



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Legislation Committee

#### *Committee Members:*

*Alicia C. Aguirre, Chair Sam Liccardo, Vice Chair*

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

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

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Friday, April 14, 2017

9:35 AM

Board Room - 1st Floor

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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 9:35 a.m. or immediately following the 9:30 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. [17-2391](#) Minutes of March 10, 2017 Meeting

Action: Committee Approval

Attachments: [2a Minutes Mar 2017.pdf](#)

- 2b. [17-2392](#) Legislative History

Action: Information

Presenter: Rebecca Long

Attachments: [2b April Leg History State and Federal.pdf](#)

### 3. State Legislation

- 3a.**     [17-2456](#)     SB 1 (Beall and Frazier): Transportation Funding Package Update
- Overview of SB 1 (Beall and Frazier), the statewide transportation funding package.
- Action:**                    Information
- Presenter:**              Rebecca Long
- Attachments:**          [3a SB 1-Beall and Frazier .pdf](#)
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- 3b.**     [17-2393](#)     Regional Measure 3 Update
- Update on efforts to enact state legislation to authorize a ballot measure to raise bridge tolls on the region's state-owned bridges to fund congestion-relief projects and improve mobility in the bridge corridors.
- Action:**                    Information
- Presenter:**              Rebecca Long
- Attachments:**          [3b RM3.pdf](#)
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- 3c.**     [17-2395](#)     AB 1113 (Bloom): State Transit Assistance (STA) Program
- Revises STA statutes to ensure that the revenue-based portion of STA funds is distributed to transit operators in proportion to their locally - generated operating revenue, consistent with historic practice.
- Action:**                    Support / Commission Approval
- Presenter:**              Rebecca Long
- Attachments:**          [3c AB 1113 Support.pdf](#)
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- 3d.**     [17-2427](#)     SB 150 (Allen) - Regional Transportation Plans
- Requires the Air Resources Board to update regional greenhouse gas emission reduction targets, as specified. SB 150 would require the sustainable communities strategy or alternative planning strategy to include an appendix that outlines how transportation projects will be prioritized based on a project's ability to reduce vehicle miles traveled.
- Action:**                    Oppose / Commission Approval
- Presenter:**              Rebecca Long
- Attachments:**          [3d SB 150 Allen.pdf](#)

- 3e. [17-2455](#) SCA 6 (Wiener): Lower Vote Threshold for Local Transportation Taxes to 55 Percent

Amends the State Constitution to set the approval threshold for local special taxes dedicated to transportation at 55 percent, down from the current threshold of 2/3.

**Action:** Support / Commission Approval

**Presenter:** Rebecca Long

**Attachments:** [3e\\_SCA 6\\_Support.pdf](#)

- 3f. [17-2447](#) AB 1444 (Baker): Livermore Amador Valley Transit Authority Demonstration Project

Authorizes the Livermore Amador Valley Transit Authority to conduct a demonstration program testing driverless autonomous vehicles on public roads in the City of Dublin.

**Action:** Support / Commission Approval

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [3f\\_AB 1444 \(Baker\)\\_Support.pdf](#)

- 3g. [17-2452](#) AB 344 (Melendez) Toll Violations

Waives requirement to pay toll violation penalty prior to seeking a second level of review.

**Action:** Oppose Unless Amended / Commission Approval

**Presenter:** Rebecca Long

**Attachments:** [3g\\_AB 344 Toll Violations.pdf](#)

#### 4. Federal Legislation

- 4a. [17-2394](#) Tom Bulger's Report

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

**Action:** Information

**Presenter:** Rebecca Long

**Attachments:** [4a Tom Bulger's DC Report Mar 2017.pdf](#)

**5. Public Comment / Other Business**

**6. Adjournment / Next Meeting**

**The next meeting of the Legislation Committee will be May 12, 2017, 9:35 a.m.  
the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.**

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

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

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

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

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

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

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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)

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**File #:** 17-2391      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Consent  
**File created:** 3/9/2017      **In control:** Legislation Committee  
**On agenda:** 4/14/2017      **Final action:**  
**Title:** Minutes of March 10, 2017 Meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [2a\\_Minutes\\_Mar 2017.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of March 10, 2017 Meeting

**Recommended Action:**  
Committee Approval

### Attachments



# Metropolitan Transportation Commission

## Meeting Minutes - Draft

### Legislation Committee

#### Agenda Item 2a

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

#### *Committee Members:*

*Alicia C. Aguirre, Chair Sam Liccardo, Vice Chair*

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

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

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Friday, March 10, 2017

9:40 AM

Board Room - 1st Floor

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#### 1. Roll Call / Confirm Quorum

**Present:** 6 - Chair Aguirre, Commissioner Haggerty, Commissioner Halsted, Commissioner Pierce, Commissioner Spering, and Commissioner Connolly

**Absent:** 1 - Vice Chair Liccardo

Non-Voting Member Present: Commissioner Giacomini

Non-Voting Member Absent: Commissioner Azumbrado

Ex Officio Voting Member Absent: Commission Chair Mackenzie

Ad Hoc Non-Voting Member Present: Commissioner Worth

#### 2. Consent Calendar

Approval of the Consent Calendar

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

**Aye:** 6 - Chair Aguirre, Commissioner Haggerty, Commissioner Halsted, Commissioner Pierce, Commissioner Spering and Commissioner Connolly

**Absent:** 1 - Vice Chair Liccardo

**2a.** [17-2294](#) Minutes of February 10, 2017 Meeting

**Action:** Committee Approval

**2b.** [17-2295](#) Legislative History

**Action:** Information

**Presenter:** Rebecca Long

### 3. State Legislation

**3a.**     [17-2296](#)     Regional Measure 3 Update

Information on a proposed ballot measure under which voters could consider a bridge toll increase to fund congestion-relief projects and improve mobility in the bridge corridors.

**Action:** Information

**Presenter:** Randy Rentschler

**3b.**     [17-2326](#)     AB 71 (Chiu): Bringing California Home Act

Establishes an ongoing revenue stream to increase state funding for low-income housing tax credits.

**Action:** Support / Commission Approval

**Presenter:** Georgia Gann Dohrmann

**Upon the motion by Commissioner Halsted and second by Commissioner Pierce, a support position on AB 71 (Chiu) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:**

**Aye:** 6 - Chair Aguirre, Commissioner Haggerty, Commissioner Halsted, Commissioner Pierce, Commissioner Spering and Commissioner Connolly

**Absent:** 1 - Vice Chair Liccardo

**3c.**     [17-2345](#)     AB 342 (Chiu): Automated Speed Enforcement Pilot Program (San Francisco and San Jose)

Authorizes a five-year pilot program to demonstrate the effectiveness of Automated Speed Enforcement in San Francisco and San Jose.

**Action:** Support / Commission Approval

**Presenter:** Rebecca Long, MTC and Kate Breen, San Francisco Municipal Transportation Agency

**Upon the motion by Commissioner Halsted and second by Commissioner Pierce, a support position on AB 342 (Chiu) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:**

**Aye:** 6 - Chair Aguirre, Commissioner Haggerty, Commissioner Halsted, Commissioner Pierce, Commissioner Spering and Commissioner Connolly

**Absent:** 1 - Vice Chair Liccardo



#### 4. Federal Legislation

- 4a. [17-2342](#) H.R. 824 (Smith): No Transportation Funding for Sanctuary Cities Act
- Prohibits projects located in sanctuary jurisdictions from receiving federal highway funding and Transportation Investment Generating Economic Reform grant funding.

**Action:** Oppose / Commission Approval

**Presenter:** Georgia Gann Dohrmann

**Upon the motion by Commissioner Haggerty and second by Commissioner Connolly, an oppose position on H.R. 824 (Smith) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:**

**Aye:** 6 - Chair Aguirre, Commissioner Haggerty, Commissioner Halsted, Commissioner Pierce, Commissioner Spering and Commissioner Connolly

**Absent:** 1 - Vice Chair Liccardo

- 4b. [17-2366](#) H.R. 1346 (Lipinski) & S. 496 (Duckworth) Repeal of Metropolitan Planning Organization (MPO) Planning Rule

A bill to repeal the U.S. Department of Transportation rule on MPO and planning area reform.

**Action:** Support / Commission Approval

**Presenter:** Georgia Gann Dohrmann

**Upon the motion by Commissioner Haggerty and second by Commissioner Pierce, a support position on H.R. 1346 (Lipinski) & S. 496 (Duckworth) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:**

**Aye:** 6 - Chair Aguirre, Commissioner Haggerty, Commissioner Halsted, Commissioner Pierce, Commissioner Spering and Commissioner Connolly

**Absent:** 1 - Vice Chair Liccardo

Georgia Gann Dohrmann requested Chair Aguirre to concur with the emergency procedure to bring MTC's positions to the Legislature prior to the Commission meeting date.

This is in conformance with MTC Resolution No. 1058, Revised, MTC Commission Procedures Manual.

- 4c. [17-2297](#) 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 April 14, 2017, 9:40 a.m. the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.**



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 17-2392      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Consent  
**File created:** 3/9/2017      **In control:** Legislation Committee  
**On agenda:** 4/14/2017      **Final action:**  
**Title:** Legislative History  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [2b April Leg History State and Federal.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Legislative History

**Presenter:**  
Rebecca Long

**Recommended Action:**  
Information

### Attachments



**LEGISLATIVE HISTORY**  
**2017-18 Session**  
**April 7, 2017**

Bill Number	Current Text	Status	Summary	MTC Position
<a href="#">AB 1</a> <a href="#">Frazier</a>	Introduced 12/5/2016	Assembly Transportation	<b>Transportation funding.</b> 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. 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
<a href="#">AB 13</a> <a href="#">Eggman</a>	Introduced 12/5/2016	Assembly Transportation	<b>—580 Marine Highway.</b> Would require the Department of Transportation to implement and oversee the —580 Marine Highway corridor project to reduce traffic by facilitating a permanent shift in container traffic away from truck transport to marine transport between the Port of Oakland and the Port of Stockton. The bill would require that the project be funded by an appropriation in the Budget Act of 2017 of \$85,000,000.	
<a href="#">AB 17</a> <a href="#">Holden</a>	Introduced 12/5/2016	Assembly Transportation	<b>Transit Pass Program: free or reduced-fare transit passes.</b> Would create the Transit Pass Program to be administered by the Department of Transportation. The bill would require the Controller of the State of California to allocate moneys made available for the program, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students.	
<a href="#">AB 18</a> <a href="#">Garcia,</a> <a href="#">Eduardo</a>	Amended 2/23/2017	Senate Desk	<b>California Clean Water, Climate, Coastal Protection, and Outdoor Access For All Act of 2018.</b> Would enact the California Clean Water, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, which, if approved by the voters, would authorize the issuance of bonds in an amount of \$3,105,000,000 pursuant to the State General Obligation Bond Law to finance a clean water, climate, coastal protection, and outdoor access for all program. This bill contains other related provisions.	
<a href="#">AB 28</a> <a href="#">Frazier</a>	Chaptered 3/29/2017	Assembly Chaptered	<b>Department of Transportation: environmental review process: federal pilot program.</b> Current federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Current law, until January 1, 2017, provided that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program. This bill would reinstate the operation of the latter provision. The bill would repeal that provision on January 1, 2020. This bill would declare that it is to take effect immediately as an urgency statute.	Support

<a href="#"><b>AB 30</b></a> <a href="#">Caballero</a>	Amended 4/3/2017	Assembly Rules	<b>Environmental quality: judicial review: strip mall conversion housing projects.</b> CEQA requires that an action or proceeding to attack, review, set aside, void or annul a determination, finding, or decision of a public agency, as provided, on the grounds of noncompliance with its provisions be brought in accordance with specified law governing administrative mandamus. CEQA requires a court to make specified orders if it finds that any determination, finding, or decision of a public agency has been made without compliance with CEQA, but prohibits a court from enjoining certain projects unless the court makes specified findings. This bill would similarly prohibit a court from enjoining a qualified strip mall conversion housing projects, as defined, unless the court makes specified findings.	
<a href="#"><b>AB 33</b></a> <a href="#">Quirk</a>	Amended 3/23/2017	Assembly C. & C.	<b>Transportation electrification: electric vehicle service equipment: electrical corporations: rates.</b> Would require the PUC, by March 30, 2018, in consultation with the State Air Resources Board and the Energy Commission, to authorize electrical corporations to offer programs and investments in electric vehicle service equipment, as defined, installed in residential garages of customers who purchase a used electric vehicle. The bill would require that the programs and investments be designed to accelerate widespread transportation electrification, achieve ratepayer benefits, reduce dependence on petroleum, meet air quality standards, and reduce emissions of greenhouse gases.	
<a href="#"><b>AB 35</b></a> <a href="#">Quirk</a>	Amended 3/23/2017	Assembly Natural Resources	<b>Residential and nonresidential buildings: energy savings program.</b> Current law requires the State Energy Resources Conservation and Development Commission to establish a regulatory proceeding to develop and implement a comprehensive program to achieve greater energy savings in California's existing residential and nonresidential building stock. Current law requires the commission to periodically update the program criteria and adopt any revision that, in its judgment, is necessary to improve or refine program requirements after receiving public input and, at least once every 3 years, to adopt an update to the program in furtherance of achieving a cumulative doubling of statewide energy efficiency savings in electricity and natural gas final end uses of retail customers by January 1, 2030. This bill would require the commission to adopt an update to the program at least once every 5 years instead of every 3 years.	
<a href="#"><b>AB 45</b></a> <a href="#">Thurmond</a>	Amended 4/6/2017	Assembly Education	<b>California School Employee Housing Assistance Grant Program.</b> Would require the California Housing Finance Agency to administer a program to provide financing assistance, as specified, to a qualified school district, as defined, and to a qualified developer, as defined, for the creation of affordable rental housing for school employees, including teachers. The bill would require the State Department of Education to certify that a school district seeking a grant meets the definition of qualified school district, as provided.	
<a href="#"><b>AB 59</b></a> <a href="#">Thurmond</a>	Introduced 12/7/2016	Assembly Housing and Community Development	<b>Local Housing Trust Fund Matching Grant Program.</b> Under the Local Housing Trust Fund Matching Grant Program, the department is authorized to make matching grants available to cities, counties, cities and counties, and existing charitable nonprofit organizations that have created, funded, and operated housing trust funds. This bill would recast these provisions to instead authorize the department to make grants to eligible recipients, defined as cities that meet specified criteria and charitable nonprofit organizations organized under certain provisions of the Internal Revenue Code that apply jointly with a qualifying city, that have created or are operating or will operate housing trust funds.	

