zones, as specified. That law makes findings and declarations with respect to the value of 2nd units to California's housing supply. This bill would replace the term "second unit" with "accessory dwelling unit" throughout the law.	Support & Seek Amendment

SB 1128 Glazer	Enrollment 8/24/2016	Senate Enrolled	Commute benefit policies. Current law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits through a pilot program. Current law requires that the ordinance specify certain matters, including any consequences for noncompliance, and imposes a specified reporting requirement. Current law makes these provisions inoperative on January 1, 2017. This bill would extend these provisions indefinitely, thereby establishing the pilot program permanently.	Support
SB 1279 Hancock	Chaptered 8/26/2016	Senate Chaptered	California Transportation Commission: funding prohibition: coal shipment. Current law creates the California Transportation Commission, with various duties and responsibilities relative to the programming and allocation of funds for transportation capital projects. This bill would, except as specified, prohibit the commission from programming or allocating any state funds for new bulk coal terminal projects, as defined. The bill would require terminal project grantees to annually report to the commission that the project is not being used to handle, store, or transport coal in bulk.	
SB 1311 Glazer	Enrollment 8/31/2016	Senate Enrolled	Vehicles: confidential home address. Current law provides that the home address of the surviving spouse or child of a peace officer, as specified, shall be withheld from public inspection for 3 years following the death of the peace officer. This bill would require the Department of Motor Vehicles to discontinue holding a home address confidential, pursuant to the above provisions, for a child or spouse of specified persons if the child or spouse is convicted of a felony in this state or is convicted of an offense in another jurisdiction that, if committed in California, would be a felony.	
SB 1383 Lara	Enrollment 9/7/2016	Senate Enrolled	Short-lived climate pollutants: methane emissions: dairy and livestock: organic waste: landfills. The State Air Resources Board is required to complete a comprehensive strategy to reduce emissions of short-lived climate pollutants, as defined, in the state. This bill would require the state board, no later than January 1, 2018, to approve and begin implementing that comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40%, hydrofluorocarbon gases by 40%, and anthropogenic black carbon by 50% below 2013 levels by 2030, as specified. The bill also would establish specified targets for reducing organic waste in landfills.	
SB 1386 Wolk	Enrollment 8/30/2016	Senate Enrolled	Resource conservation: working and natural lands. Would declare it to be the policy of the state that the protection and management of natural and working lands, as defined, is an important strategy in meeting the state's greenhouse gas reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands.	
SB 1393 De León	Enrolled 9/7/2016	Senate Enrollment	Energy efficiency and pollution reduction. Current law requires the State Energy Resources Conservation and Development Commission (Energy Commission) to compile and adopt an integrated energy policy report every 2 years and requires the report to include an overview of major energy trends and issues facing the state. As part of the 2019 edition of the report, current law requires the Energy Commission to evaluate the actual energy efficiency savings from negative therm interactive effects generated as a result of electricity efficiency improvements. This bill would additionally require the Energy Commission to include that evaluation in each report adopted after 2019.	

SB 1399 Hueso	Chaptered 8/19/2016	Senate Chaptered	<p>Department of Motor Vehicles: license plate alternatives pilot program. Current law authorizes the Department of Motor Vehicles to establish a pilot program, to be completed no later than January 1, 2017, to evaluate the use of alternatives to stickers, tabs, license plates, and registration cards, subject to certain requirements, and to report the results of the pilot program, as specified, to the Legislature no later than July 1, 2018. This bill would instead require the department to complete any pilot program established pursuant to those provisions no later than January 1, 2019, and to report the results of the pilot program to the Legislature by July 1, 2020.</p>	
SB 1464 De León	Enrolled 9/2/2016	Senate Enrollment	<p>California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction. Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop and update, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the investment plan to, among other things, identify priority programmatic investments of moneys that will facilitate the achievement of feasible and cost-effective greenhouse gas emissions reductions toward achievement of greenhouse gas reduction goals and targets by sector. This bill would require, in identifying priority programmatic investments, that the investment plan assess how proposed investments interact with current state regulations, policies, and programs, and evaluate if and how the proposed investments could be incorporated into existing programs.</p>	
SBX1 1 Beall	Amended 8/29/2016	Senate Appropriations	<p>Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program.</p>	Support

Bill Number	Topic	Current Version	Status	Summary	MTC Position
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Federal Bills

H.R. 22 Davis	<i>Fixing America's Surface Transportation (FAST) Act</i>	Conference Report Agreed to by House and Senate 12/3/15	Enacted 12/4/15	Five year surface transportation act reauthorizing highway, rail and transit funding from FY 2016 through FY 2020. Provides \$281 billion in contract authority and \$24 billion in General Fund contributions. Boosts transit funding by 16 percent in FY 2016 and highway funding by 5 percent, with approximately 2 percent annual growth thereafter. Provides \$6.2 billion over 5 years for a new formula-based National Freight Program and \$4.5 billion over 5 years for a new competitive Nationally Significant Freight and Highway Projects Program.	
H.R. 127 Green	Transportation for Heroes Act	Introduced 1/6/2015	House Transportation & Infrastructure Committee	Requires that transit operators receiving FTA Urbanized Area 5307 funds provide a 50% discount fare to veterans during non-peak hours using a facility or equipment financed by the grant.	
H.R. 198 Sires	MOVE Freight Act	Introduced 1/7/2015	House Transportation & Infrastructure Committee	Revises the definition of the national freight network to provide that it is a multimodal network including rail, seaports and inland waterways. Establishes a national infrastructure discretionary grant program to be implemented by the DOT Secretary.	
H.R. 199 Sires	Bicycle and Pedestrian Infrastructure Improvement Act	Introduced 1/7/2015	House Transportation & Infrastructure Committee	Authorizes the DOT Secretary to establish a pilot program to make loans and loan guarantees to eligible entities to carry out bicycle and pedestrian infrastructure projects. Requires at least 25 percent of funds to support projects in low-income communities.	
H.R. 200 Sires	Commute Less Act	Introduced 1/7/2015	House Transportation & Infrastructure Committee	Requires metropolitan planning organization (MPO) transportation plans to include, among other things, employer and transportation management organization outreach activities and strategies to help create and expand employer-based commuter programs.	

H.R. 309 Huffman	Gas Tax Replacement Act	Introduced 1/13/2015	House Committees on Energy and Commerce; Ways and Means	Amends the Internal Revenue Code to: (1) repeal the excise taxes on gasoline and diesel fuels; (2) add a carbon dioxide equivalent rate to the tax on crude oil and petroleum products; and (3) impose an new excise tax on the carbon content of methanol, ethanol, and biodiesel produced in the United States and entered into the United States for consumption, use, or warehousing. Requires the Administrator of the Environmental Protection Agency (EPA) to send to the Internal Revenue Service (IRS) and make public a report on the total life-cycle emissions of carbon dioxide for gasoline, diesel fuel, biofuel, and other regulated fuels.	
H.R. 679 Blumenauer	Road Usage Charge Pilot Program Act	Introduced 2/3/2015	House Energy & Commerce Committee; House Transportation & Infrastructure Committee; House Ways and Means Committee	Requires the Secretary of the Treasury to establish the Road Usage Charge Pilot Program, a competitive grant program to make grants to conduct pilot studies of methods for recording and reporting the number of miles traveled by particular vehicles; conduct pilot studies of payment, enforcement, and privacy protection for mileage-based fee systems; and to implement mileage-based fee systems in jurisdictions that have adopted a plan for such systems.	
H.R. 680 Blumenauer	Update, Promote, and Develop America's Transportation Essentials (UPDATE) Act	Introduced 2/3/2015	House Ways and Means Committee	Increases the federal excise tax on gasoline to 26.3 cents for FY 2016, rising to 33.3 cents in FY 2017 and thereafter until FY 2028; and for diesel fuel to 32.3 cents in FY 2016 rising to 39.3 cents by FY 2017 and thereafter until FY 2027.	Support
H.R. 749 Shuster	Passenger Rail Reform & Investment Act	Passed House 3/4/2015	Senate	Authorizes appropriations for Amtrak for FY 2016-2019 and makes various changes to the program. Directs the Secretary to develop a program to issue competitive grants for capital improvements projects in the Northeast Corridor. Modifies the Railroad Rehabilitation and Improvement Financing program.	

H.R. 910 Miller	Vehicle-to-Infrastructure Safety Technology Investment Flexibility Act	Introduced 2/12/2015	House Transportation & Infrastructure Committee	Defines “vehicle-to-infrastructure communication equipment” and adds installation of such equipment as eligible for National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program funds.	
H.R. 990 King	Transportation Fringe Benefits: Restoring Parity Between Parking and Transit/Vanpooling	Introduced 2/13/2015	House Ways and Means Committee	Raises the transportation fringe benefit amount for transit and vanpooling from \$125/month to \$235/month and lowers the allowable parking amount from \$250 to \$235/month. Raises the bicycling amount from \$20 to \$35/month for qualified bicycle commuting reimbursement. <i>[Note: policy enacted through omnibus tax bill end of 2015]</i>	Support
H.R. 1308 Lowenthal	National Freight Infrastructure Grant Act	Introduced 3/4/2015	House Transportation & Infrastructure Committee	Establishes a Multimodal Freight Funding Formula Program and a National Freight Infrastructure Competitive Grant Program to improve the efficiency and reliability of freight movement in the United States. Authorizes a 1% waybill fee to generate \$8 billion/year for the program. <i>[Note: related policy enacted in H.R. 22, FAST Act]</i>	Support
H.R. 1393 Davis	Innovation in Surface Transportation Act	Introduced 3/17/2015	House Transportation & Infrastructure Committee	Directs the Secretary of Transportation to establish a new Innovation in Surface Transportation Program to be funded from a portion of existing formula programs (National Highway Performance Program, the Highway Safety Improvement Program, the Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Program, and Transportation Alternatives Programs). Provides an exception for states, such as California, that already sub-allocate a portion of their federal highway funds. Requires states to make competitive grants for innovative surface transportation projects to eligible entities, including local governments, metropolitan planning organizations, transit agencies, etc. Requires each state to establish a grant selection panel to formula criteria for project selection.	

H.R. 2029	Consolidated Appropriations Act	Enacted, 12/18/2015	Enacted	Omnibus spending and tax reform bill, providing for FY 2016 transportation spending as well as parity for transit/vanpooling pre-tax spending allowance with parking at \$255/month for 2016.	
H.R. 2353 Shuster	Highway and Transportation Funding Act	Enacted, May 29, 2015	Enacted	Extends the current surface transportation program through July 31, 2015.	
H.R. 2497 Denham	NEPA Reciprocity Act	Introduced 5/21/2015	House Transportation & Infrastructure Committee & House Natural Resources Committee	Requires the Secretary of Transportation to establish a program to eliminate duplicative environmental reviews and approvals under state and federal law. The program will permit a state to use state laws and procedures in lieu of federal environmental laws and regulations if the Secretary determines that the state's laws provide environmental protection and opportunities for public involvement "substantially equivalent" to the federal regulations. Makes all states eligible and requires a state to apply to the Secretary for permission to participate in the program. <i>[Note: Related provision included in H.R. 22, FAST Act]</i>	
H.R. 3665 Curbello	University Transportation Centers	Introduced 10/1/2015	House Transportation & Infrastructure Committee & House Science, Space and Technology Committee	Appropriates \$72.5 million per year from the Highway Trust Fund to university transportation centers for FY 2016 through FY 2021.	
H.R. 3763 Shuster	Surface Transportation Reauthorization and Reform Act	Introduced 10/20/15	House (reported by House Transportation & Infrastructure Committee)	House proposal for surface transportation reauthorization.	
H.R. 3787 DeSaulnier	Metropolitan Planning Enhancement Act	Introduced 10/21/2015	House Transportation & Infrastructure Committee	Modifies requirements of metropolitan planning to improve public understanding of how transportation investments are made through establishing various reporting requirements and accountability processes.	
H.R. 3819 Shuster	Surface Transportation Extension Act	Introduced 10/23/2015	Enacted 10/29/15	Extends the surface transportation program from October 1, 2015 through November 20, 2015.	