<a href="#">AB 63</a> <a href="#">Frazier</a>	Amended 4/5/2017	Assembly Transportation	<b>Driver's licenses: provisional licenses.</b> During the first 12 months after issuance of a provisional license, existing law prohibits the licensee from driving between the hours of 11 p.m. and 5 a.m. and transporting passengers who are under 20 years of age. This bill would expand the scope of the provisional licensing program by extending the applicable age range for the program to 16 to under 21 years of age. By expanding the scope of the provisional licensing program, the violation of which constitutes an infraction, the bill would impose a state-mandated local program.	
<a href="#">AB 65</a> <a href="#">Patterson</a>	Introduced 12/13/2016	Assembly Transportation	<b>Transportation bond debt service.</b> Current law provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on general obligation bonds issued for transportation purposes, including bonds issued for high-speed rail and associated purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A of 2008). This bill would specifically exclude from payment under these provisions the debt service for Proposition 1A bonds.	
<a href="#">AB 66</a> <a href="#">Patterson</a>	Introduced 12/13/2016	Assembly Transportation	<b>High-Speed Rail Authority: reports.</b> Would require the business plan of the High-Speed Rail Authority 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 would require the authority to identify in the business plan and in another report 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.	
<a href="#">AB 69</a> <a href="#">Allen, Travis</a>	Introduced 12/16/2016	Assembly Print	<b>State highways: roadside rests.</b> Current law provides that the Department of Transportation has full possession and control of the state highway system and associated property. Current law authorizes the department to plan, design, and construct a system of safety roadside rests along state highways. Current law requires the department to design only those safety roadside rests that are reasonably economical and that will provide the motorist a place where he or she may stop for a short time during daytime and nighttime hours. This bill would make nonsubstantive changes to these provisions.	
<a href="#">AB 71</a> <a href="#">Chiu</a>	Amended 3/2/2017	Assembly Revenue and Taxation	<b>Income taxes: credits: low-income housing: farmworker housing.</b> Would, under the law governing the taxation of insurers, the Personal Income Tax Law, and the Corporation Tax Law, for calendar years beginning in 2018, increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects to \$300,000,000, as specified, and would allocate to farmworker housing projects \$25,000,000 per year of that amount. The bill would delete that special needs exception and authorization to request state credits provided the applicant is not requesting a 130% basis adjustment for purposes of the federal credit amount.	Support
<a href="#">AB 72</a> <a href="#">Santiago</a>	Introduced 12/16/2016	Assembly Housing and Community Development	<b>Attorney General: enforcement: housing laws.</b> Current law provides that the Attorney General has charge of all legal matters in which the state is interested, except as specified. This bill would appropriate \$_____ from the General Fund to the Attorney General to fund the Attorney General's duties in enforcing specified laws relating to housing. The bill would require the Attorney General to report to the Assembly Committee on Housing and Community Development and the Senate Committee on Transportation and Housing on or before December 31, 2018, and each year thereafter on the expenditure of the funds.	

<a href="#"><b>AB 73</b></a> <a href="#">Chiu</a>	Amended 3/28/2017	Assembly Natural Resources	<b>Planning and zoning: housing sustainability districts.</b> Would authorize a city, county, or city and county, including a charter city, charter county, or charter city and county, to establish by ordinance a housing sustainability district that meets specified requirements, including authorizing residential use within the district through the ministerial issuance of a permit. The bill would authorize the city, county, or city and county to apply to the Office of Planning and Research for approval for a zoning incentive payment and require the city, county, or city and county to provide specified information about the proposed housing sustainability district ordinance.	
<a href="#"><b>AB 74</b></a> <a href="#">Chiu</a>	Introduced 12/16/2016	Assembly Appropriations	<b>Housing.</b> Would require Department of Housing and Community Development to, on or before October 1, 2018, establish the Housing for a Healthy California Program and on or before April 1, 2019, and every year thereafter, subject to on appropriation by the Legislature, award grants on a competitive basis to eligible grant applicants based on guidelines that HCD would draft, as prescribed, and other requirements. The bill would provide that an applicant is eligible for a grant under the program if the applicant meets specified requirements. This bill contains other related provisions.	
<a href="#"><b>AB 87</b></a> <a href="#">Ting</a>	Introduced 1/5/2017	Assembly Transportation	<b>Autonomous vehicles.</b> Current law requires the Department of Motor Vehicles to adopt regulations no later than January 1, 2015, setting forth requirements for the submission of evidence of insurance, surety bond, or self-insurance, and for the submission and approval of an application to operate an autonomous vehicle. Under current law, it is unlawful and constitutes an infraction for any person to violate, or fail to comply with any provision of the Vehicle Code, unless otherwise specified. This bill would provide that violation of this section is not an infraction and would instead, among other things, require the department to revoke the registration of a vehicle that is being operated in violation of those provisions.	
<a href="#"><b>AB 91</b></a> <a href="#">Cervantes</a>	Amended 3/22/2017	Assembly Appropriations	<b>High-occupancy vehicle lanes.</b> Would prohibit, commencing July 1, 2018, a high-occupancy vehicle lane from being established in the County of Riverside, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the Department of Transportation. The bill would require any existing high-occupancy vehicle lane in the County of Riverside that is not a toll lane to be modified to operate as a high-occupancy lane under those same conditions.	
<a href="#"><b>AB 96</b></a> <a href="#">Ting</a>	Introduced 1/10/2017	Assembly Budget	<b>Budget Act of 2017.</b> This bill would make appropriations for the support of state government for the 2017–18 fiscal year. This bill contains other related provisions.	
<a href="#"><b>AB 151</b></a> <a href="#">Burke</a>	Amended 3/2/2017	Assembly Natural Resources	<b>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: scoping plan: report.</b> Would require the State Air Resources Board to report to the appropriate policy and fiscal committees of the Legislature to receive input, guidance, and assistance before adopting guidelines and regulations implementing the scoping plan and a regulation ensuring statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill contains other related provisions and other existing laws.	
<a href="#"><b>AB 174</b></a> <a href="#">Bigelow</a>	Introduced 1/17/2017	Assembly Transportation	<b>California Transportation Commission: membership.</b> Current law provides that the California Transportation Commission consists of 13 members, 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation, 1 is appointed by the Senate Committee on Rules, and 1 is appointed by the Speaker of the Assembly, and 2 Members of the Legislature who are appointed as nonvoting ex officio members. This bill would require that at least one voting member reside in a rural county with a population of less than 100,000 individuals.	

<a href="#">AB 179</a> <a href="#">Cervantes</a>	Amended 2/14/2017	Assembly Transportation	<b>California Transportation Commission.</b> Current law creates the California Transportation Commission Current law provides that the commission consists of 13 members: 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation, one is appointed by the Senate Committee on Rules, and one is appointed by the Speaker of the Assembly, and 2 Members of the Legislature who are appointed as nonvoting ex officio members. This bill would require that 7 of those voting members have specified qualifications	
<a href="#">AB 193</a> <a href="#">Cervantes</a>	Introduced 1/19/2017	Assembly Transportation	<b>Air Quality Improvement Program: Clean Reused Vehicle Rebate Project.</b> Would require the state board to establish the Clean Reused Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to provide rebates or other incentives for the acquisition of an eligible used vehicle, as defined; the replacement or refurbishment of a battery and related components for an eligible used vehicle or an extended warranty for the battery or related components; or an extended service warranty to cover unexpected vehicle repairs not covered by the manufacturer's warranty related to unique problems in eligible used vehicles, as specified.	
<a href="#">AB 199</a> <a href="#">Chu</a>	Amended 4/6/2017	Assembly Appropriations	<b>Public works: private residential projects.</b> Current law exempts private residential projects built on private property from certain requirements for projects that are defined as "public works," including, among other requirements, the payment of prevailing wages, unless the project is built pursuant to an agreement with a state agency, redevelopment agency, or local public housing authority. This bill would make the above-referenced exemption for private residential projects additionally inapplicable to a project built pursuant to an agreement with a successor agency to a redevelopment agency, as specified.	
<a href="#">AB 202</a> <a href="#">Steinorth</a>	Amended 4/6/2017	Assembly Local Government	<b>Planning and zoning: permits.</b> Would, among other things, require all grading, foundation, building, and use permits required by a city, county, or city and county with a population greater than 15,000 for a development project that creates, or results in an increase of, not more than 50 residential dwelling units or guest rooms to be ministerially approved, conditionally approved, or denied by a director of the lead planning agency, or a designee, in accordance with this bill. The bill would require the director or designee to make certain findings before approving these permits.	
<a href="#">AB 239</a> <a href="#">Ridley-Thomas</a>	Introduced 1/30/2017	Assembly Natural Resources	<b>California Environmental Quality Act: urbanized areas.</b> CEQA defines the terms "urban area" and "urbanized area" to mean, among other things, an unincorporated area that is completely surrounded by one or more incorporated cities and the population density of the unincorporated area at least equals the population density of the surrounding city or cities. This bill would instead specify that the population density of the unincorporated area be at least 1,000 persons per square mile.	
<a href="#">AB 241</a> <a href="#">Dababneh</a>	Introduced 1/30/2017	Assembly Appropriations	<b>Personal information: privacy: state and local agency breach.</b> Current law requires a person or business, if it was the source of a data security breach, to offer to provide appropriate identity theft prevention and mitigation services at no cost to the person whose information was or may have been breached if the breach exposed or may have exposed the person's social security number, driver's license number, or California identification card number. This bill also would require a state or local agency, if it was the source of the breach, to offer to provide appropriate identity theft prevention and mitigation services at no cost to a person whose information was or may have been breached if the breach exposed or may have exposed the person's social security number, driver's license number, or California identification card number.	



<a href="#">AB 256</a> <a href="#">Steinorth</a>	Introduced 1/31/2017	Assembly Print	<b>Land use: housing.</b> Current law declares the importance of, and general responsibility for, making housing available and affordable for all Californians. This bill would make nonsubstantive changes to this provision.	
<a href="#">AB 262</a> <a href="#">Bonta</a>	Amended 3/27/2017	Assembly Accountability and Administrative Review	<b>Public contracts: lowest responsible bidder: eligible materials.</b> The State Contract Act governs the bidding and award of public works contracts by specific state departments. This bill would require an awarding department to require a prospective bidder to complete a standard form that states the cumulative amount of specified greenhouse gas emissions that were produced in the manufacturing of eligible materials, as defined, to be used on the project, and would provide that a prospective bidder may satisfy this standard by attaching to that form an Environmental Product Declaration, developed in accordance with standards established by the International Organization of Standardization, for that type of product.	
<a href="#">AB 278</a> <a href="#">Steinorth</a>	Introduced 2/2/2017	Assembly Natural Resources	<b>California Environmental Quality Act: exemption: existing transportation infrastructure.</b> Would exempt from the provisions of CEQA 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.	
<a href="#">AB 302</a> <a href="#">Gipson</a>	Amended 3/21/2017	Assembly Transportation	<b>Vehicular air pollution: incentives.</b> The Carl Moyer Memorial Air Quality Standards Attainment Program authorizes the state board to provide grants to offset the incremental cost of eligible projects that reduce emissions from covered vehicular sources. The program requires the state board and participating air pollution control and air quality management districts to institute an outreach program to inform fleet owners, among others, of the availability of grants under the program and of the requirements and objectives of the grant program. This bill would require air districts to notify in writing the operators of public and commercial motor vehicle fleets of incentive programs available for motor vehicle fleets and to post on the districts' Internet Web sites information on incentive programs available for motor vehicle fleets. By adding to the duties of air districts, this bill would impose a state-mandated local program.	
<a href="#">AB 330</a> <a href="#">Cooley</a>	Amended 3/20/2017	Assembly Public Safety	<b>Highway safety.</b> Current law prohibits a person while having 0.08% or more, by weight, of alcohol in his or her blood from driving a vehicle and concurrently doing any act forbidden by law, or neglecting any duty imposed by law in driving the vehicle, when the act or neglect proximately causes bodily injury to a person other than the driver. This bill would authorize the court to order a person convicted of a crime described above to enroll and participate in, and successfully complete, a qualified "24/7 Sobriety program," as defined, as a condition of probation, parole, sentence, or work permit, if the program is available and deemed appropriate, and the person committed the crime within 10 years of one or more separate crimes described above that resulted in a conviction.	
<a href="#">AB 333</a> <a href="#">Quirk</a>	Introduced 2/7/2017	Assembly Appropriations	<b>State Highway Route 185: relinquishment: County of Alameda.</b> Current law authorizes the California Transportation Commission to relinquish all or a portion of Route 185 in the City of Hayward to the city, as specified. This bill would additionally authorize the commission to relinquish all or a portion of Route 185 in the unincorporated area of the County of Alameda to that county, as specified.	

<a href="#">AB 342</a> <a href="#">Chiu</a>	Amended 4/6/2017	Assembly P. & C.P.	<b>Vehicles: automated speed enforcement: five-year pilot program.</b> Would authorize, no later than January 1, 2019, the City of San Jose (San Jose) and the City and County of San Francisco (San Francisco) to implement a 5-year pilot program utilizing an automated speed enforcement system (ASE system) for speed limit enforcement on certain streets, if the system meets specified requirements, including that the presence of a fixed or mobile ASE system is clearly identified by signs, as specified, and trained peace officers or other trained designated municipal employees are utilized to oversee the operation of the fixed and mobile ASE systems.	Support
<a href="#">AB 344</a> <a href="#">Melendez</a>	Introduced 2/7/2017	Senate Desk	<b>Toll evasion violations.</b> Would not require a person contesting a notice of toll evasion violation or notice of delinquent toll evasion from being required to pay the toll evasion penalty until after the processing agency or issuing agency finds as a result of an investigation, or the processing agency finds as a result of an administrative review, or a court finds as a result of a hearing, that the contestant did commit a toll evasion violation, whichever occurs later. This bill contains other existing laws.	
<a href="#">AB 351</a> <a href="#">Melendez</a>	Introduced 2/8/2017	Assembly Transportation	<b>Transportation funding.</b> Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018.	
<a href="#">AB 352</a> <a href="#">Santiago</a>	Amended 4/6/2017	Assembly Local Government	<b>State Housing Law: efficiency units.</b> Current law, the State Housing Law, authorizes a city, county, or city and county to permit the construction and occupancy of efficiency units that have a minimum area of 150 square feet if they meet certain specified criteria. This bill would prohibit a city, county, or city and county from establishing a higher square footage requirement for efficiency units than the requirement in the International Building Code and from limiting the number of efficiency units in certain locations near public transit or university campuses, as specified.	
<a href="#">AB 378</a> <a href="#">Garcia,</a> <a href="#">Cristina</a>	Introduced 2/9/2017	Assembly Natural Resources	<b>California Global Warming Solutions Act of 2006: regulations.</b> Would require the State Air Resources Board to consider and account for the social costs of the emissions and greenhouse gases when adopting those rules and regulations. The bill would authorize the state board to adopt or subsequently revise new regulations that establish a market-based compliance mechanism, applicable from January 1, 2021, to December 31, 2030, to complement direct emissions reduction measures in ensuring that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030.	
<a href="#">AB 388</a> <a href="#">Mullin</a>	Amended 3/23/2017	Assembly Third Reading	<b>Greenhouse Gas Reduction Fund: wetland restoration projects.</b> This bill would authorize the use of the moneys in the Greenhouse Gas Reduction Fund for the reuse of dredged material for wetland restoration projects, as specified, if the investment furthers the regulatory purposes of the California Global Warming Solutions Act of 2006 and is consistent with law.	
<a href="#">AB 398</a> <a href="#">Garcia,</a> <a href="#">Eduardo</a>	Amended 3/28/2017	Assembly Appropriations	<b>Air pollution.</b> Current law designates the air districts with the primary responsibility for control of air pollution from sources other than mobile sources. Current law designated the state board with the primary responsibility for control of air pollution from mobile sources. This bill would require the State Air Resources Board to hold annually one or more hearings in conjunction, singularly or in combination, with one or more specified air districts. By requiring the state board and the air districts to jointly hold hearings, this bill would impose additional duties on the air districts, thereby would impose a state-mandated local program.	

<a href="#">AB 399</a> <a href="#">Grayson</a>	Amended 3/23/2017	Assembly Transportation	<b>Autonomous vehicles: Contra Costa Transportation Authority: pilot project.</b> Current law, until 180 days after the operative date of regulations promulgated by the Department of Motor Vehicles to allow testing of autonomous vehicles without a driver, authorizes 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. This bill would extend the authorization for the pilot project to 12 months after the operative date of regulations promulgated by the department.	
<a href="#">AB 419</a> <a href="#">Salas</a>	Amended 3/13/2017	Assembly Natural Resources	<b>Zero net energy residential buildings: report.</b> Current law requires the State Resources Conservation and Development Commission to develop and implement a comprehensive program to achieve greater energy savings in current residential and nonresidential building stock. This bill would require the commission, no later than July 1, 2019, to report to the appropriate fiscal and policy committees of the Legislature on the commission's zero net energy residential buildings programs, as specified.	
<a href="#">AB 468</a> <a href="#">Santiago</a>	Amended 3/23/2017	Assembly Transportation	<b>Transit districts: prohibition orders.</b> Current law authorizes the Sacramento Regional Transit District, the Fresno Area Express, and, until January 1, 2018, the San Francisco Bay Area Rapid Transit District to issue a prohibition order to any person cited for committing one or more of certain prohibited acts in specified transit facilities. Current law prohibits a person subject to the prohibition order from entering the property, facilities, or vehicles of the transit district for specified periods of time. Current law establishes notice requirements in that regard and provides for initial and administrative review of the order. This bill would apply these provisions to the Los Angeles County Metropolitan Transportation Authority.	
<a href="#">AB 476</a> <a href="#">Gipson</a>	Introduced 2/13/2017	Assembly Transportation	<b>Vehicular air pollution.</b> Current law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. This bill would define a heavy-duty vehicle as having a manufacturer's maximum gross vehicle weight rating of 26,001 or more pounds, a light-duty vehicle as having a manufacturer's gross vehicle weight rating of under 10,001 pounds, and a medium duty vehicle as having a manufacturer's gross vehicle weight rating of between 10,001 and 26,000 pounds.	
<a href="#">AB 489</a> <a href="#">Chen</a>	Introduced 2/13/2017	Assembly Print	<b>Land use: general plans.</b> The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city and of any land outside its boundaries that bears relation to its planning. That law further requires the planning agency overseeing a general plan to render a report as to conformity with the adopted general plan before, among other things, the acquisition or disposition of real property or the construction or authorization of a public building or structure impacting the general plan. This bill would make nonsubstantive changes to these provisions.	
<a href="#">AB 494</a> <a href="#">Bloom</a>	Amended 3/28/2017	Assembly Local Government	<b>Land use: accessory dwelling units.</b> The Planning and Zoning Law authorizes a local agency to provide by ordinance for the creation of accessory dwelling units in single-family and multifamily residential zones, as specified. That law requires the ordinance to require the accessory dwelling unit to comply with certain conditions, including, but not limited to, that the accessory dwelling unit is not intended for sale separate from the primary residence and may be rented. This bill would revise that condition to provide that the accessory dwelling unit may be rented separately from the primary residence.	

<a href="#">AB 495</a> <a href="#">Voepel</a>	Amended 3/21/2017	Assembly Public Safety	<b>Vehicles: use of personal identifying information: theft.</b> Current law makes it a crime to willfully obtain the personal identifying information of another, as defined, and use it for an unlawful purpose. Current law makes it a crime to obtain goods by using an access card of another, as defined, without consent and with the intent to defraud. This bill would make it a felony for a person, without consent, to rent a vehicle using the personal identifying information of another or an access card or access card account information of another.	
<a href="#">AB 496</a> <a href="#">Fong</a>	Amended 2/28/2017	Assembly Transportation	<b>Transportation funding.</b> Would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues.	
<a href="#">AB 499</a> <a href="#">Harper</a>	Introduced 2/13/2017	Assembly Print	<b>California Environmental Quality Act: infill development.</b> The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect, unless the project is exempt from the act. CEQA exempts a residential project located on an infill site within an urbanized area that meets specified criteria from its requirements. This bill would make nonsubstantive changes to this exemption.	
<a href="#">AB 515</a> <a href="#">Frazier</a>	Introduced 2/13/2017	Assembly Appropriations	<b>State Highway System Management Plan.</b> Would require the Department of Transportation to prepare a State Highway System Management Plan, which would consist both of the 10-year state highway rehabilitation plan and the 5-year maintenance plan. The bill would require the department to make a draft of its proposed State Highway System Management Plan available to regional transportation agencies for review and comment, and would require the department to include and address any comments in its submittal of the plan to the commission by January 15 of each odd-numbered year.	
<a href="#">AB 523</a> <a href="#">Reyes</a>	Amended 4/4/2017	Assembly Appropriations	<b>Electric Program Investment Charge: allocation.</b> Would require the Energy Commission to allocate at least 25% of the moneys in the Electric Program Investment Charge Fund for technology demonstration and deployment at sites located in, or benefiting, disadvantaged communities, as defined. The bill would require the Energy Commission to allocate at least 10% of the moneys in the fund for technology demonstration and deployment at sites located in, or benefiting, low-income communities, as defined. The bill would require the Energy Commission to give preference for funding to clean energy projects under the EPIC program that benefit residents of low-income or disadvantaged communities. This bill contains other existing laws.	
<a href="#">AB 544</a> <a href="#">Bloom</a>	Amended 3/21/2017	Assembly Transportation	<b>Vehicles: high-occupancy vehicle lanes.</b> Would extend the authority of drivers of specified vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. The bill would provide that identifiers issued for those specified vehicles are valid until January 1, 2019. The bill would authorize the Department of Motor Vehicles to issue other identifiers until the date federal authorization expires, or until the Secretary of State receives a certain notice, whichever occurs first.	

<a href="#">AB 548</a> <a href="#">Steinorth</a>	Amended 4/4/2017	Assembly Transportation	<b>Omnitrans Transit District.</b> Would create the Omnitrans Transit District in the County of San Bernardino. The bill would provide that the jurisdiction of the district would initially include the Cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa, and unspecified portions of the unincorporated areas of the County of San Bernardino. The bill would authorize other cities in the County of San Bernardino to subsequently join the district.	
<a href="#">AB 555</a> <a href="#">Cunningham</a>	Amended 3/21/2017	Assembly Natural Resources	<b>Greenhouse Gas Reduction Fund: schoolbuses.</b> Current law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 35% of the annual proceeds of the fund for transit, affordable housing, and sustainable communities programs and 25% of the annual proceeds of the fund for certain components of a specified high-speed rail project. This bill would continuously appropriate 4% of the annual proceeds of the fund for each of 3 specified fiscal years to the state board to implement a grant program to replace older, high-polluting schoolbuses with zero-emission or near-zero-emission schoolbuses, as specified.	
<a href="#">AB 571</a> <a href="#">Garcia,</a> <a href="#">Eduardo</a>	Introduced 2/14/2017	Assembly Revenue and Taxation	<b>Income taxes: insurance tax: credits: low-income housing: farmworker housing assistance.</b> Would authorize the California Tax Credit Allocation Committee to allocate the farmworker housing credit even if the taxpayer receives federal credits for buildings located in designated difficult development areas or qualified census tracts. The bill would also redefine farmworker housing to mean housing in which at least 50% of the units are available to, and occupied by, farmworkers and their households. This bill contains other related provisions.	
<a href="#">AB 577</a> <a href="#">Caballero</a>	Amended 3/9/2017	Assembly Environmental Safety and Toxic Materials	<b>Disadvantaged communities.</b> Current law defines a disadvantaged community as a community with an annual median household income that is less than 80% of the statewide annual median household income for various purposes, that include, but are not limited to, the Water Quality, Supply, and Infrastructure Improvement Act of 2014, eligibility for certain entities to apply for funds from the State Water Pollution Cleanup and Abatement Account, and authorization for a community revitalization and investment authority to carry out a community revitalization plan. This bill would expand the definition of a disadvantaged community to include a community with an annual per capita income that is less than 80% of the statewide annual per capita income.	
<a href="#">AB 623</a> <a href="#">Rodriguez</a>	Introduced 2/14/2017	Assembly Transportation	<b>Autonomous vehicle testing: accident reporting.</b> Would require an accident involving operation of an autonomous vehicle that results in catastrophic bodily injury or the death of a person to be reported to the Department of Motor Vehicles within 24 hours of occurrence. The bill would require the department to suspend the approval granted to the manufacturer of the autonomous vehicle for 5 business days following the reporting of the accident, during which time the department and other appropriate agencies would be required to review the accident to determine if it was caused by a failure of the autonomous vehicle technology.	

<a href="#">AB 633</a> <a href="#">Harper</a>	Amended 3/30/2017	Assembly Transportation	<b>City of Laguna Woods: golf cart crossing zones.</b> Current law authorizes a local authority to establish, by ordinance or resolution, crossing zones for use by golf carts, as defined, at any time other than darkness, on any street, other than a state highway, that has a posted speed limit of 45 miles per hour or less and that is immediately adjacent to a golf course. Current law specifies that the ordinance or resolution is not effective until the law enforcement agency with primary jurisdiction over the street determines, as specified, that the conditions of the street will permit the establishment of a golf cart crossing zone with reasonable safety. This bill would authorize the City of Laguna Woods to establish crossing zones for use by golf carts, pursuant to all of the above-described requirements except for the requirement that the crossing zone must be immediately adjacent to a golf course, at 2 specified intersections.	
<a href="#">AB 636</a> <a href="#">Irwin</a>	Amended 3/28/2017	Assembly Consent Calendar	<b>Local streets and roads: expenditure reports.</b> Current law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30. This bill would instead require the report to be submitted to the Controller within 7 months after the close of the fiscal year adopted by a county, city, or city and county. The bill would make other conforming changes.	
<a href="#">AB 673</a> <a href="#">Chu</a>	Introduced 2/15/2017	Assembly Transportation	<b>Public transit operators: vehicle safety requirements.</b> Would require a public transit operator, before placing a new bus into revenue operations, to take into consideration recommendations of, and best practices standards developed by, the exclusive representative of the recognized organization representing bus operators of the transit operator for the purpose of protecting bus operators from the risk of assault from persons and by removing blind spots. By creating new duties for public transit operators, this bill would impose a state-mandated local program.	
<a href="#">AB 678</a> <a href="#">Bocanegra</a>	Amended 3/21/2017	Assembly Housing and Community Development	<b>Housing Accountability Act.</b> The Housing Accountability Act, among other things, prohibits a local agency from disapproving, or conditioning approval in a manner than renders infeasible, a housing development project for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified written findings based upon substantial evidence in the record. This bill would extend the provisions of the Housing Accountability Act to apply to housing development projects for above moderate-income households. The bill would also require the findings of the local agency to instead be based on clear and convincing evidence in the record.	
<a href="#">AB 686</a> <a href="#">Santiago</a>	Amended 4/6/2017	Assembly Judiciary	<b>Housing discrimination: affirmatively further fair housing.</b> Would require a public agency to administer its programs and activities relating to housing and community development in a manner to affirmatively further fair housing, and to not take any action that is inconsistent with this obligation. The bill would make it unlawful under the California Fair Employment and Housing Act for a public agency to fail to meet its obligation to affirmatively further fair housing, and would provide that failure would constitute housing discrimination under the act.	



<a href="#">AB 694</a> <a href="#">Ting</a>	Introduced 2/15/2017	Assembly Transportation	<b>Bicycles.</b> Current law requires any person operating a bicycle under specified conditions to ride as close as practicable to the right-hand curb or edge of the roadway, except under specified conditions. This bill would recast those provisions to instead require a person operating a bicycle to ride in the right-hand lane or bicycle lane, if one is present, and would additionally require a person operating a bicycle in a lane that is wide enough for a vehicle and bicycle to travel safely side by side within the lane to ride far enough to the right in order to allow vehicles to pass, except when it is reasonably necessary to avoid conditions that make it hazardous to continue along the right-hand edge of the lane, and when approaching a place where a right turn is authorized.	
<a href="#">AB 697</a> <a href="#">Fong</a>	Introduced 2/15/2017	Assembly Appropriations	<b>Tolls: exemption for privately owned emergency ambulances.</b> Current law provides for the exemption of authorized emergency vehicles, as defined, from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven while responding to or returning from an urgent or emergency call, engaged in an urgent or emergency response, or engaging in a fire station coverage assignment directly related to an emergency response. This bill would expand the exemption from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines under these conditions to include a privately owned emergency ambulance licensed by the California Highway Patrol.	
<a href="#">AB 709</a> <a href="#">McCarty</a>	Amended 3/23/2017	Assembly Local Government	<b>Sacramento Regional Transit District: bonds: transactions and use tax.</b> Under current law, whenever the Sacramento Regional Transit District of the district deems it necessary for the district to incur a bonded indebtedness for the acquisition, construction, or repair of specified improvements, works, property or facilities, the board is required to, by ordinance adopted by a 2/3 vote of the board, declare and call an election to be held in the district for the purpose of submitting to the qualified voters of the district the proposition of incurring indebtedness by the issuance of bonds of the district. This bill would authorize that ordinance to state that the transaction and use taxes shall be levied and used to the extent required to pay the principal of, and interest on, the bonds as they become due, to provide any sinking fund payments required therefor, and to create or maintain any reserve fund required therefor.	
<a href="#">AB 730</a> <a href="#">Quirk</a>	Introduced 2/15/2017	Assembly Consent Calendar	<b>Transit districts: prohibition orders.</b> Current law authorizes the Sacramento Regional Transit District, the Fresno Area Express, and, until January 1, 2018, the San Francisco Bay Area Rapid Transit District to issue a prohibition order to any person cited for committing one or more of certain prohibited acts in specified transit facilities. Current law prohibits a person subject to the prohibition order from entering the property, facilities, or vehicles of the transit district for specified periods of time. Existing law establishes notice requirements in that regard and provides for initial and administrative review of the order. This bill would permanently apply these provisions to the San Francisco Bay Area Rapid Transit District.	