H.R. 3825 Takano	Intelligent Technologies Initiative Act	Introduced 10/23/2015	House Transportation & Infrastructure Committee	Requires the DOT Secretary to establish an Intelligent Technology Initiative to provide grants to state and local entities to establish deployment sites for large scale installation and operation of intelligent transportation systems (ITS) to improve safety, efficiency, system performance and return on investment. Authorizes \$200 million per year for such purpose from the Highway Trust Fund. <i>[Note: a related program was established in H.R. 22, the FAST Act, providing \$60 million per year for this purpose.]</i>	
H.R. 4259 Sensebrenner	No Limit on Carbon Emissions	Introduced 12/15/2015	Housing Energy & Commerce Committee	Prohibits the Administrator of the Environmental Protection Agency from establishing or enforcing any limit on carbon dioxide from a state.	
H.R. 4373 Rice	End Drunk Driving Act	Introduced 1/12/2016	House Subcommittee on Highways and Transit; House Energy and Commerce Committee	Within 10 years of enactment, requires the Secretary of Transportation to issue a final rule amending the Federal motor vehicle safety standard to prevent operation of a motor vehicle when the operator is under the influence of alcohol. Authorizes \$12 million in FY 2017 and FY 2018 for such purpose and additional funds thereafter. Requires states to enact laws requiring ignition interlock devices for individuals convicted of driving while intoxicated.	
H.R. 4343 Blumenauer	Bikeshare Transit Act	Introduced 1/7/2016	House Transportation & Infrastructure Committee	Makes bikeshare projects eligible for Congestion Mitigation and Air Quality Program funding. Expands the definition of “associated transit improvement” to include bikeshare projects and adds bike share projects within the definition of a “capital project” for Federal Transit funding under Title 49, Section 5302, United States Code.	
H.R. 4721 Shuster	Airport and Airways Extension Act	Enacted 3/30/2016	Signed by the President	Extends various airport related appropriations, fees and taxes until July 16, 2016.	
H.R. 4844 Cartwright	Requiring Equal Sleep for Truckers (REST) Act	Introduced 3/23/2016	House Transportation & Infrastructure Committee	Directs the Secretary of U.S. DOT to require that requirements related to rest breaks and maximum driving time for commercial vehicles be applied without exception to drivers of commercial vehicles used exclusively in the transportation of oilfield equipment and specially trained drivers of commercial motor vehicles that are constructed to service oil wells.	

H.R. 5105 Delaney	WMATA Governance Reform Act	Introduced 4/28/2016	House	Provides that Congress shall not approve an amendment to the Washington Metropolitan Area Transit Authority's interstate compact unless the signatories certify that they will appoint a majority of board members who have certified expertise in certain areas.	
S. 206 Ayotte	Local Transportation Infrastructure Act	Introduced 1/21/2015	Senate Commerce, Science, and Transportation Committee	Revises and reauthorizes the state infrastructure bank program for FY2015 and FY2016.	
S. 268 Sanders	Rebuild America Act	Introduced 1/27/2015	Senate Banking, Housing and Urban Affairs Committee	Establishes a National Infrastructure Bank for transportation, water infrastructure and national parks. Appropriates \$75 billion/year to the Highway Trust Fund per year for FY 2015-2022. Appropriates \$15 billion/year to the DOT Secretary for grants for Amtrak and high-speed rail. Appropriates \$2 billion/year for TIFIA credit assistance program for FY 2015-2019. Appropriates \$5 billion/year for the TIGER discretionary grant program and \$3.5 billion/year for the NextGen Air Transportation System.	
S. 280 Portman	Federal Permitting Improvement Act	Introduced 1/28/2015	Senate (reported by committee)	Establishes the Federal Permitting Improvement Council to improve the efficiency, management, and interagency coordination of the Federal permitting process through reforms overseen by the Director of the Office of Management and Budget, and for other purposes. [Note: This legislation was incorporated into H.R. 22, the FAST Act.]	
S. 762 Wicker	Innovations in Surface Transportation Act	Introduced 3/17/2015	Senate Environment and Public Works	Directs the Secretary of Transportation to establish a new Innovation in Surface Transportation Program to be funded from a portion of existing formula programs (National Highway Performance Program, the Highway Safety Improvement Program, the Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Program, and Transportation Alternatives Programs). Provides an exception for states, such as California, that already sub-allocate a portion of their federal highway funds. Requires states to make	

				competitive grants for innovative surface transportation projects to eligible entities, including local governments, metropolitan planning organizations, transit agencies, etc. Requires each state to establish a grant selection panel to formula criteria for project selection.	
S. 797 Booker	Railroad Infrastructure Financing Improvement Act (RIFIA)	Introduced 3/19/2015	Senate Commerce, Science & Transportation Committee	Amends the RIFIA —a federal loan and loan guarantee program — to streamline the application process and allow transit oriented development projects to qualify for funding.	
S. 981 Paul	Invest in Transportation Act	Introduced 4/16/2015	Senate Finance Committee	Provides additional funds for the Highway Trust Fund from corporate taxes imposed on companies that have not paid any taxes on their foreign earnings off shore. Provides that the 6.5 percent tax rate is voluntary and only for repatriations that exceed each company’s average repatriations in recent years. Provides that all such funds would be split 80%/20% to the Highway Account and the Mass Transit Account.	
S. 1006 Feinstein	Positive Train Control	Introduced 4/16/2015	Senate Commerce, Science & Transportation Committee	Authorizes the Secretary of Transportation to extend the deadline for a rail operator to achieve positive train control (PTC) in one-year increments if the Secretary determines full implementation is infeasible, the applicant has demonstrated good faith in its implementation of PTC and the applicant has presented a plan to implement PTC no later than 12/31/2018.	
S. 1043 Booker	Invest in American Jobs Act	Introduced 4/22/2015	Senate Commerce, Science & Transportation Committee	Revises Buy America requirements with respect to federal-aid highways, capital investment grants and Amtrak to make the standard more stringent and make it more difficult to obtain a waiver.	
S. 1350 Carper	Surface Transportation Extension Act	Introduced 5/14/2015	Senate (reported by committee)	Extends the federal surface transportation program for two months, until July 31, 2015, authorizing an additional \$8.4 billion in spending. Includes a “sense of Congress” with respect to the importance of enacting a long term authorization of surface transportation programs.	

S. 1647 Inhofe	Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act	Introduced 6/23/2015	Senate (reported by committee)	Reauthorizes the highway portion of the federal surface transportation program for six years from FY 2016 through FY 2021 at \$278 billion. The bill language was amended and incorporated into H.R. 22, the version of the bill which passed the Senate.	
S. 1732 Thune	Comprehensive Transportation and Consumer Protection Act	Amended 5/23/2016	Senate (reported by committee)	A major bill with over 1000 pages dealing with subjects ranging from freight planning, to expediting permits, to Amtrak to the regulation of motor vehicle safety.	
S. 1994 Carper	Tax Relief and #FixTheTrustFund For Infrastructure Certainty Act	Introduced 8/5/2015	Senate Finance Committee	Increases the federal gasoline and diesel fuel excise taxes by 16 cent per gallon over four years and requires the taxes be annually adjusted to inflation thereafter. Makes permanent the refundable portion of a child tax credit and a temporary Earned Income Tax Credit enacted as part of the American Recovery & Reinvestment Act (ARRA).	Support
S. 2012 Murkowski	Energy Policy Modernization Act	Amended 5/25/2016	Passed House; returned to Senate	Updates U.S. energy policy, creating and/or improving several programs designed to increase energy efficiency in buildings, requires significant upgrades to the electrical grid including large-scale storage systems for electricity, expedites liquid natural gas exports, loosens permitting rules for construction of natural gas pipelines on federal lands, provides subsidies for hydropower and geothermal, and permanently authorizes the Land and Water Conservation Fund. Does not include provisions related to fossil fuel production or climate change.	
S. 2433 Schumer	University Transit Rider Innovation Program	Introduced 12/18/2015	Senate Banking, Housing and Urban Affairs	Authorizes \$250 million per year to subsidize universities providing student discounts fares or otherwise offset a university's costs associated with paying for increased transit service for FY 2016-2020.	
S. 2656 Markey	FAIR Fees Act	Introduced 3/9/2016	Senate Commerce and Science Committee	Prohibits air carriers from imposing fees that are not reasonable and proportional to the costs incurred by the air carriers.	

Legislative Calendar 2016

<p>January 1 Statutes take effect. 4 Legislature reconvenes. 10 Budget Bill must be submitted by Governor. 18 Martin Luther King, Jr. Day observed. 22 Last day to submit bill requests to the Office of Legislative Counsel.</p>	<p>June 1 – 3 Floor session only. No committee may meet for any purpose. 3 Last day for bills to be passed out of house of origin. 6 Committee meetings may resume. 15 Budget bill must be passed by midnight. 30 Last day for a legislative measure to qualify for the Nov. 8 General election ballot</p>
<p>February 15 Presidents’ Day observed. 19 Last day for bills to be introduced.</p>	<p>July 1 Last day for policy committees to meet and report bills. Summer Recess begins upon adjournment, provided Budget Bill has been passed. 4 Independence Day observed.</p>
<p>March 17 Spring Recess begins upon adjournment. 28 Legislature reconvenes from Spring Recess. 30 Cesar Chavez Day observed.</p>	<p>August 1 Legislature reconvenes from Summer recess 12 Last day for fiscal committees to meet and report bills to the floor. 15 – 31 Floor Session Only. No committee may meet for any purpose. 19 Last day to amend bills on the Floor 31 Last day for each house to pass bills. Interim Study Recess begins upon adjournment.</p>
<p>April 1 Cesar Chavez Day observed. 22 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 Sept. 1 and in the Governor’s possession on or after Sept. 1.</p>
<p>May 6 Last day for policy committees to hear and report to floor nonfiscal bills introduced in their house. 13 Last day for policy committees meet prior to June 6. 27 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 8. 30 Memorial Day observed. 31 – June 5 Floor session only. No committee may meet for any purpose.</p>	<p>November 8 General Election. 30 Adjournment <i>Sine Die</i> at midnight.</p>
	<p>December 5 12 Noon convening of the 2017-18 Regular Session</p>
	<p>January 2017 1 Statutes take effect</p>

114th United States Congress, Second Session Calendar

<p>January 1 New Year's Day 5 House reconvenes 11 Senate reconvenes 13-15 House Republican Retreat 18 Martin Luther King, Jr. Day 19-22 House District work period 27-29 House Democrat Issues Conference</p>	<p>July 4 Independence Day 18-29 House/Senate Work Period</p>
<p>February 15 President's Day 16-19 House/Senate Work Period</p>	<p>August 1-31 House/Senate Work Period</p>
<p>March 7-11 House District Work Period 21-31 Senate Work Period 28-31 House District Work Period</p>	<p>September 1-2 House/Senate Work Period 5 Labor Day</p>
<p>April 4-8 House District Work Period</p>	<p>October 3 Senate Work Period 10-31 Senate Work Period 3-31 House District Work Period 12 Columbus Day</p>
<p>May 2-6 House/Senate Work Period 30 Memorial Day 31 House/Senate Work Period</p>	<p>November 1-11 House District Work Period 11 Veterans' Day 21-25 House/Senate Work Period 24 Thanksgiving Day</p>
<p>June 1-3 House/Senate Work Period 27-30 House/Senate Work Period</p>	<p>December 16 Last votes/target adjournment</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 #: 15-1878 **Version:** 1 **Name:**

Type: Action Item **Status:** Consent

File created: 8/17/2016 **In control:** Legislation Committee

On agenda: 9/9/2016 **Final action:**

Title: Local Transportation and Affordable Housing Ballot Measures for the Cities of Albany, Belmont, Berkeley, East Palo Alto, Fairfax, Fairfield, Martinez, Mill Valley, Pleasant Hill, San Mateo, Suisun City, Vacaville, and Vallejo.