<a href="#">AB 733</a> <a href="#">Berman</a>	Amended 3/23/2017	Assembly Local Government	<b>Enhanced infrastructure financing districts: projects: climate change.</b> Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, and makes related findings and declarations. This bill would additionally authorize the financing of projects that enable communities to adapt to the impacts of climate change, including, but not limited to, extreme weather events, sea level rise, flooding, heat waves, wildfire, and drought, and would make conforming changes to the Legislature's findings and declarations.	
<a href="#">AB 734</a> <a href="#">Bonta</a>	Amended 3/23/2017	Assembly Local Government	<b>Infrastructure financing districts: City of Oakland: freight rail.</b> Current law authorizes an infrastructure financing district to finance only public capital facilities of communitywide significance which provide significant benefits to an area larger than the area of the district, including, among others, highways, interchanges, ramps and bridges, arterial streets, parking facilities, transit facilities, facilities for the collection and treatment of water for urban uses, child care facilities, libraries, and facilities for the transfer and disposal of solid waste. This bill would additionally authorize an infrastructure financing district within the City of Oakland to finance public capital facilities or projects that include freight rail.	
<a href="#">AB 756</a> <a href="#">Ting</a>	Amended 3/22/2017	Assembly Transportation	<b>Prima facie speed limits: Golden Gate Park.</b> Current law establishes prima facie speed limits, including 15 miles per hour and 25 miles per hour, for various circumstances relating to traversing a railway grade crossing, approaching or passing a school building, and passing a senior center, among others. A violation of the Vehicle Code is a crime. This bill would establish a prima facie speed limit of 15 miles per hour when driving on a street or road, with specified exclusions, within Golden Gate Park in the City of San Francisco, as prescribed. Because the bill would create a new crime, it would impose a state-mandated local program.	
<a href="#">AB 758</a> <a href="#">Eggman</a>	Amended 3/21/2017	Assembly Transportation	<b>Transportation: Tri-Valley-San Joaquin Valley Regional Rail Authority.</b> Would establish the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning and delivering a cost effective and responsive interregional rail connection between the San Joaquin Valley and the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express in the Tri-Valley, that meets the goals and objectives of the community. The bill would require the authority's governing board to be composed of 14 representatives and would authorize the authority to appoint an executive who may appoint staff or retain consultants. The bill would provide specified authorizations and duties to the authority.	
<a href="#">AB 829</a> <a href="#">Chiu</a>	Amended 3/23/2017	Assembly Local Government	<b>Planning and zoning: annual report.</b> The Planning and Zoning Law requires, after the legislative body of the city or county has adopted all or part of a general plan, that the planning agency provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that includes specified information. This bill would require that this report additionally include the relationship between jobs and housing, including any imbalance between jobs and housing.	



<a href="#"><b>AB 852</b></a> <a href="#">Grayson</a>	Introduced 2/16/2017	Assembly Appropriations	<b>Planning and zoning: general plan: report.</b> The Planning and Zoning Law, after adoption of the general plan, requires the planning agency to provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that contains specified information pertaining to the implementation of the general plan. This bill would require that this report also include the number of housing development applications received in the prior year, units included in all development applications in the prior year, and units approved and disapproved in the prior year.	
<a href="#"><b>AB 863</b></a> <a href="#">Cervantes</a>	Introduced 2/16/2017	Assembly Housing and Community Development	<b>Affordable Housing and Sustainable Communities Program.</b> Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 20% for the Affordable Housing and Sustainable Communities Program administered by the Strategic Growth Council. This bill would require the Strategic Growth Council, in selecting projects for funding under the program, to seek methods for inclusion of local entrepreneurs in the implementation of the projects and workforce training and certification of workers hired to work on the projects.	
<a href="#"><b>AB 879</b></a> <a href="#">Grayson</a>	Introduced 2/16/2017	Assembly Housing and Community Development	<b>Planning and zoning: housing element.</b> The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the housing element to include an analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels, as specified. This bill would require the housing element to also include an analysis of potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels, as specified.	
<a href="#"><b>AB 891</b></a> <a href="#">Garcia, Eduardo</a>	Amended 3/15/2017	Assembly Appropriations	<b>California Communities Environmental Health Screening.</b> Would require the State Air Resources Board, in partnership with the Office of Environmental Health Hazard Assessment, to include one year of data from certain local air monitoring studies, including data on particulate matter with a diameter of 2.5 micrometers or less, ozone, and diesel particulate matter. The bill would require funds to be allocated, upon appropriation by the Legislature, to the board and the office to support the continued collection of this data.	
<a href="#"><b>AB 915</b></a> <a href="#">Ting</a>	Amended 3/15/2017	Assembly Housing and Community Development	<b>Planning and zoning: density bonus: affordable housing ordinances.</b> Would require a city, county, or city and county that has adopted an ordinance requiring an affordable housing minimum percentage for housing developments to apply that ordinance to the total number of housing units in the development, including any additional housing units granted pursuant to these provisions, unless the city, county, or city and county exempts those additional housing units from the ordinance.	
<a href="#"><b>AB 932</b></a> <a href="#">Ting</a>	Amended 3/23/2017	Assembly Housing and Community Development	<b>Shelter crisis: homeless shelters and permanent supportive housing.</b> Would, until January 1, 2027, upon a declaration of a shelter crisis by the City and County of San Francisco, authorize emergency housing to include homeless shelters and permanent supportive housing in the City and County of San Francisco. The bill, in lieu of compliance with state and local building, housing, health, habitability, or safety standards and laws, would authorize the City and County of San Francisco to adopt by ordinance reasonable local standards for homeless shelters and permanent supportive housing, as specified.	

<a href="#">AB 943</a> <a href="#">Santiago</a>	Introduced 2/16/2017	Assembly Local Government	<b>Land use regulations: local initiatives: voter approval.</b> Current law establishes procedures by which city ordinances may be enacted by initiative, including requiring that an ordinance proposed by the voters or submitted by the legislative body of the city be approved by a majority of the votes cast on the ordinance. This bill, in the case of an ordinance that would curb, delay, or deter growth or development within a city, require that an ordinance proposed by the voters or submitted by the legislative body of the city receive 2/3 of the votes cast on the ordinance in order to become effective. The bill would declare that it addresses a matter of statewide concern.	
<a href="#">AB 964</a> <a href="#">Gomez</a>	Introduced 2/16/2017	Assembly Transportation	<b>Economic development: Capital Access Loan Program: low emission vehicles.</b> Would create the California Affordable Clean Vehicle Program to assist low-income or high financial risk individuals in the purchase of low-emission vehicles. The bill would require the California Pollution Control Financing Authority to adopt regulations to implement the program. The bill would establish the California Affordable Clean Vehicle Program Fund, a continuously appropriated fund, for purposes of the program, and would transfer \$50,000,000 from the Greenhouse Gas Reduction Fund to the California Affordable Clean Vehicle Program Fund.	
<a href="#">AB 970</a> <a href="#">Frazier</a>	Amended 3/28/2017	Assembly Transportation	<b>Vehicles: distracted driving.</b> Would require a mobile telephone carrier, as defined, to provide customers with the ability to disable, at the network level, the distracting capabilities of their mobile telephones when notified that the customer is driving a motor vehicle.	
<a href="#">AB 975</a> <a href="#">Friedman</a>	Amended 3/23/2017	Assembly Third Reading	<b>Natural resources: wild and scenic rivers.</b> Current law establishes that it is the policy of the state that certain rivers that possess extraordinary scenic, recreational, fishery, or wildlife values shall be preserved in their free-flowing state, together with their immediate environments, for the benefit and enjoyment of the people of the state. This bill would revise that policy to specify that certain rivers that possess scenic, recreational, fishery, wildlife, historical, cultural, geological, ecological, hydrological, botanical, or other similar values shall be preserved in their free-flowing state, together with their immediate environments, for the benefit and enjoyment of the people of the state, and would revise the definition of "immediate environments," and define the term "extraordinary value" for purposes of that policy.	
<a href="#">AB 980</a> <a href="#">Wood</a>	Introduced 2/16/2017	Assembly C. & C.	<b>Department of Transportation: broadband: fiber optic cables: priority areas.</b> Current law requires the Department of Transportation to notify companies and organizations working on broadband deployment on its Internet Web site of specified department-led highway construction projects and authorizes those companies and organizations to collaborate with the department to install broadband conduits as part of those projects. This bill would require the department, as part of those projects that are located in priority areas, as defined, to install broadband conduits capable of supporting fiber optic communication cables.	
<a href="#">AB 1015</a> <a href="#">Mathis</a>	Introduced 2/16/2017	Assembly Print	<b>State highways.</b> Current law establishes the Department of Transportation and the California Transportation Commission, provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes, and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.	

<a href="#"><b>AB 1063</b></a> <a href="#">Fong</a>	Introduced 2/16/2017	Assembly Print	<b>Transportation funds.</b> Current law requires funds in the State Highway Account to be programmed, budgeted, and expended to maximize the use of federal funds and according to a specified sequence of priorities. Current law requires the Department of Transportation to provide certain information to the Legislature to substantiate the department's proposed capital outlay support budget. This bill would make nonsubstantive changes to these provisions.	
<a href="#"><b>AB 1069</b></a> <a href="#">Low</a>	Introduced 2/16/2017	Assembly C. & C.	<b>Local government: taxicab transportation services.</b> Would authorize a city or county to establish a maximum rate structure that would prohibit a taxicab transportation service from charging a rate to a passenger that is greater than a rate established by the city. This bill also would require that a city or county ensure that any charge imposed on a taxicab transportation service does not exceed the reasonable regulatory costs of administering and enforcing the program.	
<a href="#"><b>AB 1073</b></a> <a href="#">Garcia, Eduardo</a>	Introduced 2/16/2017	Assembly Natural Resources	<b>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</b> Would require the State Air Resources Board, when funding a specified class of projects, to allocate, until January 1, 2023, no less than 20% of that available funding to support the early commercial deployment or existing zero- and near-zero-emission heavy-duty truck technology. This bill contains other existing laws.	
<a href="#"><b>AB 1081</b></a> <a href="#">Burke</a>	Amended 3/30/2017	Assembly Revenue and Taxation	<b>Sales and use taxes: exclusion: low-emission motor vehicle: trade-in.</b> Current sales and use tax laws impose taxes on retailers measured by gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, measured by sales price. The Sales and Use Tax Law defines the terms "gross receipts" and "sales price." This bill would exclude from the terms "gross receipts" and "sales price" the value of a motor vehicle traded in for a qualified motor vehicle, as defined, if the value of the trade-in motor vehicle is separately stated on the invoice or bill of sale or similar document provided to the purchaser.	
<a href="#"><b>AB 1088</b></a> <a href="#">Eggman</a>	Amended 3/28/2017	Assembly Natural Resources	<b>Multifamily residential housing: energy programs.</b> Would require the Energy Commission to set statewide performance-based goals to reduce energy consumption, source energy demand, and emissions of greenhouse gases from the multifamily residential properties, taking into consideration the state's requirements for reducing emissions of greenhouse gases and the climate equity, doubling of energy efficiency, and increased use of renewable energy resources requirements set forth in the Clean Energy and Pollution Reduction Act of 2015. The bill would require the Energy Commission, by July 15, 2019, in consultation with relevant state agencies and the public, to adopt regulations to set the performance-based goals, as specified.	
<a href="#"><b>AB 1094</b></a> <a href="#">Choi</a>	Introduced 2/17/2017	Assembly Transportation	<b>Vehicles: automated traffic enforcement systems.</b> Current law defines an "official traffic control signal" as any device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and proceed and which is erected by authority of a public body or official having jurisdiction. This bill would also require a stop to be made at an official traffic control signal erected and maintained at a freeway or highway on ramp. The bill would also make technical, nonsubstantive changes to that provision.	

<a href="#">AB 1113</a> <a href="#">Bloom</a>	Amended 3/28/2017	Assembly Transportation	<b>State Transit Assistance program.</b> Current law requires funds in the Public Transportation Account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) program. Current requires STA funds to be allocated by formulas based 50% on population and 50% on transit operator revenues. This bill would revise and recast the provisions governing the STA program. The bill would provide that only STA-eligible operators, as defined, are eligible to receive an allocation from the portion of program funds based on transit operator revenues.	
<a href="#">AB 1117</a> <a href="#">Fong</a>	Introduced 2/17/2017	Assembly Natural Resources	<b>California Environmental Quality Act.</b> Would prohibit a lead agency from being required to evaluate the aesthetic effects of a project subject to CEQA and would prohibit aesthetic effects from being considered significant effects on the environment, except in certain circumstances. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1121</a> <a href="#">Chiu</a>	Amended 3/28/2017	Assembly Transportation	<b>San Francisco Bay Area Water Emergency Transportation Authority.</b> Current law establishes the San Francisco Bay Area Water Emergency Transportation Authority, composed of 3 members appointed by the Governor, one member appointed by the Senate Committee on Rules, and one member appointed by the Speaker of the Assembly. Current law prescribes the functions and duties of the authority with regard to the regulation of public transportation ferries and related water transportation. This bill would increase the membership of the authority to 9 members, with 5 members to be appointed by the Governor, 2 members appointed by the Senate Committee on Rules, and 2 members appointed by the Speaker of the Assembly.	
<a href="#">AB 1122</a> <a href="#">Limón</a>	Amended 3/28/2017	Assembly Education	<b>Teachers: dual-language immersion programs.</b> Would require the Commission on Teacher Credentialing to encourage the establishment and expansion of partnerships between local educational agencies and institutions of higher education to offer integrated teacher preparation programs, as specified, that prepare educators to teach in dual-language immersion programs through integrated programs offering professional preparation concurrently with the completion of a baccalaureate degree.	
<a href="#">AB 1137</a> <a href="#">Maienschein</a>	Amended 3/28/2017	Assembly Housing and Community Development	<b>Housing developments: pet permissibility.</b> Current law prohibits a public agency that owns and operates rental housing accommodations from preventing an elderly person or person requiring supportive services from keeping not more than 2 pets in the rental housing. This bill would require the Department of Housing and Community Development to require each housing development, as defined, that is financed on or after January 1, 2018, pursuant to various provisions of existing law, to authorize a resident of the housing development to own or otherwise maintain one or more common household pets, as defined, within the resident's dwelling unit, subject to applicable state laws and local government ordinances related to public health, animal control, and animal anticruelty.	
<a href="#">AB 1141</a> <a href="#">Berman</a>	Amended 3/28/2017	Assembly Transportation	<b>Autonomous vehicles: freight vehicles.</b> Current law requires the Department of Motor Vehicles to adopt regulations no later than January 1, 2015, setting forth requirements for the submission of evidence of insurance, surety bond, or self-insurance, and for the submission and approval of an application to operate an autonomous vehicle. Under existing law, a violation of the Vehicle Code is an infraction, unless otherwise specified. This bill would, notwithstanding the above provisions, authorize the Department of the California Highway Patrol, or a manufacturer approved by the department, to conduct testing of autonomous technology using freight vehicles on a highway.	

<a href="#"><b>AB 1156</b></a> <a href="#">Ting</a>	Introduced 2/17/2017	Assembly Local Government	<b>Planning and zoning: general plan: report.</b> The Planning and Zoning Law, after adoption of the general plan, requires the planning agency to provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that contains specified information pertaining to the implementation of the general plan. This bill would require this report to also include the number of housing units at each income level remaining to be accommodated within the planning period, and an update to the inventory of land suitable for residential development, as specified.	
<a href="#"><b>AB 1160</b></a> <a href="#">Bonta</a>	Introduced 2/17/2017	Assembly Transportation	<b>Autonomous vehicles.</b> Would change the definition of autonomous vehicle to mean any vehicle equipped with autonomous technology that has been integrated into that vehicle and is operated without the active physical control or monitoring by a human operator.	
<a href="#"><b>AB 1218</b></a> <a href="#">Obernolte</a>	Introduced 2/17/2017	Assembly Appropriations	<b>California Environmental Quality Act: exemption: bicycle transportation plans.</b> CEQA, until January 1, 2018, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. CEQA, until January 1, 2018, also exempts from its requirements projects consisting of restriping of streets and highways for bicycle lanes in an urbanized area that are consistent with a bicycle transportation plan under certain conditions. This bill would extend indefinitely those 2 exemptions.	
<a href="#"><b>AB 1233</b></a> <a href="#">Cunningham</a>	Introduced 2/17/2017	Assembly Transportation	<b>Transportation Inspector General.</b> Current law creates various state agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds to various transportation purposes. This bill would create the Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to ensure that the above-referenced state agencies and all other state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.	
<a href="#"><b>AB 1239</b></a> <a href="#">Holden</a>	Introduced 2/17/2017	Assembly Housing and Community Development	<b>Building standards: electric vehicle charging infrastructure.</b> The California Building Standards Law law requires the Department of Housing and Community Development to propose mandatory building standards for the installation of future electric vehicle charging infrastructure for parking spaces in multifamily dwellings. That law also requires the department and the California Building Standards Commission to use specified provisions of the California Green Building Standards Code as a starting point for those mandatory building standards. This bill would instead require the department and the commission to adopt mandatory building standards that include specified mandatory provisions.	
<a href="#"><b>AB 1259</b></a> <a href="#">Calderon</a>	Amended 3/30/2017	Assembly Transportation	<b>Capital Access Loan Program: electric vehicles.</b> Would expand the Capital Access Loan Program to include the purchase of an electric vehicle by low- and middle-income consumers and families, as specified.	
<a href="#"><b>AB 1282</b></a> <a href="#">Mullin</a>	Amended 4/4/2017	Assembly Transportation	<b>Transportation Permitting Taskforce.</b> Would require, by April 1, 2018, the Secretary of Transportation, in consultation with the Secretary of the Natural Resources Agency, to establish a Transportation Permitting Taskforce consisting of representatives from specified state entities to develop a process for early engagement for all parties in the development of transportation projects, establish reasonable deadlines for permit approvals, and provide for greater certainty of permit approval requirements.	

<a href="#">AB 1328</a> <a href="#">Limón</a>	Amended 4/3/2017	Assembly Natural Resources	<b>Oil and gas: wells.</b> Would require the owner or operator of any well to disclose quarterly to the Division of Oil, Gas, and Geothermal Resources, in a format determined by the division, specified information relating to chemical constituents injected or added to the well. The bill would authorize the division to request from the owner or operator of a well additional data or chemical analyses of chemical constituents disclosed pursuant to these provisions to enhance the division's injection fluid analysis or to determine the potential consequences of that chemical constituent for the environment and human health. Because a violation of these requirements would be a crime, the bill would impose a state-mandated local program.	
<a href="#">AB 1331</a> <a href="#">Gipson</a>	Amended 3/21/2017	Assembly Governmental Organization	<b>Gambling licenses: corporations.</b> Would extend certain time periods relating to the licensing of individuals doing business on behalf of or with a corporation that is licensed as the owner of a gambling enterprise. The bill would extend the time period that an individual is required to sell a security in the corporation from 60 to 75 calendar days upon the individual's license denial or revocation.	
<a href="#">AB 1341</a> <a href="#">Calderon</a>	Amended 3/29/2017	Assembly Transportation	<b>Zero-emission and near-zero-emission vehicles: tax credits and exemptions.</b> The Sales and Use Tax Law defines the terms "gross receipts" and "sales price." This bill, on and after January 1, 2018, would exclude from "gross receipts" and "sales price" that portion of the cost of a used near-zero-emission or zero-emission vehicle purchased by a low-income purchaser, as defined, that does not exceed \$40,000.	
<a href="#">AB 1342</a> <a href="#">Flora</a>	Introduced 2/17/2017	Assembly Natural Resources	<b>Greenhouse Gas Reduction Fund: appropriations.</b> Would continuously appropriate \$100,000,000 from the Greenhouse Gas Reduction Fund to the Department of Forestry and Fire Protection for healthy forest programs that reduce greenhouse gas emissions caused by uncontrolled wildfires, as specified. The bill would continuously appropriate \$100,000,000 from the fund to the Department of Resources Recycling and Recovery for instate organic waste recycling projects that reduce greenhouse gas emissions, as specified.	
<a href="#">AB 1350</a> <a href="#">Friedman</a>	Amended 3/27/2017	Assembly Local Government	<b>Land use: housing element: regional housing need: noncompliant cities and counties: penalty.</b> The Planning and Zoning Law requires that assessment to include the city's or county's share of the regional housing need, as determined by the Department of Housing and Community Development in consultation with each council of governments, and requires a council of governments to develop a proposed methodology for distributing the existing and projected regional housing need, as specified. This bill would require a noncompliant city or county, as defined, to pay a penalty, as provided, to the Department of Housing and Community Development.	
<a href="#">AB 1383</a> <a href="#">Fong</a>	Introduced 2/17/2017	Assembly Natural Resources	<b>California Global Warming Solutions Act of 2006: regulations.</b> The State Air Resources Board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The California Global Warming Solutions Act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions. This bill would require the state board to take specified actions and make specified findings prior to adopting a regulation under the act.	



<a href="#">AB 1395</a> <a href="#">Chu</a>	Amended 3/30/2017	Assembly Transportation	<b>State highways: uniform financial plan.</b> Would require the Department of Transportation, on or before January 1, 2019, to develop a uniform financial plan to remediate debris to maintain and preserve the state highway and freeway systems. The bill would require the uniform financial plan to include recommendations that allow a municipality to carry out obligations specified in the plan with reimbursement provided by the state. By imposing new duties on local municipalities, the bill would impose a state-mandated local program.	
<a href="#">AB 1397</a> <a href="#">Low</a>	Introduced 2/17/2017	Assembly Housing and Community Development	<b>Local planning: housing element: inventory of land for residential development.</b> Would revise the inventory of land suitable for residential development to include vacant sites and sites that have realistic and demonstrated potential for redevelopment to meet a portion of the locality's housing need for a designated income level. 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.	
<a href="#">AB 1418</a> <a href="#">O'Donnell</a>	Amended 3/28/2017	Assembly Public Safety	<b>City prosecutors.</b> Current law authorizes the charter of any city to establish the office of city prosecutor with specified powers and duties. Current law makes it a crime for a person to maintain, permit, or allow a public nuisance to exist upon his or her property or premises, or to maintain, permit, or allow a public nuisance to exist on property or premises he or she is occupying or leasing from another person, after reasonable notice in writing from a city attorney. This bill would also authorize a city prosecutor to prosecute a person for allowing a public nuisance to exist in those situations.	
<a href="#">AB 1423</a> <a href="#">Chiu</a>	Amended 3/28/2017	Assembly Local Government	<b>Housing: annual reports: charter cities.</b> Current law requires the planning agency of a city or county, after the adoption of a general plan, to investigate and make recommendations to the legislative body of the city or county regarding reasonable and practical means for implementing the general plan or element of the general plan and to provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that includes, among other things, the status of the plan and progress in its implementation and the progress in meeting its share of regional housing needs, as specified, and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing, as specified. This bill would apply the above report requirement to charter cities.	
<a href="#">AB 1427</a> <a href="#">Eggman</a>	Amended 3/21/2017	Assembly Water, Parks and Wildlife	<b>Water: underground storage.</b> Current law provides for the reversion of water rights to which a person is entitled when the person fails to beneficially use the water for a period of 5 years. Current law declares that the storing of water underground, and related diversions for that purpose, constitute a beneficial use of water if the stored water is thereafter applied to the beneficial purposes for which the appropriation for storage was made. This bill would revise the above declaration to additionally provide that certain uses of stored water while underground constitute beneficial use.	
<a href="#">AB 1433</a> <a href="#">Wood</a>	Amended 4/6/2017	Assembly Natural Resources	<b>Climate Adaptation and Resilience Based on Nature Act.</b> Would create the Climate Adaptation and Resilience Based on Nature Account in the Greenhouse Gas Reduction Fund and would transfer, beginning in the 2017–18 fiscal year, 20% of the annual proceeds of the fund to the account. The bill would, upon appropriation by the Legislature in the annual Budget Act, make available the moneys in the account to the Wildlife Conservation Board for grants and programs that facilitate actions to protect and improve the resilience of natural and working land systems and enhance habitat, while reducing emissions of greenhouse gases and increasing sequestration.	

<a href="#"><b>AB 1436</b></a> <a href="#">Levine</a>	Amended 3/28/2017	Assembly Local Government	<b>County highways.</b> Current law authorizes the board of supervisors of a county, by resolution adopted by a 4/5 vote of its members, to determine that specified activities relating to streets are of general county interest and that county aid shall be extended therefore. This bill would instead authorize the board of supervisors of a county to adopt this resolution by a 3/5 vote of its members and would make nonsubstantive changes to this law.	
<a href="#"><b>AB 1442</b></a> <a href="#">Allen, Travis</a>	Amended 3/28/2017	Assembly Transportation	<b>Bonds: transportation: water projects.</b> Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.	
<a href="#"><b>AB 1444</b></a> <a href="#">Baker</a>	Amended 4/5/2017	Assembly Transportation	<b>Livermore Amador Valley Transit Authority: demonstration project.</b> Would authorize the Livermore Amador Valley Transit Authority, in accordance with substantially similar conditions, to conduct a shared autonomous vehicle demonstration 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, as specified. This bill contains other existing laws.	
<a href="#"><b>AB 1445</b></a> <a href="#">Reyes</a>	Amended 3/28/2017	Assembly Jobs, Economic Development and the Economy	<b>Public contracts: small business participation.</b> Would require all state agencies, departments, boards, and commissions to establish and achieve an annual goal of 25% small business participation in state procurements and contracts, to ensure that the state's procurement and contract processes are administered in order to meet or exceed the goal, and to report to the director statistics regarding small business participation in the agency's procurements and contracts.	
<a href="#"><b>AB 1469</b></a> <a href="#">Grayson</a>	Introduced 2/17/2017	Assembly Education	<b>School transportation.</b> Current law authorizes the governing board of a school district to provide for the transportation of pupils to and from school whenever in the judgment of the board the transportation is advisable and good reasons exist to do so. This bill would entitle a pupil who attends a public, noncharter school that receives Title 1 federal funding to free transportation to and from school if certain conditions are met.	
<a href="#"><b>AB 1470</b></a> <a href="#">Wood</a>	Introduced 2/17/2017	Assembly Transportation	<b>State highways: bypasses of a city or business district.</b> Would, with respect to a bypass that is completed on or after January 1, 2014, provide that a city or county shall be eligible to receive funding from an unspecified account for the purposes of revitalizing a city or business district due to the loss of tourism business resulting from the highway relocation.	
<a href="#"><b>AB 1505</b></a> <a href="#">Bloom</a>	Introduced 2/17/2017	Assembly Housing and Community Development	<b>Land use: zoning regulations.</b> Would authorize the legislative body of any city, county, or city and county to adopt ordinances to require, as a condition of development of residential rental units, that the development include a certain percentage of residential rental units affordable to, and occupied by, moderate-income, lower income, very low income, or extremely low income households, as specified, and would declare the intent of the Legislature in adding this provision. The bill would also make nonsubstantive changes.	



<a href="#"><b>AB 1509</b></a> <a href="#">Baker</a>	Amended 4/6/2017	Assembly Local Government	<b>San Francisco Bay Area Rapid Transit District.</b> Would prohibit BART from redirecting any existing funds dedicated for system infrastructure capital improvements or rolling stock to cover operating expenses following the approval of Measure RR. The bill would also require BART in any fiscal year that it makes an expenditure of Measure RR revenues to expend from other sources of revenue an amount not less than the annual average of its expenditures on acquisition, construction, or completion of rapid transit facilities during the 2013–14, 2014–15, and 2015–16 fiscal years. By imposing new duties on a local governmental entity, the bill would create a state-mandated local program.	
<a href="#"><b>AB 1512</b></a> <a href="#">McCarty</a>	Amended 3/28/2017	Assembly Health	<b>Opioid Addiction Prevention and Rehabilitation Act.</b> Current law imposes various fees and taxes, including taxes on the privilege of engaging in certain activities. The Fee Collection Procedures Law, the violation of which is a crime, provides procedures for the collection of certain fees and surcharges. This bill, the Opioid Addiction Prevention and Rehabilitation Act, would impose a tax upon the distribution of opioids by every person including, but not limited to, a manufacturer or wholesaler, that makes the first sale in this state of opioids, where the sale is for the purpose of resale in the regular course of business, at the rate of \$0.01 per milligram of active opioid ingredient.	
<a href="#"><b>AB 1515</b></a> <a href="#">Daly</a>	Introduced 2/17/2017	Assembly Housing and Community Development	<b>Planning and zoning: housing.</b> Would specify that a housing development project or emergency shelter is deemed consistent with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision if there is sufficient evidence that would lead a reasonable person to conclude that the housing development project or emergency shelter is consistent. The bill would make additional findings related to the Housing Accountability Act in this regard.	
<a href="#"><b>AB 1519</b></a> <a href="#">Cervantes</a>	Amended 3/28/2017	Assembly Water, Parks and Wildlife	<b>Adopt-A-Riverway Program.</b> Current law authorizes the Department of Food and Agriculture to accept funds or services from any person for maintenance or enhancement of a section of a state riverway, as defined, for purposes of operating the government-volunteer partnership Adopt-A-Riverway Program. Current law authorizes local authorities to place and maintain highway signs recognizing sponsors of that program that donate a minimum of \$5,000 annually to the Adopt-A-Riverway Fund. This bill would change the minimum annual donation amount to \$4,000.	
<a href="#"><b>AB 1523</b></a> <a href="#">Oberholte</a>	Amended 3/28/2017	Assembly Local Government	<b>Local agencies: contracts: design-build projects.</b> Would modify the design-build procurement authorization for entities responsible for the construction of transit projects to also apply to entities responsible for the construction of transportation projects. The bill, for cities and counties, would include local streets and roads among those projects eligible for the design-build procurement process. The bill, for entities responsible for the construction of transportation projects, would include the construction of local street and road projects among those projects eligible for the design-build procurement process. This bill contains other existing laws.	