Transportation and Affordable Housing Measures.

Sponsors:

Indexes:

Code sections:

Attachments: [2c Local Ballot Measures Long List](#)

Date	Ver.	Action By	Action	Result
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Subject:

Local Transportation and Affordable Housing Ballot Measures for the Cities of Albany, Belmont, Berkeley, East Palo Alto, Fairfax, Fairfield, Martinez, Mill Valley, Pleasant Hill, San Mateo, Suisun City, Vacaville, and Vallejo.

Transportation and Affordable Housing Measures.

Presenter:

Rebecca Long

Recommended Action:

Support / Support / Support / Support / Support / Support / Support / Support / Support / Support / Support / Support / Support / Commission Approval

Attachments



Memorandum

TO: Legislation Committee

DATE: September 2, 2016

FR: Executive Director

W. I. 1131

RE: Local Transportation and Affordable Housing Ballot Measures for the Cities of Albany, Belmont, Berkeley, East Palo Alto, Fairfax, Fairfield, Martinez, Mill Valley, Pleasant Hill, San Mateo, Suisun City, Vacaville, and Vallejo

Background

In addition to the various local ballot measures proposed for your endorsement in July 2016, over a dozen Bay Area cities and another county have placed funding measures designed (at least in part) to benefit transportation and affordable housing on the November 2016 ballot. While several are dedicated, special taxes subject to a two-thirds vote, most are general taxes or bond measures that provide flexibility in the use of funds, but have highlighted housing or transportation improvements as a priority. We are not recommending support for every local general sales tax measure on the ballot within the nine Bay Area counties, only those for which the ballot language indicates that roadway infrastructure or affordable housing are a priority in the use of funds, or in the case of tax extensions, where prior budgets appropriated funds for those purposes.

Recommendation: Support

Discussion

While MTC does not often endorse general taxes, we supported Measure H, Solano County's general ½-cent sales tax measure on the June 2016 ballot, which was accompanied by Measure G, an advisory measure indicating the intent to spend the funds on transportation improvements. Unfortunately, while Measure G received 65 percent support, Measure H did not exceed the majority vote threshold required for passage. As a result, numerous Solano County cities are attempting to raise general taxes on their own, with transportation listed as one of the potential eligible expenditures.

Given the enormous local roadway maintenance backlogs and affordable housing needs regionwide, compounded with the lack of adequate funding at the state and federal levels, staff recommends that the Commission endorse the following local measures, each of which is either a special tax or bond measure dedicated to transportation or affordable housing, or a general tax in which transportation or affordable housing are listed in supporting materials or the ballot question itself as a priority.

Bay Area Local Ballot Measures — General & Special Taxes & Bond Measures

City	Funding Type/Rate & Duration	Revenue Estimate	PCI*	Eligible Expenditures
Albany	\$58.07 Parcel tax (10 years)	\$300,000 annually	57	Sidewalk improvements
Belmont	0.5% Sales Tax (30 years)	\$1.3 million annually	55	Broad eligibility; street repairs listed as a priority
Berkeley	General Obligation Bond	\$100 million (one-time)	58	Capital improvements, streets, sidewalks and storm drain upgrades listed as a priority.
Berkeley	Gross Receipts Tax on rental income 1.8% (Permanent)	\$4 million annually	NA	Affordable housing and homelessness prevention
East Palo Alto	0.5% Sales Tax (Permanent)	\$1.8 million annually	58	Broad eligibility; street repairs listed as a priority
Fairfax	0.75% Sales Tax (0.25% increase, 10-year extension)	\$665,000 annually	65	Broad eligibility; sidewalk repairs, pedestrian trails and street repaving listed as priority
Fairfield	1% Sales Tax (15-year extension)	\$16 million annually	71	Broad eligibility; street repairs listed as a priority
Martinez	0.5% Sales Tax (15 years)	\$2 million annually	51	Special tax, 100% dedicated to roadway repair.
Mill Valley	\$266 per home Municipal Service Tax (10 year extension)	\$1.8 million annually	60	Special tax; Dedicated to fire safety, street maintenance and road repair
Pleasant Hill	0.5% Sales Tax (20 years)	\$4 million annually	65	Broad eligibility; including street repairs and bike paths
San Mateo	0.5% Sales Tax (20-year extension)	\$80 million annually	71**	Broad eligibility; affordable housing listed as a priority
Suisun City	1.0% (10 years)	\$1.8 million annually	55	Broad eligibility; including street repair and maintenance
Vacaville	0.75% (up from 0.5%) (20-year extension)	\$15 million annually	69	Broad eligibility; including street repair
Vallejo	1% (Permanent)	\$14 million	49	Broad eligibility; road repairs listed as priority

*PCI — Pavement Condition Index. **San Mateo's measure does not specify road repairs as a priority.



Steve Heminger

Attachment:

- Attachment A: Local Ballot Measures by Jurisdiction

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Local Ballot Measures by Jurisdiction

Albany Parcel Tax

The City of Albany has placed on the ballot a parcel tax that would raise approximately \$300,000 per year for 10 years. The tax rate is based on the size of the parcel and is estimated to cost the average homeowner \$58/year. Units owned and occupied by low-income persons are exempt. Like a number of Bay Area cities, property owners in Albany are responsible for repairing the sidewalk in front of their property. However, many sidewalks are in disrepair, creating safety hazards for pedestrians. The measure doesn't alter the liability of homeowners, but the city would use the parcel tax revenue to repair the biggest problem areas.

Belmont

The City of Belmont has placed on the ballot a 0.5 percent general sales tax with a duration of 30 years. The measure would raise approximately \$1.3 million/year. The staff report notes that a capital needs assessment for the City identifies nearly \$100 million in unmet street and storm drain infrastructure needs alone, and continued deferral of critical maintenance will only increase these needs in the future. The city has 69 miles of street pavement in Belmont in deficient "at risk" condition, with an average PCI of 55, placing it 96th out of 109 cities regionwide.

Berkeley

The City of Berkeley has placed a \$100 million bond on the ballot for improvements to the city's infrastructure and facilities, including rehabilitation of local streets, sidewalk repairs, and improvements to storm drains, parks, senior and recreation centers and other facilities. The staff report notes that city staff have identified \$358 million in capital and maintenance needs. The measure sets a maximum interest rate of 6 percent.

The City has also placed on the ballot a gross receipts tax of 1.8 percent applicable to rental income in order to generate funding for affordable housing. It is estimated to raise approximately \$4 million per year, helping to finance an estimated 45 new affordable rental units per year. The measure is an increase in an existing tax from \$10.81 for every \$1,000 in gross receipts to \$28.80. The tax increase would only apply to landlords who own five or more rental housing units. To avoid discouraging new construction, the measure exempts new developments from the tax for the first 12 years, starting with initial occupancy. It also exempts rental income from units occupied by long-term tenants with moderate rents.

East Palo Alto

The City of East Palo Alto has placed on the ballot a general sales tax increase of 0.5 percent from 9.0 percent to 9.5 percent in perpetuity. The tax is estimated to raise approximately \$1.8 million per year. Funds could be used to help maintain rapid police-response times and the number of police officers patrolling neighborhood streets, as well as repair streets and potholes, update drinking water and storm-drain infrastructure, enhance youth and senior programs and maintain other important city services, according to the city. East Palo Alto's local roads and sidewalks require about \$28 million in repairs according to city staff.

Fairfax

The Town of Fairfax has placed on the ballot a 10-year extension of Measure D, a temporary 0.5 percent sales tax approved in 2011, which is set to expire on March 31, 2017. The measure generated approximately \$425,000 in the current fiscal year (about 5 percent of the town's operating budget) and is used for general operations (e.g. police, fire) and capital projects (e.g. streets). Measure C, on the November 2016 ballot would extend the tax by 10 years and raise it by an additional 0.25 percent.

Fairfield

The City of Fairfield has placed on the ballot a 15-year extension of Measure P, a 1 percent general sales tax approved by the voters in 2012 that currently comprises 20 percent of the city's General Fund. Without an extension in November, Measure P will expire on March 31, 2018. According to a staff report, of the total \$16 million in funding generated per year, 9 percent were used for street maintenance and repair. The resolution and ballot question for the proposed measure both highlight that the funds are needed to preserve funding to fix potholes and repair streets.

Martinez

The City of Martinez has placed a special 0.5 percent 15-year sales tax on the ballot, with the funds dedicated to road maintenance and improvements. The city has 122 miles of local streets, which are currently rated just 2 points above "poor," with a Pavement Condition Index (PCI) of 51. According to a city-commissioned report by Quality Engineering Solutions, Inc., if nothing is done to augment funding over the next five years, the city's deferred maintenance backlog is forecast to jump from \$37 million to \$66 million, while its PCI would fall to 44.

Mill Valley

The City of Mill Valley has placed on the ballot an increase and extension (with a 2 percent annual adjustment) of its Municipal Service Tax, a special property assessment (\$266 per residential single family home, with different rates for multifamily and commercial property) for the exclusive purpose of fire safety, street maintenance and road repair. The existing tax is set at \$195 per single family residence and expires in 2018. The proposed tax is estimated to generate approximately \$1.8 million annually. Approximately 75 percent of MST funds are used for street improvement projects, with the remainder used for fire prevention. Since 2014, Mill Valley has assigned General Fund resources to street improvements. As a result, the streets have improved from a PCI of 58 (At Risk) in 2014 to a PCI of 64 (Fair) in 2016.

Pleasant Hill

The City Council placed a 0.5 percent 20-year general sales tax on the ballot. The measure would generate over \$4 million/year for the City's General Fund. Key items highlighted in the staff report include the city's significant deferred maintenance, unfunded new infrastructure projects, and a library that has significant structural and safety issues. The staff report also notes that the funds could be used for various services, aligned with community priorities, including repaving and maintaining neighborhood streets, fixing potholes, maintaining and upgrading the City's storm drain system, adding new sidewalks and bike paths, constructing a new community library, and funding other city projects. The recently adopted 5-year Capital Improvement Plan identified over \$42 million in unfunded infrastructure needs, as well as \$15 million in deferred street maintenance and \$9 million in backlogged storm drain system needs.

San Mateo

The San Mateo Board of Supervisors has placed on the November ballot a 20-year extension of Measure A, a 10-year 0.5 percent general sales tax approved by the voters in 2012. The measure generates approximately \$80 million per year. The ordinance placing the measure on the ballot specifically calls out affordable housing and transit services for the elderly and people with disabilities as two essential services it seeks to preserve. It also states that the board has been considering using general funds to develop long-term solutions to the local affordable housing crisis. Passage of the measure will give the county the option to bond against the sales tax funds to support the construction of affordable housing or use the funds to purchase existing properties to dedicate toward affordable housing, among other local priorities.