<a href="#"><u>AB 1531</u></a> <a href="#"><u>Berman</u></a>	Amended 3/28/2017	Assembly U. & E.	<b>Public agency renewable energy self-generation program.</b> Current law authorizes a local governmental entity, which, except for the individual campuses of the University of California, does not include the state or any of its agencies or departments, to receive a bill credit to a designated benefiting account for electricity exported by the local government to the electrical grid by a specific type of renewable generating facility and requires the Public Utilities Commission to adopt a rate tariff for the benefiting account. This program is known as the local government renewable energy self-generation program. his bill would change the reference to the program to the public agency renewable energy self-generation program and would make state agencies and departments eligible for the program.	
<a href="#"><u>AB 1561</u></a> <a href="#"><u>Quirk-Silva</u></a>	Amended 3/20/2017	Assembly Local Government	<b>Inland Port Infrastructure Financing Act.</b> Current law authorizes 2 or more harbor agencies to establish an authority under the joint powers law, with various powers and duties, for the purpose of establishing an infrastructure fund and financing port or harbor infrastructure, as specified. This bill would authorize 2 or more local agencies to establish an authority under the joint powers law for the purpose of establishing an infrastructure fund and financing inland port infrastructure.	
<a href="#"><u>AB 1568</u></a> <a href="#"><u>Bloom</u></a>	Amended 3/28/2017	Assembly Local Government	<b>Enhanced infrastructure financing districts.</b> Would, enact the Neighborhood Infill Finance and Transit Improvements Act which would authorize an infrastructure finance plan to provide, under specified circumstances, for the receipt and use of any increase of the total receipts of local sales and use tax or transactions and use tax from one year to the next collected by a consenting local agency and attributable to the area of the district under specified circumstances.	
<a href="#"><u>AB 1585</u></a> <a href="#"><u>Bloom</u></a>	Introduced 2/17/2017	Assembly Housing and Community Development	<b>Planning and zoning: affordable housing: single application.</b> Would establish in each city, county, and city and county in the state an affordable housing zoning board and procedures by which a public agency or nonprofit organization proposing to build affordable housing units, as defined, or a developer proposing to build a housing project that meets specified affordability criteria, could submit to that board a single application for a comprehensive conditional use or other discretionary permit.	
<a href="#"><u>AB 1598</u></a> <a href="#"><u>Mullin</u></a>	Amended 4/6/2017	Assembly Local Government	<b>Affordable housing authorities.</b> Would authorize a city, county, or city and county to adopt a resolution creating an affordable housing authority with power limited to providing low- and moderate-income housing funded through a low- and moderate-income housing fund, as specified. The bill would authorize an authority created pursuant to those provisions to have boundaries that are identical to the boundaries of the city, county, or city and county that created the authority. The bill would require the authority to adopt an affordable housing investment plan that includes, among other things, an affordable housing program.	
<a href="#"><u>AB 1613</u></a> <a href="#"><u>Mullin</u></a>	Introduced 2/17/2017	Assembly Local Government	<b>San Mateo County Transit District: retail transactions and use tax.</b> Current law authorizes the board of the San Mateo County Transit District to adopt a retail transactions and use tax ordinance in accordance with specified provisions of law, including a requirement that the combined rate of all such taxes that may be imposed in the county not exceed 2%. This bill would authorize the board to exceed that 2% limit to impose a retail transactions and use tax set at a rate of no more than 0.5%, if approved by the board before January 1, 2021.	
<a href="#"><u>AB 1623</u></a> <a href="#"><u>Acosta</u></a>	Introduced 2/17/2017	Assembly Print	<b>State Air Resources Board.</b> Current law designates the State Air Resources Board as the state agency charged with coordinating efforts to attain and maintain ambient air quality standards, to conduct research into the causes of and solution to air pollution, and to systematically attack the serious problem caused by motor vehicles. This bill would make a technical, nonsubstantive change to that provision.	

<a href="#"><b>AB 1640</b></a> <a href="#">Garcia, Eduardo</a>	Introduced 2/17/2017	Assembly Transportation	<b>Transportation funding: low-income communities.</b> Would require, beginning January 1, 2020, each regional transportation improvement program to allocate a minimum of 25% of available funds to projects or programs that provide direct, meaningful, and assured benefits to low-income individuals who live in certain identified communities or to riders of transit service that connects low-income residents to critical amenities and services. The bill would require the Department of Transportation, in consultation with residents of low-income communities and specified state agencies, to adopt guidelines for this allocation no later than January 1, 2018.	
<a href="#"><b>AB 1652</b></a> <a href="#">Kalra</a>	Amended 3/28/2017	Assembly B.&p.	<b>Cannabis: distribution and transportation: evaluation.</b> The Control, Regulate and Tax Adult Use of Marijuana Act of 2016, added by an initiative statute at the November 8, 2016, statewide general election, authorizes the possession and use of marijuana by persons 21 years of age and over and provides for the licensure and regulation of certain commercial nonmedical marijuana activities. This bill would require the Legislative Analyst's Office to evaluate the existing framework of medicinal cannabis and nonmedical marijuana. The bill would require the Legislative Analyst's Office, in consultation with stakeholders, to report to the Legislature by June 1, 2018, on whether additional changes are necessary to help alleviate the unlawful commercial distribution and transportation of medical cannabis and nonmedical marijuana.	
<a href="#"><b>AB 1670</b></a> <a href="#">Gomez</a>	Amended 3/28/2017	Assembly Housing and Community Development	<b>Income taxes: credits: qualified developer: affordable housing.</b> The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 2017, and before January 1, 2022, in an amount equal to 50% of the amount paid to a qualified developer during the taxable year by a taxpayer for the development of a qualified project, as defined, not to exceed \$250,000. This bill would take effect immediately as a tax levy.	
<a href="#"><b>AB 1679</b></a> <a href="#">Burke</a>	Amended 4/6/2017	Assembly Insurance	<b>Motor vehicle insurance: auto body repair.</b> Current law requires any insurer that conducts an auto body repair labor rate survey to determine and set a specified prevailing auto body repair labor rate in a specific geographic area to report the results of that survey to the Department of Insurance, which is required to make the information available upon request. This bill would delete the above-described provisions regarding an auto body repair labor rate survey and instead would require an insurer that conducts or uses a survey that establishes a prevailing auto body repair labor rate in a specific geographic area to report the results of the survey to the department at least every 24 months and would require the survey results to contain specified information, including, among other things, the name and physical address of each auto body repair shop surveyed, the total number of auto body repair shops surveyed, and a description of the geographic area covered.	
<a href="#"><b>AB 1683</b></a> <a href="#">Burke</a>	Amended 4/3/2017	Assembly Natural Resources	<b>Transformative Climate Communities Program: report.</b> Current law establishes the Transformative Climate Communities Program, administered by the Strategic Growth Council, to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities, as defined. This bill would require the council, no later than January 1, 2019, to submit a specified report on the program to the Governor and specified committees of the Legislature.	

<a href="#">ACA 4</a> <a href="#">Aguiar-Curry</a>	Introduced 2/17/2017	Assembly Print	<b>Local government financing: affordable housing and public infrastructure: voter approval.</b> Local government financing: affordable housing and public infrastructure: voter approval.	
<a href="#">SB 1</a> <a href="#">Beall</a>	Enrolled 4/6/2017	Senate Enrollment	<b>Transportation funding.</b> 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. This bill contains other related provisions and other existing laws.	Support
<a href="#">SB 2</a> <a href="#">Atkins</a>	Amended 3/23/2017	Senate Appropriations Suspense File	<b>Building Homes and Jobs Act.</b> Would enact the Building Homes and Jobs Act. The bill would make legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. The bill would impose a fee, except as provided, of \$75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded, per each single transaction per single parcel of real property, not to exceed \$225.	Support
<a href="#">SB 3</a> <a href="#">Beall</a>	Amended 3/28/2017	Senate Appropriations Suspense File	<b>Affordable Housing Bond Act of 2018.</b> Would enact the Affordable Housing Bond Act of 2018, which, if adopted, would authorize the issuance of bonds in the amount of \$3,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance various existing housing programs, as well as infill infrastructure financing and affordable housing matching grant programs, as provided.	Support
<a href="#">SB 4</a> <a href="#">Mendoza</a>	Introduced 12/5/2016	Senate Gov. & F.	<b>Goods Movement: allocation of federal funds: Goods Movement and Clean Trucks Bond Act.</b> Would, subject to voter approval at the June 5, 2018, statewide primary election, enact the Goods Movement and Clean Trucks Bond Act to authorize \$600,000,000 of state general obligation bonds as follows: \$200,000,000 to the California Transportation Commission for projects and programs eligible for funding from the Trade Corridors Improvement Fund; \$200,000,000 to the State Air Resources Board for projects and programs consistent with the Goods Movement Emission Reduction Program; and \$200,000,000 to the State Air Resources Board for projects and programs to expand the use of zero- and near-zero emission trucks in areas of the state that are designated as severe or extreme nonattainment areas for ozone and particulate matter.	
<a href="#">SB 5</a> <a href="#">De León</a>	Amended 3/28/2017	Senate Appropriations	<b>California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018.</b> Would enact the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, which, if approved by the voters, would authorize the issuance of bonds in an amount of \$3,000,000,000 pursuant to the State General Obligation Bond Law to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program.	

<a href="#">SB 13</a> <a href="#">Gaines</a>	Introduced 12/5/2016	Senate Gov. & F.	<b>Sales and use taxes: exemption: manufacturing and research.</b> Sales and use tax laws partially exempt from those taxes, for a specified period, the gross receipts from the sale of, and the storage, use, or other consumption of, specified tangible personal property purchased for use by a qualified person, as defined, to be used primarily in manufacturing or other processes, and in research and development. Consumables with a useful life of less than one year do not qualify for exemption, and useful life is defined by reference to state income or franchise taxes. This bill, on and after January 1, 2018, would expand the definition of a qualified person to include software publishers, as specified, and otherwise qualified persons that conduct agricultural business activities, as specified, thereby expanding the exemption.	
<a href="#">SB 19</a> <a href="#">Hill</a>	Amended 3/14/2017	Senate Appropriations	<b>Public Utilities Commission: duties and responsibilities: governance.</b> Would prohibit an executive of a public utility from serving as a commissioner within 2 years after leaving the employment of the utility. The bill would require the Public Utilities Commission to maintain an updated Conflict of Interest Code and Statement of Incompatible Activities. The bill would establish an ethics officer within the legal division of the commission. The ethics officer would be appointed by the commission and would be responsible for instituting a program of enhanced ethics training for all commissioners and employees of the commission.	
<a href="#">SB 20</a> <a href="#">Hill</a>	Amended 4/6/2017	Senate Appropriations	<b>Vehicles: buses: seatbelts.</b> Would require a passenger in a bus that is equipped with safety belts to be properly restrained by a safety belt and would require a motor carrier to maintain those safety belts in good working order for the use of the passengers. The bill would exempt a passenger leaving his or her seat to use an onboard bathroom from the seatbelt requirement. The bill would also require a motor carrier operating a bus equipped with safety belts to either: (1) require the bus driver to inform passengers of the requirement to wear a seatbelt or (2) post, or allow to be posted, signs or placards informing passengers of the requirement to wear a seatbelt, as specified.	
<a href="#">SB 21</a> <a href="#">Hill</a>	Amended 3/23/2017	Senate Judiciary	<b>Law enforcement agencies: surveillance: policies.</b> Would, beginning July 1, 2018, except in exigent circumstances, as defined, require each public agency, as defined, to submit to its governing body at a regularly scheduled hearing, open to the public, a proposed plan for the use of each type of surveillance technology and the information collected, as specified. The bill would require that the public agency submit an amendment to the surveillance plan, pursuant to the same open meeting requirements, for each new type of surveillance technology sought to be used.	
<a href="#">SB 35</a> <a href="#">Wiener</a>	Amended 4/4/2017	Senate Gov. & F.	<b>Planning and zoning: affordable housing: streamlined approval process.</b> The Planning and Zoning Law requires a planning agency, after a legislative body has adopted all or part of a general plan, to provide an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development on the status of the general plan and progress in meeting the community's share of regional housing needs. This bill would require the planning agency to include in its annual report specified information regarding units of housing, including rental housing and housing designated for homeownership, that have secured all approvals from the local government and special districts needed to qualify for a building permit.	

<a href="#"><b>SB 41</b></a> <a href="#">Galqiani</a>	Amended 3/23/2017	Senate Environmental Quality	<b>State Air Resources Board: compliance: regulations.</b> The State Air Resources Board has adopted a regulation to significantly reduce emissions particulate matter, oxides of nitrogen, and other criteria air pollutants from existing diesel trucks and buses operating in the state, commonly known as the Truck and Bus Regulation. This bill would require the state board, until January 1, 2023, to deem a person, as defined, to be in compliance with the Truck and Bus Regulation and would prohibit the state board from requiring a person to expend further moneys to achieve compliance with, or from seeking to enforce against that person, that regulation if specified conditions are met.	
<a href="#"><b>SB 79</b></a> <a href="#">Allen</a>	Amended 3/9/2017	Senate Environmental Quality	<b>Sales and use taxes: exemption: used electric vehicles.</b> Would, on and after July 1, 2018, and before January 1, 2025, exempt from sales and use taxes the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle purchased by a qualified buyer, as defined. The bill would require the State Air Resources Board to undertake a cost-benefit analysis of this tax exemption and the greenhouse gas emission reduction from the vehicles traded in and submit a report to the Legislature.	
<a href="#"><b>SB 145</b></a> <a href="#">Hill</a>	Introduced 1/17/2017	Senate Transportation and Housing	<b>Autonomous vehicles: testing on public roads.</b> Current law requires the Department of Motor Vehicles to notify the Legislature if it receives an application from a manufacturer seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. Current law prohibits such an application from becoming effective any sooner than 180 days after that application is submitted. This bill would repeal the requirement that the department notify the Legislature of receipt of an application seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle.	
<a href="#"><b>SB 185</b></a> <a href="#">Hertzberg</a>	Amended 3/20/2017	Senate Public Safety	<b>Crimes: infractions.</b> Existing law requires a court, in any case when a person appears before a traffic referee or judge of the superior court for adjudication of a violation of the Vehicle Code, upon request of the defendant, to consider the defendant's ability to pay, as specified. This bill would require the court, in any case involving an infraction filed with the court, to determine whether the defendant is indigent for purposes of determining what portion of the statutory amount of any associated fine, fee, assessment, or other financial penalties the person can afford to pay.	
<a href="#"><b>SB 195</b></a> <a href="#">Cannella</a>	Introduced 1/30/2017	Senate Rules	<b>Vehicle registration.</b> Current law prohibits a person from driving, moving, or leaving standing upon a highway any motor vehicle, as defined, that has been registered in violation of provisions regulating vehicle emissions. This bill would make technical, nonsubstantive changes to those provisions, and would delete an obsolete provision of law.	
<a href="#"><b>SB 196</b></a> <a href="#">Cannella</a>	Introduced 1/30/2017	Senate Rules	<b>Land use: general plans.</b> The Planning and Zoning Law requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. This bill would make nonsubstantive changes to that law.	
<a href="#"><b>SB 229</b></a> <a href="#">Wieckowski</a>	Amended 3/13/2017	Senate Appropriations	<b>Accessory dwelling units.</b> The Planning and Zoning Law authorizes the legislative body of a city or county to regulate the intensity of land use, and also authorizes a local agency to provide by ordinance for the creation of accessory dwelling units in single-family and multifamily residential zones, as specified. Current law requires the ordinance to designate areas within the jurisdiction of the local agency where these units may be permitted and impose specified standards on these units. This bill would authorize the ordinance to include more permissive maximums of increased floor area and total floor space.	