Suisun City

The City of Suisun has approved a 1 percent general sales tax for the November ballot, estimated to generate \$1.8 million annually. The measure is proposed for 10 years. The staff report for the measure highlights that due to budget constraints, the city has had to defer important roadway maintenance, which is evident by its CPI of 55. The resolution placing the measure on the ballot, and the ballot question itself notes that funds will be used for a variety of purposes, including fixing potholes, maintaining streets and streetlights, among other priorities.

Vacaville

The City of Vacaville has placed on the November ballot a 20-year 0.75 percent general sales tax measure that would go into effect April 1, 2018. This proposed tax is a 0.50 percent increase above Measure M, approved by the voters in 2012 and scheduled to sunset in 2018. According to the staff report on the proposed measure, the city's 5-year forecast shows that without renewal of Measure M, the City will be in a deficit the year after it expires. If the city wants to continue to use local funds to support road repairs, as it has with Measure M, it needs this measure to pass. According to city staff, since Measure M was approved, the city has improved more than 10 million square feet of neighborhood streets. In Fiscal Year 2016/17, \$750,000 in Measure M proceeds has been reserved for a street repair contract.

Vallejo

The Vallejo City Council has placed a measure on the ballot to extend in perpetuity Measure B, a 1 percent temporary general sales tax was approved by voters on November 8, 2011 and is set to expire in 2022. The measure raised approximately \$14 million in FY 2015-16, of which 17 percent was budgeted for road and infrastructure work; the remainder is budgeted for various other city functions, including additional police officers and firefighters.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1816 **Version:** 1 **Name:**

Type: Assembly Bill **Status:** Consent

File created: 7/26/2016 **In control:** Legislation Committee

On agenda: 9/9/2016 **Final action:**

Title: State Legislative Update

Overview of the 2016 State Legislative Session

Sponsors:

Indexes:

Code sections:

Attachments: [2d_state legislative update](#)

Date	Ver.	Action By	Action	Result
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Subject:

State Legislative Update

Overview of the 2016 State Legislative Session

Presenter:

Rebecca Long

Recommended Action:

Information

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 2d
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: September 2, 2016

FR: Executive Director

W. I. 1131

RE: State Legislative Update

Background

2016 was a successful year for MTC in Sacramento. One of our longstanding priority bills was enacted – AB 516 (Mullin), establishing a temporary license plate program. In addition, SB 1128 (Glazer), removing the sunset on the Bay Area's Regional Commuter Benefit Program, was passed by the Legislature and awaits approval by the Governor. Both MTC and the Bay Area Air Quality Management District sponsored the Glazer bill.

With respect to our primary goal of securing additional statewide revenue, the jury is still out. It was very encouraging to see Assembly Member Frazier and Senator Beall introduce a joint proposal in mid-August as part of the transportation special session (AB x1-26 and SB x1-1). Given the special session extends through the end of November, there is a theoretical possibility that the Legislature could return and act upon it later this fall.

Attachment A provides a list of the status of bills introduced in 2016 on which MTC took a position. In October, after we know the fate of bills on the Governor's desk, staff will provide a final overview of the 2015-16 State Legislative Session.



Steve Heminger

Attachment:

- Attachment A: Status of MTC Priority Bills

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Status of MTC Priority Bills

Assembly Bills

Bill No./ Author	Summary	Position	Status
AB 4 (Linder)	Prohibits weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.	Support and Seek Amendment	Dead
AB 35 (Chiu)	Would, for calendar years 2016 through 2021, inclusive, would increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects by \$100,000,000, as specified. The bill, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, would modify the definition of applicable percentage relating to qualified low-income buildings that meet specified criteria.	Support	Dead
AB 156 (McCarty)	Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities.	Oppose	Dead
AB 157 (Levine)	Authorized the lead agency for a project to open the third lane on the Richmond-San Rafael Bridge to automobile traffic on the eastbound level and to bicycle traffic on the westbound level to complete the design work for the project simultaneously with the environmental review conducted pursuant to the California Environmental Quality Act.	Support and Seek Amendment	Enacted
AB 194 (Frazier)	Authorized a regional transportation agency or the department to apply to the commission to develop and operate HOT lanes or other toll facilities, as specified, and would delete the January 1, 2012, deadline for HOT lane applications and remove the existing limitation on the number of facilities that may be approved.	Support	Enacted
AB 464 (Mullin)	Raised the cap on local transactions and use taxes in a county from 2% to 3%.	Support	Vetoed

Bill No./ Author	Summary	Position	Status
AB 516 (Mullin)	Would require the DMV to develop an operational system, no later than January 1, 2019, that allows a dealer or lessor retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2018, authorize the DMV to assess specified administrative fees on parking and toll evasion processing agencies to support the administration of this system.	Support	Enacted
AB 744 (Chau)	Current law prohibits a city, county, or city and county from requiring a vehicular parking ratio for a housing development that meets specified criteria in excess of specified ratios. This bill would, notwithstanding the above-described provisions, additionally prohibit, at the request of the developer, a city, county, or city and county from imposing a vehicular parking ratio, inclusive of handicapped and guest parking, in excess of 0.5 spaces per bedroom on a development that includes the maximum percentage of low- or very low income units, as specified, and is located within 1/2 mile of a major transit stop, as defined, and there is unobstructed access to the transit stop from the development.	Support	Enacted
AB 828 (Low)	Would require the Public Utilities Commission to conduct an investigation to consider whether existing statutes and regulations relating to for-hire passenger transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market among companies that provide regulated transportation services. The bill would require the commission to complete the investigation and report its conclusions and recommendations to the Legislature on or before January 1, 2017. This bill contains other related provisions and other existing laws.	Support	Dead
AB 1265 (Perea)	Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. This bill would provide that a lease agreement shall not be entered into under these provisions on or after January 1, 2030, and would delete obsolete cross-references and make technical changes to these provisions.	Support	Dead
AB 1360 (Ting)	Would exempt from specified provisions relating to the Passenger Charter-Party Carriers' Act a service operated by a transportation network company or a charter-party carrier of passengers that prearranges a ride among multiple passengers who share the ride in whole or in part, provided that the vehicle seats no more than 7 passengers, not including the driver, is operated by a participating driver, as defined, is not used to provide public transit services or carry passengers over a fixed route, is not used to provide pupil transportation services or public paratransit services, and the fare for each passenger is less than the fare that would be charged to a passenger traveling alone.	Support	Dead

Bill No./ Author	Summary	Position	Status
AB 1550 (Gomez)	Requires the Cap and Trade investment plan to allocate a minimum of 25% of the available moneys in the fund to projects located within, and benefitting individuals living in, disadvantaged communities as defined by CalEnviroScreen, 5% to projects that benefit low-income households located within a ½ mile boundary of a CalEnviroScreen census tract, and 5% to low income-communities located anywhere in the state.	Oppose Unless Amended	Assembly Floor
AB 1569 (Steinorth)	Would exempt from the provisions of the California Environmental Quality Act a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.	Support and Seek Amend	Dead
AB 1591 (Frazier)	Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws.	Support	Dead
AB 1592 (Bonilla)	Authorizes the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that do not have an operator and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour.	Support	Governor's Desk
AB 1746 (Stone)	Authorizes the operation of transit buses on the shoulder of a segment of a state highway designated under the transit bus-only program by Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, the Livermore Amador Valley Transit Authority, the Los Angeles Metropolitan Transit Authority, the Monterey-Salinas Transit District, the North County Transit District, the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the Santa Clara Valley Transportation Authority, subject to the conditions and requirement by Caltrans and CHP.	Support	Dead
AB 1780 (Medina)	Would, beginning in the 2016-17 fiscal year, continuously appropriate 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the California Transportation Commission for the Sustainable Trade Corridors Program, which the bill would establish, thereby making an appropriation.	Support	Dead
AB 1889 (Mullin)	Affirms the use of Proposition 1A (High Speed Rail bond) funds for Caltrain electrification, among other projects.	Support	Assembly Floor
AB 1964 (Bloom)	Extends the operation of the provisions allowing specified Clean Air Vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first.	Oppose Unless Amended	Assembly Floor

Bill No./ Author	Summary	Position	Status
AB 2014 (Melendez)	Would require, no later than June 30, 2017, and every 2 years thereafter, the Department of the California Highway Patrol, in coordination with the Department of Transportation and in consultation with regional and local entities, to complete a workload study to assess resource needs to supervise existing and expanded freeway service patrols identified by regional and local entities and to submit the study to the Senate Committee on Budget and Fiscal Review and the Assembly Committee on Budget.	Support	Dead
AB 2170 (Frazier)	Would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to these provisions.	Support	Senate Floor
AB 2292 (Gordon)	Requires the Office of Environmental Health Hazard Assessment to update the CalEnviroScreen tool or by January 1, 2018, whichever is sooner, to include specified factors, using the best-available data, when identifying disadvantaged communities for investment opportunities related to the 3-year Cap and Trade Scoping Plan.	Support and Seek Amendment	Dead
AB 2332 (Garcia)	Would, by January 1, 2018, require the California Transportation Commission to establish a process whereby the department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified.	Oppose Unless Amended	Dead
AB 2441 (Thurmond)	Would create the Workforce Housing Pilot Program, pursuant to which the Department of Housing and Community Development, subject to the appropriation of funds for that purpose, would award grant funding to eligible recipients, as defined, for the predevelopment costs, acquisition, construction, or rehabilitation of rental housing projects or units within rental housing projects that serve, and for providing down payment assistance to, persons and families of low or moderate income.	Support	Dead
AB 2502 (Mullin)	The Planning and Zoning Law authorizes the legislative body of any city, county, or city and county, to adopt ordinances regulating zoning within its jurisdiction, as specified. This bill would additionally authorize the legislative body of any city, county, or city and county to adopt ordinances to establish, as a condition of development, inclusionary housing requirements, as specified, and would declare the intent of the Legislature in adding this provision. The bill would also make nonsubstantive changes.	Support	Dead

Bill No./ Author	Summary	Position	Status
AB 2722 (Burke)	Would create the Transformative Climate Communities Program, to be administered by the Strategic Growth Council. The bill would require the council, in coordination with the California Environmental Protection Agency Assistant Secretary for Environmental Justice and Tribal Affairs, to award competitive grants to specified eligible entities for the development of transformative climate community plans, and projects that implement plans, that contribute to the reduction of emissions of greenhouse gases and demonstrate potential climate, economic, workforce, health, and environmental benefits in disadvantaged communities that have a demonstrated need for climate, economic, workforce, health, and environmental benefits.	Oppose Unless Amended	Assembly Floor
AB 2783 (Garcia)	Current law requires the Strategic Growth Council to develop guidelines and selection criteria for the Affordable Housing and Sustainable Communities Program. This bill would require the Strategic Growth Council to revise the guidelines and selection criteria with respect to density requirements, as specified, and to include specified factors, including energy efficiency, in its greenhouse gas quantification methodology.	Oppose	Dead
ACA 4 (Frazier)	Would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, city and county, or special district for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.	Support	Assembly Floor

Senate Bills

Bill No./ Author	Summary	Position	Status
SB x1-1 (Beall)	Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system and for other specified purposes. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.	Support	Special Session – active
SB 16 (Beall)	Original funding bill introduced prior to SB x1-1.	Support & Seek Amendments	Dead

Bill No./ Author	Summary	Position	Status
SB 39 (Pavley)	Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). Current law authorizes the DMV to issue no more than 70,000 of those identifiers. This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other current laws.	Oppose	Enacted
SB 321 (Beall)	Would, for the 2016- 17 fiscal year and each fiscal year thereafter, require the State Board of Equalization on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. This bill contains other existing laws.	Support	Dead
SB 344 (Monning)	Would, commencing January 1, 2018, require a person to successfully complete a course of instruction from a commercial driver training institution or program offered by an employer with an approved course of instruction that has been certified by the Department of Motor Vehicles before he or she is issued a commercial driver's license, except as specified. The bill would require the course of instruction to include, at a minimum, standards necessary to ensure a driver is proficient in safely operating a commercial vehicle.	Support	Dead
SB 760 (Mendoza)	Proposition 1 makes available \$100,000,000 of the bond proceeds, upon appropriation by the Legislature, for projects to protect and enhance an urban creek and its tributaries that meets certain requirements. This bill would require a public agency receiving an appropriation from the \$100,000,000 to give priority to projects that are located in, or directly adjacent to, a disadvantaged community within a distressed watershed and that may also provide greenspace or other venues for physical activities.	Oppose	Dead
SB 824 (Beall)	Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, for expenditures to provide transit operating or capital assistance consistent with specified criteria. Current law provides for distribution of available funds under the program by a specified formula to recipient transit agencies by the Controller, upon approval of the recipient transit agency's proposed expenditures by the Department of Transportation. This bill would require a recipient transit agency to demonstrate that each expenditure of program moneys allocated to the agency does not supplant another source of funds.	Support and Seek Amend	Governor's Desk

Bill No./ Author	Summary	Position	Status
SB 1030 (McGuire)	Current law authorizes the Sonoma County Regional Climate Protection Authority to develop, coordinate, and implement programs and policies to comply with the California Global Warming Solutions Act of 2006 and other federal or state mandates and programs designed to respond to greenhouse gas emissions and climate change. This bill would extend these provisions indefinitely. By extending the duties of the Sonoma County Regional Climate Protection Authority, this bill would impose a state-mandated local program.	Support	Enacted
SB 1053 (Leno)	Current law generally prohibits housing discrimination with respect to various personal characteristics including source of income. Existing law defines "source of income" for these purposes as lawful, verifiable income paid directly to a tenant or paid to a representative of a tenant, which does not include a landlord. This bill would amend the definition of "source of income" to also include specified federal, state, or local housing assistance or subsidies paid either to the tenant or directly to the landlord on behalf of the tenant.	Support	Dead
SB 1069 (Wieckowski)	The Planning and Zoning Law authorizes the legislative body of a city or county to regulate, among other things, the intensity of land use, and also authorizes a local agency to provide by ordinance for the creation of 2nd units in single-family and multifamily residential zones, as specified. That law makes findings and declarations with respect to the value of 2nd units to California's housing supply. This bill would replace the term "second unit" with "accessory dwelling unit" throughout the law.	Support	Senate Floor
SB 1128 (Glazer)	Extends the Bay Area Commuter Benefit Program indefinitely, removing its 2017 sunset date.	Support	Governor's Desk
SB 1259 (Runner)	Exempts vehicles occupied by a veteran and displaying a specialized veterans license plate, as specified, from payment of a toll or related fines on a toll road, high-occupancy toll (HOT) lane, toll bridge, toll highway, a vehicular crossing, or any other toll facility. The bill would also make conforming changes.	Oppose	Dead



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1839 **Version:** 1 **Name:**

Type: Action Item **Status:** Consent

File created: 8/5/2016 **In control:** Legislation Committee

On agenda: 9/9/2016 **Final action:**

Title: Proposition 53: California Public Vote on Bonds Initiative

Proposal to oppose initiative that requires a statewide vote to authorize revenue bonds above \$2 billion.

Sponsors:

Indexes:

Code sections:

Attachments: [2e_Cortepressi Initiative](#)

Date	Ver.	Action By	Action	Result
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Subject:

Proposition 53: California Public Vote on Bonds Initiative

Proposal to oppose initiative that requires a statewide vote to authorize revenue bonds above \$2 billion.

Presenter:

Rebecca Long

Recommended Action:

Oppose / Commission Approval

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 2e
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: September 2, 2016

FR: Executive Director

W. I. 1131

RE: Proposition 53: California Public Vote on Bonds Initiative

Background

Proposition 53 is a Constitutional Amendment that would require statewide voter approval of any revenue bond issued for a single project in an amount totaling \$2 billion or greater. The measure exempts local governments, school districts and special districts, but not any joint powers authority created by the state or in which the state is a member.

The California Constitution requires voter approval of general obligation bonds that are backed with general state revenue, as well as any local general obligation bonds. Most revenue bonds do not require voter approval because they are backed by a specific revenue source, such as utility water rates, sales tax revenue or bridge tolls. Additionally, revenue bonds are repaid by users of a project, not all taxpayers.

Many public finance experts in the state are uncertain as to which entities Proposition 53 would apply. Proponents of the measure may argue the initiative is written in a manner that would apply to the Bay Area Toll Authority (BATA) as it was created by the state and arguably does not meet the definition of a “public entity formed for the performance of local government functions (traditionally thought of as police, fire, or waste services, for example) within limited boundaries,” which the measure would exempt. As such, it is possible that BATA revenue bonds from bridge tolls could be subject to a statewide vote. Similarly, express lane revenue-backed bonds in an amount greater than \$2 billion, or bonds issued by the Transbay Joint Powers Authority, could be subject to a statewide vote. Additionally, to the extent that the state chose to issue revenue bonds backed by Cap and Trade funds or other statewide revenue sources to help pay for high-speed rail, such bonds would be subject to a statewide vote if the amount exceeded \$2 billion.

Proposition 53 requires State Legislature approval for use of revenue bonds for public infrastructure projects funded, owned, or operated by the state or any joint agency that includes the state. If the bond amount exceeds \$2 billion and repayment requires new, increased, or extended taxes, fees, or other charges. The measure also requires that legislatively approved projects be presented on statewide ballot for voter approval; this applies to previously approved projects if remaining bond amount exceeds \$2 billion. Additionally, Proposition 53 requires that specified project information for all state bonds be included in voter ballot pamphlet

Recommendation: Oppose

Discussion

Proposition 53, which the campaign refers to as the “No Blank Checks Initiative” was placed on the ballot by Dean and Joan Cortopassi, who have provided the sole financial backing for the measure, contributing over \$4.5 million in personal funds to qualify the measure for the ballot. The Cortopassi family owns land in the Delta and are vociferously opposed to the Delta water pipeline, a key part of the state’s plan to repair California’s statewide water distribution system, commonly known as the “tunnels” project. One of the planned funding mechanisms for the water pipeline project are revenue bonds backed by water user fees.

In opposition to the measure is a broad, growing coalition, comprised of local governments and associations (including the League of California Cities and the California State Association of Counties), engineering, infrastructure, business and construction organizations concerned with the limitations the measure would place on vitally needed local and state infrastructure projects. Governor Brown is also a lead opponent to the measure. The opposition has raised \$1 million as of August 17, 2016 according to Ballotpedia.org.

Proposition 53 would create a new, significant hurdle to raising funding for infrastructure improvements, affecting not just transportation infrastructure and water systems, but also projects to seismically upgrade public facilities, including hospitals and universities. Because this measure would impair the state’s ability to improve its infrastructure, and, from regional perspective, potentially curtail BATA’s ability to issue bonds and subject such bonds to a statewide vote, staff strongly recommends an oppose position on the Proposition 53.

For a list of organizations in support or opposition, see Attachment A.



Steve Heminger

Attachment:

- Attachment A: Known Positions

SH:rl

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Positions as of 8/31/2016

Organizations on Record in Support of Proposition 53

(Based on Yes of Proposition 53 web site [press release](#))

- Howard Jarvis Taxpayers Association
- Alliance of Contra Costa Taxpayers
- California Taxpayers Coalition
- California Taxpayer Protection Committee
- Calaveras County Taxpayers Association
- Central Coast Taxpayers Association
- Contra Costa Taxpayers Association
- Fullerton Association of Concerned Taxpayers
- Humboldt County Taxpayers League
- Inland Empire Taxpayers Association
- Monterey Peninsula Taxpayers Association
- Napa County Taxpayers Association
- Placer County Taxpayers Association
- Sacramento Taxpayers Association
- Salinas Taxpayers Association
- San Diego Tax Fighters
- San Joaquin County Taxpayers Association
- Silicon Valley Taxpayers Association
- Solano County Taxpayers Association
- Sutter County Taxpayers Association
- Tulare County Taxpayers Association
- Yolo County Taxpayers Association

NO53 **ON PROP**

Stop Attack on Local Control

www.NoProp53.com

We Oppose Prop 53

Public Safety

California Professional Firefighters
California State Sheriffs' Association
California State Firefighters Association
Peace Officers Research Association of California
(PORAC)

Local Government

League of California Cities
California Association of Councils of Governments
Cities Association of Santa Clara County
Los Angeles County Metropolitan Transportation
Authority (LA Metro)
Self Help Counties Coalition
Rural County Representatives of California (RCRC)
Association of California Cities – Orange County
San Diego Association of Governments
Transportation Agency for Monterey County

Taxpayer

Kern County Taxpayers Association
California Tax Reform Association
Middle Class Taxpayers Association

Healthcare

California Medical Association
California Hospital Association
Hospital Council of Northern and Central California
Hospital Association of Southern California

Agriculture

California Citrus Mutual
California Cotton Ginners Association
California Cotton Growers Association
California Women for Agriculture
Fresno County Farm Bureau
Western Agriculture Processors Association
Western Growers Association

Water

Association of California Water Agencies
Calleguas Municipal Water District
Coachella Valley Water District
Clean Water and Jobs Coalition for California
Eastern Municipal Water District

Water (cont.)

Humboldt Bay Municipal Water District
Foothill Municipal Water District
Las Virgenes Municipal Water District
Metropolitan Water District of Southern California
Mojave Water Agency
Northern California Water Association
Southern California Water Committee
State Water Contractors
Vista Irrigation District

Infrastructure

American Council of Engineering Companies –
California
American Society of Civil Engineers Region IX
Associated General Contractors of California
California Alliance for Jobs
California Chapters of the National Electrical
Contractors Association (NECA)
California Construction Industry Labor Management
Cooperation Trust
California Legislative Conference of the Plumbing,
Heating & Piping Industry
Engineering Contractors Association
Northern California Mechanical Contractors
Association
Sacramento Regional Builders Exchange
United Contractors

Education

California's Coalition for Adequate School Housing

Community and Ethnic

California League of United Latin American Citizens
(LULAC)
Mexican American Legal Defense and Educational
Fund (MALDEF)
Strategic Actions for a Just Economy (SAJE)

Environment

California League of Conservation Voters
Natural Heritage Institute

Business

California Chamber of Commerce
Anaheim Chamber of Commerce

August 29, 2016

Business (cont.)