<a href="#"><b>SB 251</b></a> <a href="#">Cannella</a>	Introduced 2/7/2017	Senate Transportation and Housing	<b>Autonomous vehicles: pilot project.</b> 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, until 180 days after the operative date of the above specified regulations, allow the County of Merced 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 at the Castle Commerce Center.	
<a href="#"><b>SB 262</b></a> <a href="#">Wieckowski</a>	Introduced 2/8/2017	Senate Appropriations	<b>Climate change: climate adaptation: advisory council.</b> Current law requires the Office of Planning and Research to establish an advisory council, comprised of members for a range of disciplines, to support the office's goals to facilitate coordination among state, regional, and local agency efforts to adapt to the impacts of climate change. This bill would specify that the members on the advisory council serve staggered terms of 4 years. The bill would require the members of the advisory council to select a chairperson from their members.	
<a href="#"><b>SB 263</b></a> <a href="#">Leyva</a>	Amended 3/21/2017	Senate Natural Resources and Water	<b>Climate Assistance Centers.</b> Would require the Strategic Growth Council to establish no less than 10 regional climate assistance centers, as specified. The bill would require the climate assistance centers to provide to target user groups technical assistance in applying for moneys, provide to target user groups assistance and training in project management and implementation, and work with local organizations to formulate policy ideas that accomplish specified goals. The bill would authorize the council and climate assistance centers to solicit and accept nonstate money.	
<a href="#"><b>SB 264</b></a> <a href="#">Nguyen</a>	Amended 4/4/2017	Senate Transportation and Housing	<b>High-occupancy toll lanes: Interstate 405 Improvement Project high-occupancy toll lanes.</b> Current law requires certain excess revenue generated by the toll facility to be used in the corridor from which the revenue was generated pursuant to an expenditure plan developed by the sponsoring agency, as provided. This bill would instead require net excess toll revenues, as defined, received from high-occupancy toll lanes on a specified portion of an approximately 16-mile-long project corridor in the County of Orange on Interstate 405 and that traverses the Cities of Costa Mesa, Fountain Valley, Huntington Beach, Westminster, and Seal Beach to be allocated to the Orange County Transportation Authority and certain project corridor jurisdictions according to a specified schedule.	
<a href="#"><b>SB 277</b></a> <a href="#">Bradford</a>	Amended 3/22/2017	Senate Transportation and Housing	<b>Land use: zoning regulations.</b> Would authorize the legislative body of any city or county to adopt ordinances to require, as a condition of development of residential rental units, that the development include a certain percentage of residential rental units affordable to, and occupied by, moderate-income, lower income, very low income, or extremely low income households, as specified. The bill would also make a nonsubstantive change and legislative findings and declarations.	
<a href="#"><b>SB 279</b></a> <a href="#">Fuller</a>	Introduced 2/9/2017	Senate Rules	<b>Local government: land use: general plans.</b> Current law requires each planning agency to prepare, and the legislative body of each county and city to adopt, a comprehensive, long-term general plan for the physical development of the county or city, as specified. This bill would make nonsubstantive changes to those provisions.	

<a href="#">SB 369</a> <a href="#">Hertzberg</a>	Introduced 2/14/2017	Senate Transportation and Housing	<b>Autonomous vehicles.</b> Current law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met. Current law defines an "autonomous vehicle: for this purpose as any vehicle equipped with autonomous technology that has been integrated into that vehicle. This bill would specify that a vehicle equipped with a collision avoidance system, as specified, that is not capable of driving the vehicle without a human driver remaining fully engaged in the driving task is not an autonomous vehicle.	
<a href="#">SB 389</a> <a href="#">Roth</a>	Amended 3/21/2017	Senate Transportation and Housing	<b>Department of Transportation: programmatic testing and inspection services.</b> Would authorize the Department of Transportation to establish a special subaccount of the State Highway Account to accommodate deposits and expenditures of moneys relative to routine programmatic testing and inspection services requested by a local agency or other entity that are not directly related to a particular project, including, but not limited to, aggregate qualifications, mix verifications, plant inspections, and laboratory certifications.	
<a href="#">SB 400</a> <a href="#">Portantino</a>	Amended 3/20/2017	Senate Transportation and Housing	<b>Highways: victim memorial signs.</b> Current law requires the Department of Transportation to design, construct, place, and maintain, or cause to be designed, constructed, placed, and maintained, "Please Don't Drink and Drive" signs on state highways in memory of accident victims killed in accidents involving another party who was convicted of drunk driving or various other alcohol-related offenses, as specified, if the sign is requested, or consented to, by an immediate family member of the accident victim, and the requester pays a fee to cover the department's costs, as specified. This bill would expand these provisions to also include "Please Drive Safely" signs in memory of victims killed in vehicular accidents unrelated to drugs or alcohol.	
<a href="#">SB 406</a> <a href="#">Leyva</a>	Amended 3/23/2017	Senate Transportation and Housing	<b>Vehicles: high-occupancy vehicle lanes: exceptions.</b> Current state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of HOVs, which lanes may also be used by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles (DMV). A violation of provisions relating to HOV lane use by vehicles, including operating or owning a vehicle displaying a decal, label, or other identifier that was not issued to that vehicle, is a crime. This bill would similarly authorize a blood transport vehicle that is transporting blood between collection points and hospitals or storage centers to use HOV lanes.	
<a href="#">SB 414</a> <a href="#">Vidak</a>	Introduced 2/15/2017	Senate Transportation and Housing	<b>Transportation bonds: highway, street, and road projects.</b> Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.	



<a href="#"><b>SB 415</b></a> <a href="#">Vidak</a>	Introduced 2/15/2017	Senate Transportation and Housing	<b>High-speed rail: rights-of-way.</b> Would require the High-Speed Rail Authority to make a good faith effort to sell or exchange real property or an interest in real property acquired by the state for high-speed rail purposes on or after January 1, 2018, within 3 years from the date of acquisition if the authority has not begun construction on the property or interest in the property within that 3-year period. For real property or an interest in real property acquired before January 1, 2018, the bill would require the authority to dispose of the property on or before January 1, 2021, or, for property subject to a lease as of January 1, 2018, within 3 years of the expiration of the lease, if the authority has not begun construction during those 3-year periods.	
<a href="#"><b>SB 418</b></a> <a href="#">Hernandez</a>	Introduced 2/15/2017	Senate Third Reading	<b>Public works: public subsidies.</b> Would provide that a public subsidy is de minimis if it is both less than \$275,000, and less than 2% of the total project cost. The bill would specify that those provisions do not apply to a project that was advertised for bid, or a contract that was awarded, before July 1, 2018.	
<a href="#"><b>SB 431</b></a> <a href="#">Bates</a>	Amended 3/20/2017	Senate Rules	<b>Planning and zoning: building codes: accessory dwelling units.</b> Would, if a local agency makes its provisions applicable by ordinance or resolution, authorize a local building inspector for 5 years following adoption of the ordinance or resolution to waive some or all requirements, with specified exceptions for certain health and safety requirements, of an applicable building code with respect to an accessory dwelling unit constructed prior to January 1, 2008, for the purpose of issuing a building permit for that accessory dwelling unit. The bill would specify that an accessory dwelling unit issued a permit pursuant to these provisions would not count toward the local agency's allocation of the regional housing need.	
<a href="#"><b>SB 445</b></a> <a href="#">Gaines</a>	Introduced 2/15/2017	Senate Rules	<b>California Environmental Quality Act: infill development.</b> The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect, unless the project is exempt from the act. CEQA exempts a residential project located on an infill site within an urbanized area that meets specified criteria from its requirements. This bill would make nonsubstantive changes to this exemption.	
<a href="#"><b>SB 446</b></a> <a href="#">Gaines</a>	Introduced 2/15/2017	Senate Rules	<b>Housing element.</b> The Planning and Zoning Law requires each city, county, or city and county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. That law requires the housing element to identify the current and projected housing needs of all economic segments of the community. This bill would make a nonsubstantive change to that law.	

<a href="#"><b>SB 469</b></a> <a href="#">Skinner</a>	Amended 3/20/2017	Senate Judiciary	<b>Child support guidelines: low-income adjustments.</b> Current law establishes a rebuttable presumption that an obligor with a net disposable income, as defined, of a specified amount per month is entitled to a low-income adjustment to his or her child support obligation. Until January 1, 2018, the net disposable income threshold is \$1,500 per month, and is requested to be adjusted annually for cost-of-living increases. Current law requires the Judicial Council to determine the adjustment amount based on the change in the annual California Consumer Price Index, as specified. Effective January 1, 2018, the net disposable income threshold is \$1,000 per month and is not requested to be annually adjusted for cost-of-living increases. This bill would delete the January 1, 2018, date of repeal for the version of existing that is currently operative, thereby maintaining indefinitely the net disposable income threshold at \$1,500 per month, adjusted annually for cost-of-living increases, and would repeal the successor version of that law that becomes operative on January 1, 2018.	
<a href="#"><b>SB 530</b></a> <a href="#">Vidak</a>	Introduced 2/16/2017	Senate Transportation and Housing	<b>Employee housing: agricultural employees.</b> Would require that certain agricultural worker housing be deemed an agricultural land use for purposes of the general plan of a local agency and, except as provided, would prohibit the local agency from requiring a conditional use permit or other discretionary permit, zoning variance, or other zoning clearance for that housing that is not required for any other agricultural use within the same zone. The bill would define "local agency" for these purposes as a city, county, or city and county, including a charter city, charter county, or charter city and county.	
<a href="#"><b>SB 540</b></a> <a href="#">Roth</a>	Amended 3/29/2017	Senate Gov. & F.	<b>Workforce Housing Opportunity Zone.</b> Would authorize a local government, as defined, to establish a Workforce Housing Opportunity Zone by preparing an EIR pursuant to CEQA and adopting a specific plan that is required to include text and a diagram or diagrams containing specified information. The bill would require a local government that proposes to adopt a Workforce Housing Opportunity Zone to hold public hearings on the specific plan. The bill would authorize a local government, after a specific plan is adopted and the zone is formed, to impose a specific plan fee upon all persons seeking governmental approvals within the zone.	
<a href="#"><b>SB 578</b></a> <a href="#">Glazer</a>	Introduced 2/17/2017	Senate Transportation and Housing	<b>Highways: Safety Enhancement-Double Fine Zone.</b> Current law requires the Department of Transportation to designate a state highway segment as a Safety Enhancement-Double Fine Zone if specified conditions are met, including that the governing board of the city or county in which the segment is located has by resolution indicated that it supports the designation. This bill would, notwithstanding these requirements and until January 1, 2021, designate the segment of county highway known as Vasco Road, between the State Highway Route 580 junction in Alameda County and the Marsh Creek Road intersection in Contra Costa County, as a Safety Enhancement-Double Fine Zone upon the approval of the boards of supervisors of Alameda County and Contra Costa County.	
<a href="#"><b>SB 591</b></a> <a href="#">Berryhill</a>	Introduced 2/17/2017	Senate Rules	<b>Motor vehicle fuel tax.</b> The Motor Vehicle Fuel Tax Law imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. This bill would make a nonsubstantive change to this provision.	

<a href="#">SB 594</a> <a href="#">Beall</a>	Amended 4/5/2017	Senate Transportation and Housing	<b>Department of Transportation: contracts.</b> Current federal law implements the Disadvantaged Business Enterprise Program to foster equal opportunity to firms owned by disadvantaged individuals on United States Department of Transportation-assisted contracts. This bill would require the Department of Transportation, to the extent permitted under state and federal law, to establish and meet specified goals relating to the participation rates by small businesses and disadvantaged business enterprises in both federally funded projects and state-funded projects, and to the participation rate by disabled veteran business enterprises in state-funded projects.	
<a href="#">SB 595</a> <a href="#">Beall</a>	Amended 4/5/2017	Senate Transportation and Housing	<b>Department of Transportation: report on redundant positions.</b> Current law specifies the powers and duties of the Department of Transportation, and provides that the department has full possession and control of all state highways and all property and rights on property acquired for state highway purposes. This bill would require the department to, no later than January 1, 2019, identify at least 500 redundant positions at the department and would require the department to put any savings from eliminating those positions into state-owned roadway maintenance and upkeep.	
<a href="#">SB 603</a> <a href="#">Glazer</a>	Introduced 2/17/2017	Senate Public Employment and Retirement	<b>San Francisco Bay Area Rapid Transit District: work stoppages.</b> Current law establishes provisions regulating the collective bargaining of BART employees and its board of directors. This bill would prohibit BART from entering into an agreement that would limit its ability to prepare for a work stoppage or operate during a work stoppage. By imposing new duties on a local governmental entity, the bill would create a state-mandated local program.	
<a href="#">SB 604</a> <a href="#">Glazer</a>	Introduced 2/17/2017	Senate Public Employment and Retirement	<b>San Francisco Bay Area Rapid Transit District: strikes: prohibition.</b> Would prohibit employees of the San Francisco Bay Area Rapid Transit District from engaging in a strike or work stoppage if the transit district board maintains all provisions of an expired contract and an employee or employee organization has agreed to a provision prohibiting strikes in the expired or previous written labor contract. The bill would provide that an employee whom the transit district employer finds willfully engaged in a strike or work stoppage in violation of these provisions is subject to dismissal if that finding is sustained upon conclusion of the appropriate proceedings necessary for the imposition of a disciplinary action.	
<a href="#">SB 614</a> <a href="#">Hertzberg</a>	Amended 4/5/2017	Senate Transportation and Housing	<b>Public transportation agencies: administrative penalties.</b> Current law makes it a crime, punishable as an infraction or misdemeanor, as applicable, for a person to commit certain acts on or in a facility or vehicle of a public transportation system. Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for and other passenger misconduct on or in a transit facility vehicle in lieu of the criminal penalties otherwise applicable. Current law requires these administrative penalties to be deposited in the general fund of the county in which the citation is administered. This bill would instead require the administrative penalties to be deposited with the public transportation agency that issued the citation.	