Azusa Chamber of Commerce
Bay Area Council
Bay Planning Coalition
Building Owners and Managers Association California
Building Owners and Managers Association, Greater
Los Angeles
California Building Industry Association
California Business Properties Association
California Business Roundtable
California Manufacturers & Technology Association
California Public Securities Association
California Small Business Association
Central City Association, Los Angeles
Cerritos Regional Chamber of Commerce
Dinuba Chamber of Commerce
East Bay Leadership Council
Chambers of Commerce Alliance of Ventura & Santa
Barbara Counties
El Monte/South El Monte Chamber of Commerce
Fontana Chamber of Commerce
Greater Fresno Area Chamber of Commerce
Greater Riverside Chambers of Commerce
Greater San Fernando Valley Chamber of Commerce
Hollywood Chamber of Commerce
Inland Empire Economic Partnership (IEEP)
Irvine Chamber of Commerce
Los Angeles Area Chamber of Commerce
Los Angeles County Business Federation (LA BizFed)
North Orange County Chamber of Commerce
Ontario Chamber of Commerce
Orange County Business Council (OCBC)
Oxnard Chamber of Commerce
Pacific Merchant Shipping Association
Pasadena Chamber of Commerce
Pomona Chamber of Commerce
Port Hueneme Chamber of Commerce
Regional Chamber of Commerce – San Gabriel Valley
San Diego Regional Chamber of Commerce
San Francisco Chamber of Commerce
San Gabriel Valley Economic Partnership
San Jose Silicon Valley Chamber of Commerce
San Ramon Chamber of Commerce
Santa Clarita Valley Chamber of Commerce
Silicon Valley Leadership Group
South Bay Association of Chambers of Commerce
Southwest California Legislative Council
Torrance Area Chamber of Commerce
Valley Industry & Commerce Association (VICA)

Labor

California Labor Federation AFL-CIO
California State Building and Construction Trades
Council
Service Employees International Union California
AFSCME California PEOPLE

Labor (cont.)

Los Angeles County Federation of Labor
Auto, Marine & Specialty Painters Local Union 1176
Boilermakers Local Unions 92, 549
California Conference of Machinists
California State Association of Electrical Workers
California State Council of Laborers
California Teamsters Public Affairs Council
Carpet, Linoleum & Soft Tile Workers Local Unions
12,1237
County Labor Councils: North Bay; San
Diego/Imperial; San Francisco; South Bay
District Council of Iron Workers
District Council 16 International Union of Painters and
Allied Trades
County Building and Construction Trades Councils:
Alameda; Contra Costa; Imperial; Kern, Inyo,
Mono; Los Angeles/Orange; Marin;
Northeastern; Sacramento Sierra; San Diego;
San Mateo; Sonoma, Mendocino & Lake
Counties; Stanislaus, Merced, Mariposa &
Tuolumne
Glaziers, Arch. Metal & Glass Workers Local Unions
169, 718, 767, 1621
Insulators & Allied Workers Local Union 16
International Brotherhood of Boilermakers
International Union of Operating Engineers Local
Unions 3, 12
Ironworkers Local Unions 118, 155, 229, 433, 844
IUPAT Local Unions 294
Laborers' Local Union 67
IBEW Local Unions 6, 11, 40, 47, 100, 180, 234, 302,
332, 340, 413, 428, 440, 441, 477, 551, 569,
595, 617, 684, 952, 1245
Painters and Drywall Finishers Local Union 3
Painters and Tapers Local Unions 83, 272, 376, 487,
507,741, 913
Plasters Local Union 200
Plasterers & Cement Masons Local Union 300
Sheet Metal, Air, Rail and Transportation Workers
Western States Council
Sheet Metal, Air, Rail and Transportation Workers
Local Unions 104, 105, 206
Southern California Pipe Trades District Council 16
Teamsters Joint Council 7
Teamsters Joint Council 42
Teamsters Local Union 431
UFCW Western States Council
United Association of Landscape & Irrigation, Sewer &
Storm, Underground Industrial Piping Industry
Local 345
United Association of Plumbers & Fitters Local 761
United Association of Plumbers & Pipefitters Local
Unions 78, 114, 582
United Association of Plumbers & Steam Fitters Local
Unions 398, 403, 460, 484

Labor (cont.)

United Association of Sprinkler Fitters Local 709
United Association of Plumbers, Steamfitters,
Refrigeration & HVAC Service Technicians Local
230
United Association of Steam, Refrigeration, Air
Conditioning, Pipefitters & Apprentices Local 250
United Union of Roofers, Waterproofers & Allied
Workers Local Unions 27, 36, 40, 45, 81, 95, 220
Western Regional District Council of Roofers &
Waterproofers

Political

California Democratic Party
Los Angeles County Democratic Party

Paid for by No on Prop 53 – Californians to Protect Local Control, a coalition of public safety, local government, business and labor organizations, and taxpayers. Major funding by California Construction Industry Labor Management Cooperation Trust and Members' Voice of the State Building and Construction Trades Council of California (Committee).



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1865 **Version:** 1 **Name:**

Type: Assembly Bill **Status:** Consent

File created: 8/10/2016 **In control:** Legislation Committee

On agenda: 9/9/2016 **Final action:**

Title: AB 1889 (Mullin): Caltrain Electrification Funding from High Speed Rail Bond

Affirms eligibility of High Speed Passenger Train Bond Act funding authorized by Proposition 1A (2008) for near-term passenger rail projects in northern and southern California, known as the "Bookends."

Sponsors:

Indexes:

Code sections:

Attachments: [2f AB 1889 Mullin](#)

Date	Ver.	Action By	Action	Result
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Subject:

AB 1889 (Mullin): Caltrain Electrification Funding from High Speed Rail Bond

Affirms eligibility of High Speed Passenger Train Bond Act funding authorized by Proposition 1A (2008) for near-term passenger rail projects in northern and southern California, known as the "Bookends."

Presenter:

Randy Rentschler

Recommended Action:

Support / Commission Approval

Attachments



Memorandum

TO: Legislation Committee

DATE: September 2, 2016

FR: Executive Director

W. I. 1131

RE: AB 1889 (Mullin): Caltrain Electrification Funding from High - Speed Rail Bond

Background

AB 1889 (Mullin) would ensure that \$800 million in state funding from the high-speed rail bond (Proposition 1A) is available to fund the Peninsula Corridor Electrification Project (PCEP), i.e. Caltrain electrification. Specifically, AB 1889 clarifies and underscores the Legislature's intent to allow investment in projects that facilitate longer-term high-speed train operations and can be used by commuter/ intercity services in the near-term.

Caltrain has awarded vital contracts for the PCEP this summer and is relying on Proposition 1A funding to cover project costs.

Recommendation: Support

Discussion

As you know, in order to ensure that MTC can respond to legislation in a timely manner, Commission procedures allow us to communicate a position on legislation with the approval of the MTC Chair and the Legislation Committee Chair. In August, at the request of Caltrain, staff sought and obtained such approval for AB 1889 so that we could communicate our support to members of the Senate Appropriations Committee. The bill now awaits the Governor's signature. To ratify staff's communication of support of AB 1889 on behalf of the Commission, staff recommends the Committee support AB 1889.

Known Positions:

Support

Metropolitan Transportation Commission
Peninsula Corridor Joint Powers Board
(Caltrain)
Silicon Valley Leadership Group
Santa Clara Valley Transportation Authority
Santa Clara County Board of Supervisors
San Mateo County Transit District
San Mateo County Transportation Authority

Oppose

The California Rail Foundation
The Community Coalition on High Speed Rail
Transportation Solution Defense and Education
Fund


Steve Heminger

SH: rl



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1889 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 8/31/2016 **In control:** Legislation Committee

On agenda: 9/9/2016 **Final action:**

Title: Transportation Funding: Joint Assembly/Senate Proposal Released
(AB x1-26/SB x1-1)

\$7.4 billion/year proposal, whose key focus continues to be “fix it first.”

Sponsors:

Indexes:

Code sections:

Attachments: [2g_TransFundingUpdate](#)

Date	Ver.	Action By	Action	Result
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Subject:

Transportation Funding: Joint Assembly/Senate Proposal Released
(AB x1-26/SB x1-1)

\$7.4 billion/year proposal, whose key focus continues to be “fix it first.”

Presenter:

Rebecca Long

Recommended Action:

Information

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 4d
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: Executive Director
RE: Transportation Funding: Joint Assembly/Senate Proposal Released (AB x1-26/SB x1-1)

DATE: September 2, 2016
W. I. 1131

Background

After months of rumors but little legislative activity on transportation funding, in mid-August, Assembly Member Frazier & Senator Beall released a joint funding proposal. The ambitious \$7.4 billion/year proposal is contained in identical, companion bills — AB x1-26 and SB x1-1. Because the bills are part of the First Extraordinary Session of the Legislature (called by Governor Brown in June 2015 to specifically address transportation funding) they are not subject to the August 31 end-of-session deadline, but instead, may be acted upon until December 1, 2016.

Discussion

The joint proposal is very similar to — though substantially *larger* than — earlier versions authored by Senator Beall and Assembly Member Frazier. The key focus continues to be “fix it first,” with the majority of funds going to restore the condition of local and state roadways, but the return of weight fees to the State Highway Account (instead of General Fund debt service) and the increase in the existing variable rate excise tax result in substantial new funding for the State Transportation Improvement Program (STIP) as well. In addition, funding is provided for public transit from Cap and Trade and an increase in the rate of the sales tax on diesel fuel. Bicycle and pedestrian grant programs would also see an increase in funding.

Most of the funding is proposed to be distributed by formula for local street & road repairs, the STIP, and public transit. Based on our analysis, we estimate that the Bay Area would receive increased *annual* funding as follows:

- \$465 million for local street and road maintenance
- \$68 million for the STIP
- \$81 million for public transit

Local street & road and STIP funding amounts would grow significantly above these levels over the first five years. Starting in FY 2018, weight fees are gradually restored to the State Highway Account. With weight fees fully restored by 2022, Bay Area STIP funding levels would be augmented by an additional \$56 million per year, while local street and road funds would receive an additional \$83 million per year.


There is also significant *new* funding for statewide competitive programs, including:

- The Trade Corridor Investment Fund (\$900 million/year)
- The Active Transportation Program (\$80 million, plus up to \$70 million per year from Caltrans efficiency savings)
- State-Local Partnership Program (\$200 million/year)
- Transit and Intercity Rail Capital Program – (~\$200 million/year)

Attachment 1 includes a one-page summary of the proposal, which details the different tax increases, while Attachment 2 provides our estimate of funding to local jurisdictions and transit operators.

Next Steps

With the adjournment of the 2015-16 legislative session, three months remain to galvanize the Bay Area delegation, legislative leaders and the Brown Administration to take action on this proposal. While we are not optimistic, the lame-duck session, which begins after the November 2016 election, may offer the last fleeting opportunity in the foreseeable future to enact legislation that provides a meaningful increase in revenue for our state's ailing transportation system. Staff intends to stay engaged in discussions throughout the fall to help secure support for this bold joint proposal.



Steve Heminger

Attachments:

- Attachment 1: Frazier – Beall Transportation Funding Package
- Attachment 2: Increase in STIP Funding Proposed in AB x1-26 and SB x1-1

SH: rl

Frazier – Beall Transportation Funding Package

- A \$7.4 billion annual funding package to repair and maintain our state and local roads, improve our trade corridors, and support public transit and active transportation.
- A \$706 million repayment of outstanding transportation loans for state and local roads.
- Eliminates the BOE “true up” that causes funding uncertainty and is responsible for drastic cuts to regional transportation projects.
- Indexes transportation taxes and fees to the California CPI to keep pace with inflation.
- Reforms and accountability for state and local governments to protect taxpayers.
- Streamlines transportation project delivery to help complete projects quicker and cheaper.
- Protects transportation revenue from being diverted for non-transportation purposes.*
- Helps local governments raise revenue at home to meet the needs of their communities.*

New Annual Funding

- **State** -- \$2.9 billion annually for maintenance and rehabilitation of the state highway system.
- **Locals** -- \$2.5 billion annually for maintenance and rehabilitation of local streets and roads.
- **Regions** -- \$534 million annually to help restore the cuts to the State Transportation Improvement Program (STIP).
- **Transit** -- \$516 million annually for transit capital projects and operations.
- **Freight** -- \$900 million annually for goods movement.
- **Active Transportation** -- \$80 million annually, with up to \$150 million possible through Caltrans efficiencies, for bicycle and pedestrian projects.
- Constitutional Amendment to help locals raise funding at home by lowering the voter threshold for transportation tax measures to 55 percent.*

Reforms and Accountability

- Restores the independence of the California Transportation Commission (CTC).
- Creates the Office of Transportation Inspector General to oversee all state spending on transportation.
- Increases CTC oversight and approval of the State Highway Operations and Protection (SHOPP) program.
- Requires local governments to report streets and roads projects to the CTC and continue their own funding commitments to the local system.

Streamlining Project Delivery

- Permanently extends existing CEQA exemption for improvements in the existing roadway.
- Permanently extends existing federal NEPA delegation for Caltrans.
- Creates an Advance Mitigation program for transportation projects to help plan ahead for needed environmental mitigation.

New Annual Funding Sources

- Gasoline Excise Tax -- \$2.5 billion (17 cents per gallon increase)
- End the BOE “true up” -- \$1.1 billion
- Diesel Excise Tax -- \$900 million (30 cents per gallon increase)
- Vehicle Registration Fee -- \$1.3 billion (\$38 per year increase)
- Zero Emission Vehicle Registration Fee -- \$16 million (\$165 per year starting in 2nd year)
- Truck Weight Fees -- \$1 billion (Return to transportation over five years)
- Diesel Sales Tax -- \$216 million (3.5% increase)
- Cap and Trade -- \$300 million (from unallocated C&T funds)
- Miscellaneous transportation revenues -- \$149 million

Keeping Promises and Protecting Revenues

- One-time repayment of outstanding loans from transportation programs over two years. (\$706 million)
- Return of truck weight fees to transportation projects over five years. (\$1 billion)
- Constitutional amendment to ensure new funding cannot be diverted for non-transportation uses.

**These provisions will be in companion bills.*

Estimate of New Transit Revenue to Bay Area from Diesel Sales Tax Increase in Joint Assembly-Senate Funding Proposal¹	
Estimate of Statewide Increase	\$ 216,000,000
Population-Based Funds (Bay Area)	\$ 20,952,796
Revenue-Based Funds (Bay Area)²	
ACE Train	\$ 309,971
AC Transit	\$ 5,598,131
BART	\$ 12,861,542
Caltrain	\$ 3,128,702
CCCTA	\$ 353,618
City of Dixon	\$ 2,743
ECCTA	\$ 163,771
City of Fairfield	\$ 69,104
Golden Gate Transit	\$ 2,769,528
City of Healdsburg	\$ 290
LAVTA	\$ 142,936
Marin Transit	\$ 515,829
NVTA	\$ 35,719
City of Petaluma	\$ 8,022
City of Rio Vista	\$ 631
SFMTA	\$ 23,433,100
SamTrans	\$ 1,924,128
City of Santa Rosa	\$ 78,537
Solano County Transit	\$ 161,337
Sonoma County Transit	\$ 85,034
City of Union City	\$ 24,181
VTA	\$ 7,402,952
WCCTA	\$ 185,320
WETA	\$ 761,249
Subtotal	\$ 60,016,378
GRAND TOTAL	\$ 80,969,174

1) Assumes statewide STA revenue increase of \$216 million based on increase in the diesel sales tax rate of 3.5%. Note legislation proposes new report requirements prior to use of funds and limitations on expenditures, with an emphasis on maintaining, repairing, modernizing or purchasing new vehicles or facilities. Operational uses are allowed in context of repairs or modernization.

2) Revenue-based shares are based on State Controller's Office FY 2014-15 Factors.

Source: Metropolitan Transportation Commission

Increase in Annual Low Carbon Transit Operations Program (LCTOP) Funding	
New Revenue Estimate	
Statewide Estimate of Increase¹	\$ 100,000,000
Population-Based Funds (Bay Area)	\$ 9,700,368
Revenue-Based Funds (Bay Area)	
ACE Train	\$ 143,505
AC Transit	\$ 2,591,727
BART	\$ 5,954,418
Caltrain	\$ 1,448,473
CCCTA	\$ 163,712
City of Dixon	\$ 1,270
ECCTA	\$ 75,820
City of Fairfield	\$ 31,993
Golden Gate Transit	\$ 1,282,189
City of Healdsburg	\$ 134
LAVTA	\$ 66,174
Marin Transit	\$ 238,810
NVTA	\$ 16,537
City of Petaluma	\$ 3,714
City of Rio Vista	\$ 292
SamTrans	\$ 890,800
SFMTA	\$ 10,848,657
City of Santa Rosa	\$ 36,360
Solano County Transit	\$ 74,693
Sonoma County Transit	\$ 39,368
City of Union City	\$ 11,195
VTA	\$ 3,427,293
WCCTA	\$ 85,796
WETA	\$ 352,430
SUBTOTAL	\$ 27,785,360
TOTAL NEW BAY AREA REVENUE	\$ 37,485,728

1) Assumes total annual Cap & Trade revenue of \$2 Billion. New LCTOP increment receives an additional 5% of total Cap and Trade funds generated.

**PRELIMINARY ESTIMATE OF NEW ANNUAL LOCAL
ROADWAY FUNDING FROM JOINT ASSEMBLY-
SENATE PROPOSAL BY BAY AREA COUNTY**

COUNTY	
ALAMEDA	\$ 94,656,483
CONTRA COSTA	\$ 66,014,320
MARIN	\$ 15,992,044
NAPA	\$ 10,442,371
SAN FRANCISCO	\$ 50,330,747
SAN MATEO	\$ 47,766,012
SANTA CLARA	\$ 116,712,814
SOLANO	\$ 29,391,895
SONOMA	\$ 34,040,919
BAY AREA TOTAL	\$ 465,347,604
STATE TOTAL	\$ 2,457,160,000

Source: Metropolitan Transportation Commission

**Cumulative Estimate of 5-Year Increase in Local Street & Road Funding
(FY 2018-22) from Restoring Truck Weight Fees in Joint Funding Proposal**

Dollars are in 2016 constant dollars and based on 2016 estimate of truck weight fees

County/City	Annual Funding
ALAMEDA	
ALAMEDA	\$ 1,567,590
ALBANY	\$ 379,738
BERKELEY	\$ 2,429,582
DUBLIN	\$ 1,142,260
EMERYVILLE	\$ 216,204
FREMONT	\$ 4,633,982
HAYWARD	\$ 3,127,264
LIVERMORE	\$ 1,758,880
NEWARK	\$ 904,170
OAKLAND	\$ 8,398,669
PIEDMONT	\$ 227,311
PLEASANTON	\$ 1,531,018
SAN LEANDRO	\$ 1,809,015
UNION CITY	\$ 1,487,940
City Total	\$ 29,613,624
County Total	\$ 21,236,364
Grand Total	\$ 50,849,988

Summary by Bay Area County	
ALAMEDA	\$ 50,849,988
CONTRA COSTA	\$ 35,463,259
MARIN	\$ 8,591,015
NAPA	\$ 5,609,700
SAN FRANCISCO	\$ 27,037,957
SAN MATEO	\$ 25,660,167
SANTA CLARA	\$ 62,698,772
SOLANO	\$ 15,789,489
SONOMA	\$ 18,286,971
BAY AREA TOTAL	\$ 249,987,318
STATE TOTAL	\$ 1,320,000,000

CONTRA COSTA	
ANTIOCH	\$ 2,215,179
BRENTWOOD	\$ 1,155,535
CLAYTON	\$ 230,890
CONCORD	\$ 2,578,675
DANVILLE	\$ 893,676
EL CERRITO	\$ 496,798
HERCULES	\$ 506,760
LAFAYETTE	\$ 514,512
MARTINEZ	\$ 764,670
MORAGA	\$ 336,803
OAKLEY	\$ 793,409
ORINDA	\$ 380,699
PINOLE	\$ 387,530
PITTSBURG	\$ 1,383,296
PLEASANT HILL	\$ 698,766
RICHMOND	\$ 2,195,706
SAN PABLO	\$ 608,112
SAN RAMON	\$ 1,606,924
WALNUT CREEK	\$ 1,367,750
City Total	\$ 19,115,691
County Total	\$ 16,347,568
Grand Total	\$ 35,463,259

MARIN	
BELVEDERE	\$ 43,384
CORTE MADERA	\$ 194,133
FAIRFAX	\$ 156,150
LARKSPUR	\$ 252,551
MILL VALLEY	\$ 295,342
NOVATO	\$ 1,095,849
ROSS	\$ 50,993
SAN ANSELMO	\$ 259,158
SAN RAFAEL	\$ 1,211,191
SAUSALITO	\$ 149,318
TIBURON	\$ 188,181
City Total	\$ 3,896,251
County Total	\$ 4,694,763
Grand Total	\$ 8,591,015

NAPA	
AMERICAN CANYON	\$ 412,137
CALISTOGA	\$ 107,611
NAPA	\$ 1,615,310
ST HELENA	\$ 124,056
YOUNTVILLE	\$ 61,711
City Total	\$ 2,320,826
County Total	\$ 3,288,873
Grand Total	\$ 5,609,700

SAN FRANCISCO

City Total	\$ 17,296,346
County Total	\$ 9,741,611
Grand Total	\$ 27,037,957



SAN MATEO	
ATHERTON	\$ 141,852
BELMONT	\$ 547,116
BRISBANE	\$ 92,884
BURLINGAME	\$ 611,384
COLMA	\$ 36,654
DALY CITY	\$ 2,164,288
EAST PALO ALTO	\$ 595,982
FOSTER CITY	\$ 662,521
HALF MOON BAY	\$ 246,497
HILLSBOROUGH	\$ 233,590
MENLO PARK	\$ 680,582
MILLBRAE	\$ 468,367
PACIFICA	\$ 788,541
PORTOLA VALLEY	\$ 92,597
REDWOOD CITY	\$ 1,673,953
SAN BRUNO	\$ 908,363
SAN CARLOS	\$ 602,364
SAN MATEO	\$ 2,074,677
SOUTH SAN FRANCISCO	\$ 1,353,943
WOODSIDE	\$ 113,297
City Total	\$ 14,089,453
County Total	\$ 11,570,714
Grand Total	\$ 25,660,167

SANTA CLARA	
CAMPBELL	\$ 856,163
CUPERTINO	\$ 1,222,278
GILROY	\$ 1,084,087
LOS ALTOS	\$ 614,371
LOS ALTOS HILLS	\$ 170,611
LOS GATOS	\$ 623,964
MILPITAS	\$ 1,485,118
MONTE SERENO	\$ 70,588
MORGAN HILL	\$ 854,567
MOUNTAIN VIEW	\$ 1,593,690
PALO ALTO	\$ 1,369,059
SAN JOSE	\$ 20,791,546
SANTA CLARA	\$ 2,474,439
SARATOGA	\$ 629,977
SUNNYVALE	\$ 3,027,836
City Total	\$ 36,868,294
County Total	\$ 25,830,478
Grand Total	\$ 62,698,772

SOLANO	
BENICIA	\$ 566,364
DIXON	\$ 391,867
FAIRFIELD	\$ 2,288,672
RIO VISTA	\$ 167,584
SUISUN CITY	\$ 590,889
VACAVILLE	\$ 1,937,080
VALLEJO	\$ 2,448,053
City Total	\$ 8,390,508
County Total	\$ 7,398,981
Grand Total	\$ 15,789,489

SONOMA	
CLOVERDALE	\$ 178,118
COTATI	\$ 150,259
HEALDSBURG	\$ 239,051
PETALUMA	\$ 1,217,859
ROHNERT PARK	\$ 840,209
SANTA ROSA	\$ 3,540,077
SEBASTOPOL	\$ 153,552
SONOMA	\$ 223,629
WINDSOR	\$ 559,123
City Total	\$ 7,101,876
County Total	\$ 11,185,094
Grand Total	\$ 18,286,971

REGION	
City Total	\$ 135,850,877
County Total	\$ 120,004,563
Grand Total	\$ 255,855,440

Source: Metropolitan Transportation Commission

**Preliminary Estimate of New Annual Local Street & Road Funding
from Joint Assembly-Transportation Funding Proposal**

County/City	Annual Funding
ALAMEDA	
ALAMEDA	\$ 2,918,046
ALBANY	\$ 706,876
BERKELEY	\$ 4,522,631
DUBLIN	\$ 2,126,299
EMERYVILLE	\$ 402,460
FREMONT	\$ 8,626,087
HAYWARD	\$ 5,821,355
LIVERMORE	\$ 3,274,129
NEWARK	\$ 1,683,099
OAKLAND	\$ 15,633,996
PIEDMONT	\$ 423,136
PLEASANTON	\$ 2,849,967
SAN LEANDRO	\$ 3,367,453
UNION CITY	\$ 2,769,779
City Total	\$ 55,125,312
County Total	\$ 39,531,170
Grand Total	\$ 94,656,483

CONTRA COSTA	
ANTIOCH	\$ 4,123,522
BRENTWOOD	\$ 2,151,011
CLAYTON	\$ 429,799
CONCORD	\$ 4,800,165
DANVILLE	\$ 1,663,565
EL CERRITO	\$ 924,783
HERCULES	\$ 943,325
LAFAYETTE	\$ 957,756
MARTINEZ	\$ 1,423,422
MORAGA	\$ 626,954
OAKLEY	\$ 1,476,918
ORINDA	\$ 708,665
PINOLE	\$ 721,382
PITTSBURG	\$ 2,574,984
PLEASANT HILL	\$ 1,300,742
RICHMOND	\$ 4,087,274
SAN PABLO	\$ 1,131,991
SAN RAMON	\$ 2,991,265
WALNUT CREEK	\$ 2,546,046
City Total	\$ 35,583,569
County Total	\$ 30,430,751
Grand Total	\$ 66,014,320

MARIN	
BELVEDERE	\$ 80,759
CORTE MADERA	\$ 361,376
FAIRFAX	\$ 290,670
LARKSPUR	\$ 470,121
MILL VALLEY	\$ 549,775
NOVATO	\$ 2,039,906
ROSS	\$ 94,923
SAN ANSELMO	\$ 482,419
SAN RAFAEL	\$ 2,254,614
SAUSALITO	\$ 277,953
TIBURON	\$ 350,297
City Total	\$ 7,252,813
County Total	\$ 8,739,231
Grand Total	\$ 15,992,044

NAPA	
AMERICAN CANYON	\$ 767,187
CALISTOGA	\$ 200,317
NAPA	\$ 3,006,876
ST HELENA	\$ 230,929
YOUNTVILLE	\$ 114,874
City Total	\$ 4,320,183
County Total	\$ 6,122,188
Grand Total	\$ 10,442,371

SAN FRANCISCO

City Total	\$ 32,196,887
County Total	\$ 18,133,860
Grand Total	\$ 50,330,747

SAN MATEO	
ATHERTON	\$ 264,055
BELMONT	\$ 1,018,449
BRISBANE	\$ 172,902
BURLINGAME	\$ 1,138,083
COLMA	\$ 68,231
DALY CITY	\$ 4,028,790
EAST PALO ALTO	\$ 1,109,412
FOSTER CITY	\$ 1,233,272
HALF MOON BAY	\$ 458,850
HILLSBOROUGH	\$ 434,825
MENLO PARK	\$ 1,266,893
MILLBRAE	\$ 871,857
PACIFICA	\$ 1,467,856
PORTOLA VALLEY	\$ 172,369
REDWOOD CITY	\$ 3,116,039
SAN BRUNO	\$ 1,690,903
SAN CARLOS	\$ 1,121,292
SAN MATEO	\$ 3,861,980
SOUTH SAN FRANCISCO	\$ 2,520,344
WOODSIDE	\$ 210,901
City Total	\$ 26,227,303
County Total	\$ 21,538,709
Grand Total	\$ 47,766,012

SANTA CLARA	
CAMPBELL	\$ 1,593,735
CUPERTINO	\$ 2,275,252
GILROY	\$ 2,018,012
LOS ALTOS	\$ 1,143,642
LOS ALTOS HILLS	\$ 317,589
LOS GATOS	\$ 1,161,500
MILPITAS	\$ 2,764,524
MONTE SERENO	\$ 131,399
MORGAN HILL	\$ 1,590,764
MOUNTAIN VIEW	\$ 2,966,630
PALO ALTO	\$ 2,548,483
SAN JOSE	\$ 38,703,148
SANTA CLARA	\$ 4,606,131
SARATOGA	\$ 1,172,693
SUNNYVALE	\$ 5,636,270
City Total	\$ 68,629,771
County Total	\$ 48,083,043
Grand Total	\$ 116,712,814

SOLANO	
BENICIA	\$ 1,054,278
DIXON	\$ 729,454
FAIRFIELD	\$ 4,260,328
RIO VISTA	\$ 311,954
SUISUN CITY	\$ 1,099,931
VACAVILLE	\$ 3,605,845
VALLEJO	\$ 4,557,014
City Total	\$ 15,618,804
County Total	\$ 13,773,091
Grand Total	\$ 29,391,895

SONOMA	
CLOVERDALE	\$ 331,563
COTATI	\$ 279,704
HEALDSBURG	\$ 444,991
PETALUMA	\$ 2,267,027
ROHNERT PARK	\$ 1,564,035
SANTA ROSA	\$ 6,589,799
SEBASTOPOL	\$ 285,835
SONOMA	\$ 416,281
WINDSOR	\$ 1,040,799
City Total	\$ 13,220,035
County Total	\$ 20,820,884
Grand Total	\$ 34,040,919

REGION	
City Total	\$ 258,174,677
County Total	\$ 207,172,927
Grand Total	\$ 465,347,604

Source: Metropolitan Transportation Commission

**Annual Increase in STIP Funding
from Restoration of Gas Tax**

Summary by Bay Area County¹	
ALAMEDA	\$ 14.03
CONTRA COSTA	\$ 8.93
MARIN	\$ 2.77
NAPA	\$ 1.65
SAN FRANCISCO	\$ 7.35
SAN MATEO	\$ 7.50
SANTA CLARA	\$ 16.46
SOLANO	\$ 4.26
SONOMA	\$ 5.16
BAY AREA TOTAL	68.11
STATE TOTAL	\$ 534.16

**Five-Year Cumulative Increase
from Weight Fee Restoration
(FY 2018-22)³**

Summary by Bay Area County	
ALAMEDA	\$ 35.34
CONTRA COSTA	\$ 52.17
MARIN	\$ 6.73
NAPA	\$ 3.37
SAN FRANCISCO	\$ 18.51
SAN MATEO	\$ 18.51
SANTA CLARA	\$ 40.39
SOLANO	\$ 10.10
SONOMA	\$ 13.46
BAY AREA TOTAL²	\$ 168.30
STATE TOTAL	\$ 1,320.00

Notes:

- 1) Based on STIP County Shares of Regional Transportation Improvement Program (RTIP)
- 2) Approximately \$52 million in additional funding could be expected to come to the Bay Area from competitive, statewide Interregional Transportation Improvement Program (ITIP), which receives 25% of total STIP funds.
- 3) Dollars are in 2016 constant dollars and based on 2016 estimate of truck weight fees

Source: Metropolitan Transportation Commission



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 15-1817 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 7/26/2016 **In control:** Legislation Committee

On agenda: 9/9/2016 **Final action:**

Title: Tom Bulger's Report

Report from MTC's advocate in Washington D.C.

Sponsors:

Indexes:

Code sections:

Attachments: [2h_Tom Bulger's DC Report July 2016](#)

Date	Ver.	Action By	Action	Result
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Subject:

Tom Bulger's Report

Report from MTC's advocate in Washington D.C.

Presenter:

Randy Rentschler

Recommended Action:

Information

Attachments

July 2016 Monthly Report for MTC



To: Steve Heminger, Executive Director MTC

From: Tom Bulger, President GRI

Date: August 28, 2016

Re: Monthly Report for July 2016

Please note that not a lot of Federal Transportation activity occurred during this month due to Congress's recess in July until after Labor Day, Political Conventions and reelection activities.

- **Appropriations Stalled**
- **Online Sales Tax Simplification Act (Draft)**
- **New Amtrak President & CEO**
- **San Francisco Bay Area Rapid Transit District (BART) Secures a Transportation Investment Generating Economic Recovery (TIGER) Grant**
- **Federal Transit Administration (FTA) Bus Grants**
- **President Signs Federal Aviation Administration (FAA) Extension**

Appropriations Stalled

Any chance Congress had thus far of completing its annual spending bills is all but dead. Republican leaders are debating how long a stopgap spending bill will be before the end of the Federal Fiscal year on September 30, 2016. House conservatives are pushing for a Continuing Resolution that would be for six months or with a new President. Leaders in both parties were hopeful that the annual appropriations bills could be finished without the stalemates in recent years. This was based on last year's budget deal that the Republicans struck on overall discretionary funding at \$1.07 trillion for this year. However, conservatives in the House hated this deal. Senate Republicans stuck to the deal, but the appropriations process stalled when the Senate Democrats blocked the Defense spending bill.

Online Sales Tax Simplification Act (Draft)

During the week of August 22, 2016 the House Judiciary Committee Chairman Bob Goodlatte (R-Va.) released a discussion draft of a remote sales tax bill. While this is a major development, there is still a lot of work to do before the bill moves forward. However, there are initial concerns, specifically which moves away from a destination based sourcing tax and would require states to adopt to adopt a single sales tax rate.

New Amtrak President & CEO

Charles W. "Wick" Moorman has been named Amtrak's President and Chief Executive effective September 1, 2016. He is the retired Executive Chairman of the Board of Directors of Norfolk Southern Railway.

San Francisco Bay Area Rapid Transit District (BART) Secures a Transportation Investment Generating Economic Recovery (TIGER) Grant

In July 2016, BART secured a \$6,321,688 TIGER Grant for the Gateway to Oakland Uptown Project. Total project costs are estimated to be \$28,674,490.

Federal Transit Administration (FTA) Bus Grants

On July 27, 2016, FTA announced FY 2016 Low or No-Low Emission Bus Program Projects. Central Contra Costa Transit Authority received \$2,684,311 for all-electric buses. Santa Clara Valley Transportation Authority received \$2,458,305 to purchase battery electric zero-emissions buses and fast charging stations, upgrade a maintenance facility and provide workforce development on new technology buses.

President Signs Federal Aviation Administration (FAA) Extension

On July 15, 2016, the President signed into law H.R.636, a 14.5 month extension of the FAA program through September 30, 2017. The legislation does not include Senate passed provisions providing for the broad preemption of state and local laws affecting the use of commercial drones. The preemption language was championed by Senator Dianne Feinstein (D-Calif.).

The FAA law sustains current most funding levels. Passenger Facility Charges (PFC'S) will remain in place, despite provisions in both renewal bills providing local airports with more flexibility in using PFC's.