<a href="#">SB 622</a> <a href="#">Wiener</a>	Introduced 2/17/2017	Senate Transportation and Housing	<b>Local Agency Public Construction Act: Golden Gate Bridge, Highway and Transportation District.</b> The Local Agency Public Construction Act requires a bridge and highway district to advertise for contracts for all vessel repair, maintenance, and alteration work whenever the estimated expenditure exceeds \$20,000 and for all other construction, repair, maintenance, and alteration work and for all insurance purchased by the district if the estimated expenditure exceeds \$5,000. The act would require a bridge and highway district to comply with specified emergency contracting procedures if the notice for bids to let a contract will not be given. This bill would repeal those requirements and authorization and, instead, require a bridge and highway district to publicize contracts for the construction of facilities and public works whenever the estimated expenditure exceeds \$100,000.	
<a href="#">SB 638</a> <a href="#">Leyva</a>	Introduced 2/17/2017	Senate Transportation and Housing	<b>Heavy-duty motor vehicles.</b> Current law requires the State Air Resources Board, in consultation with the Bureau of Automotive Repair and a specified review committee, to adopt regulations requiring owners or operators of heavy-duty diesel motor vehicles to perform regular inspections of their vehicles for excessive emissions of smoke. Current law requires the state board, in consultation with the State Energy Resources Conservation and Development Commission, to adopt regulations requiring heavy-duty diesel motor vehicles to use emission control equipment and alternative fuels. This bill would delete the references and requirements pertaining to excessive emissions of smoke by heavy-duty diesel vehicles.	
<a href="#">SB 680</a> <a href="#">Wieckowski</a>	Introduced 2/17/2017	Senate Transportation and Housing	<b>San Francisco Bay Area Rapid Transit District</b> Current law authorizes the San Francisco Bay Area Rapid Transit District to take by gift, or take or convey by grant, purchase, devise, or lease, and hold and enjoy, real and personal property of every kind within and without the district necessary for, incidental to, or convenient for, transit-oriented joint development projects, as commercial, residential, or mixed-use developments that are undertaken in connection with existing, planned, or proposed transit facilities and are located 1/4 mile or less from the external boundaries of that facility. This bill would extend the maximum distance in that definition to 1/2 mile.	
<a href="#">SB 711</a> <a href="#">Hill</a>	Amended 4/6/2017	Senate Gov. & F.	<b>Electrical corporations and gas corporations: rates and charges.</b> Current law requires the Public Utilities Commission to designate a baseline quantity of electricity and gas necessary for a significant portion of the reasonable energy needs of the average residential customer and to establish a higher energy allowance above the baseline for residential customers dependent on life-support equipment. This bill would revise the definition of "baseline quantity" to provide that, for residential gas customers and for all-electric residential customers, the baseline quantity is required to be established at from 60% to 70% of average residential consumption during each month of the winter heating season.	
<a href="#">SB 732</a> <a href="#">Stern</a>	Amended 3/29/2017	Senate Transportation and Housing	<b>General plan: open-space element: agricultural land.</b> Would, upon the next revision of the housing element on or after January 1, 2018, authorize a city and county to develop an agricultural land component of the open-space element. The bill would require a city or county to comply with specified requirements when preparing that component, including identifying and mapping, where applicable, using specified data, agricultural lands that are within the city's or county's jurisdiction; establishing a comprehensive set of goals, policies, and objectives to support the long-term protection of agricultural land; and identifying and establishing a set of feasible implementation measures designed to promote those goals, policies, and objectives.	

<a href="#"><b>SB 745</b></a> <a href="#">Stern</a>	Introduced 2/17/2017	Senate Rules	<b>California Global Warming Solutions Act of 2006.</b> The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to consult with other states, the federal government, and other nations to identify the most effective strategies and methods to reduce greenhouse gases, manage greenhouse gas control programs, and facilitate the development of integrated and cost-effective regional, national, and international greenhouse gas reduction programs. This bill would make technical, nonsubstantive changes to these provisions.	
<a href="#"><b>SB 760</b></a> <a href="#">Wiener</a>	Introduced 2/17/2017	Senate Transportation and Housing	<b>Transportation funding: active transportation: complete streets.</b> Would establish a Division of Active Transportation within the Department of Transportation and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters to guide progress toward meeting the department's active transportation program goals and objectives. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities.	
<a href="#"><b>SB 768</b></a> <a href="#">Allen</a>	Amended 3/27/2017	Senate Transportation and Housing	<b>Transportation projects: comprehensive development lease agreements.</b> Current law authorizes the Department of Transportation and regional transportation agencies 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. Current law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely.	
<a href="#"><b>SB 775</b></a> <a href="#">Wieckowski</a>	Introduced 2/17/2017	Senate Environmental Quality	<b>California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction.</b> The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act requires the state board to consult with other states, the federal government, and other nations to identify the most effective strategies and methods to reduce greenhouse gases, manage greenhouse gas control programs, and facilitate the development of integrated and cost-effective regional, national, and international greenhouse gas reduction programs. This bill would require the state board also to consult with local agencies for these purposes.	
<a href="#"><b>SB 802</b></a> <a href="#">Skinner</a>	Amended 3/23/2017	Senate Transportation and Housing	<b>Autonomous vehicles: registration.</b> Current law establishes regulations for the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if the manufacturer meets prescribed requirements. This bill would make a level 4 or level 5 autonomous vehicle eligible for initial registration, or renewal or transfer of registration, by the department only if the vehicle is a zero-emission vehicle, as defined, that is programmed to optimize fuel efficiency, in order to meet California's goals for zero-emission vehicle deployment and transportation electrification and to improve the stability and reliability of the state's electricity grid.	
<a href="#"><b>SCA 2</b></a> <a href="#">Newman</a>	Amended 3/30/2017	Senate Third Reading	<b>Motor vehicle fees and taxes: restriction on expenditures: appropriations limit.</b> Would add Article XIXD to the California Constitution to require revenues derived from vehicle fees imposed under a specified chapter of the Vehicle License Fee Law to be used solely for transportation purposes. The measure would prohibit these revenues from being used for the payment of principal and interest on state transportation general obligation bonds that were authorized by the voters on or before November 8, 2016.	

<a href="#">SCA 6</a>  <a href="#">Wiener</a>	Amended 3/29/2017	Senate Transportation and Housing	<p><b>Local transportation measures: special taxes: voter approval.</b> Would require that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation purposes, as specified, be submitted to the electorate and approved by 55% of the voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. The California Constitution provides that a proposed amendment of the constitution, upon submission to, and approval by, the voters takes effect the day after the election unless the measure provides otherwise. This measure would provide that the amendments of the constitution in this measure shall take effect on the date of the election.</p>	
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## Federal Bills

Bill Number (Author)	Topic	Current Version	Status	Summary	MTC Position
<b>United States House of Representatives</b>					
<a href="#">H.R. 83 (Barletta)</a>	Mobilizing Against Sanctuary Cities Act	1/23/17	House Oversight & Government Reform and House Judiciary Committees	Prohibits federal funding to any state or local government that violates section 642 of the Illegal Immigration Reform and Immigrant Responsibility Act of 1996. Provides that the Attorney General shall determine annually which state or local jurisdictions are not in compliance.	
<a href="#">H.R. 100 (Brownley)</a>	Support Local Transportation Act	1/4/17	House Transportation & Infrastructure Committee	Increases share of STBG Program that is suballocated on the basis of population from 55% to 65% by fiscal year 2020.	
<a href="#">H.R. 127 (Green)</a>	Transit for Veterans	1/4/17	House Transportation & Infrastructure Committee	Amends 5307 to mandate operators discount peak fares for veterans.	
<a href="#">H.R. 202 (Velazquez)</a>	Landlord Accountability Act	1/3/17	House Financial Services, Judiciary and House Ways & Means Committees	Amends the Fair Housing Act to prohibit discrimination based on use of Section 8 vouchers.	
<a href="#">H.R. 233 (Young)</a>	Safe Freight Act of 2017	1/4/17	House Transportation & Infrastructure Committee	Requires all freight trains or light engines used in connection with freight to have a minimum crew size of two, one of whom is a certified engineer and the other of whom is a certified conductor.	
<a href="#">H.R. 268 (Lewis)</a>	Neighborhood Noise Barriers Act of 2017	1/5/17	House Transportation & Infrastructure Committee	Makes construction of certain noise barriers an eligible expenditure under the STBG program	
<a href="#">H.R. 336 (Meadows)</a>	Transit Benefits Modernization Act	1/5/17	House Oversight & Government Reform and Ways & Means Committees	Authorizes transit benefits to be used for federal employees who use transportation network companies within the National Capitol Region.	
<a href="#">H.R. 400 (Black)</a>	Stop Dangerous Sanctuary Cities Act	1/11/17	House Judiciary, Subcommittee on Immigration & Border Security; Transportation & Infrastructure and Finance Committees	Prohibits sanctuary jurisdictions from receiving grants under the Economic Development Assistance and Community Development Block Grant (CDBG) programs.	



<a href="#">H.R. 482 (Gozar)</a>	Fair Housing	1/12/17	House Financial Services Committee	Prohibits the Department of Housing and Urban Development from implementing the 2015 Affirmatively Furthering Fair Housing rule.	
<a href="#">H.R. 537 (DeLauro)</a>	National Infrastructure Development Bank Act of 2017	1/17/17	House Energy & Commerce, Transportation & Infrastructure, Financial Services and Ways and Means Committees	Establishes the National Infrastructure Development Bank as a wholly owned government corporation, sets project eligibility criteria parameters to include consideration of economic, environmental, social and job creation benefits; and establishes a National Infrastructure Development Bank Trust Fund funded with the newly-authorized American Infrastructure Bond program.	
<a href="#">H.R. 701 (Wilson)</a>	Cybersecurity Standards for Connected Vehicles	1/31/17	House Energy & Commerce Committee	Directs the National Highway Traffic Safety Administration to determine the appropriate cybersecurity standards for motor vehicles. (Text not yet available.)	
<a href="#">HR 765 (Velazquez)</a>	Increase Transportation Alternatives Investment Act of 2017	2/1/17	House Transportation & Infrastructure Committee	Authorizes programs and activities to support transportation options in areas that are undergoing extensive repair or reconstruction of transportation infrastructure, and for other purposes.	
<a href="#">HR 824 (Smith)</a>	No Transportation Funds for Sanctuary Cities	2/3/17	House Transportation & Infrastructure Committee	Prohibits federal highway funding and TIGER grant awards for projects located in a "sanctuary jurisdiction." Defines "sanctuary jurisdiction" broadly as any state or political subdivision of a state that has in effect a statute, ordinance, policy or practice that restricts a government official from sharing information about an individual's immigration status with the Department of Homeland Security or fails to comply with a federal detainer request.	Oppose
<a href="#">H.R. 891 (Meadows)</a>	Federal Transit Modernization Act of 2017	2/7/17	House Transportation & Infrastructure Committee	Repeals requirements that condition certain financial assistance for public transportation projects upon employee protective arrangements approved by the Secretary of Labor. The intent is to support private partnerships with public transit agencies.	
<a href="#">H.R. 904 (Lipinski)</a>	Buy American Improvement Act of 2017	2/24/17	House Oversight & Government Reform; Financial Services; Transportation & Infrastructure; Energy	Amends the Buy American Act, standardizes requirements and waiver notices, and expand Buy America provisions for existing grant programs, including transportation grant programs.	

			& Commerce; Agriculture; Natural Resources and Homeland Security Committees		
<a href="#">H.R. 932 (Ellison)</a>	MOVE Act	2/8/17	House Transportation & Infrastructure Committee	Directs the Department of Transportation (DOT) to issue regulations necessary to establish performance measures relating to multimodal transportation connectivity and accessibility for states and metropolitan planning organizations to use to assess the connectivity and accessibility of roadways, public transit infrastructure, pedestrian and bikeway infrastructure, and other transportation infrastructure.	
<a href="#">H.R. 948 (Ellison)</a>	Common Sense Housing Investment Act of 2017	2/7/17	House Ways & Means and House Financial Services Committees	Amends the Internal Revenue Code, with respect to the tax deduction for mortgage interest, to: (1) allow, in lieu of such deduction, a tax credit for 15% of mortgage interest paid in a taxable year for the taxpayer's principal residence and one other residence; (2) provide for a phase-out of the tax deduction for mortgage interest between 2017 and 2021; (3) allow a deduction for interest and taxes relating to land for dwelling purposes owned or leased by cooperative housing corporations; and (4) increase the state housing credit ceiling for the low-income housing tax credit. Directs savings from the enactment of the bill to the Housing Trust Fund, rental assistance programs, and the Public Housing Capital Fund.	
<a href="#">H.R. 988 (Ellison)</a>	Urban Freight Study	2/10/17	House Transportation & Infrastructure Committee	Directs the Transportation Research Board to conduct a study on the impact of diverting certain freight rail traffic to avoid urban areas.	

<a href="#">H.R. 1028 (Sires)</a>	Commute Less Act of 2017	2/14/17	House Transportation & Infrastructure Committee	Requires each MPO serving a transportation management area to establish an employer advisory council, which shall develop and maintain a commuter trip reduction plan. In addition, requires projects sponsors to develop congestion mitigation plans for certain federally-funded transportation projects and requires the U.S. Secretary of Transportation to develop and implement a plan to promote employer-based commuter programs.	
<a href="#">H.R. 1076 (Clarke)</a>	Nullifies the President's January 25, 2017 Sanctuary Cities Executive Order	2/15/17	House Judiciary and Oversight & Government Reform Committees	Provides that section 9 of Executive Order 13768, relating to sanctuary jurisdictions, shall have no force or effect, to prohibit the use of funds for certain purposes, and for other purposes.	
<a href="#">H.R. 1346 (Lipinski)</a>	MPO coordination rule repeal legislation	4/6/17	House Floor Consideration	Repeals the rule issued by the Federal Highway Administration and Federal Transit Administration entitled "Metropolitan Planning Organization Coordination and Planning Area Reform."	Support
<a href="#">H.R. 1458 (Blumenauer)</a>	RAISE IT Act	3/9/17	House Ways & Means Committee	Increases the federal excise tax on gasoline and diesel fuel to 33.3 cents and 39.3 cents, respectively.	
<a href="#">H.R. 1661 (Tiberi)</a>	Affordable Housing Credit Improvement Act	3/21/17	House Ways & Means Committee	Amends the Internal Revenue Code of 1986 to reform the low-income housing tax credit.	
<a href="#">H.R. 1664 (DeFazio)</a>	Investing in America: A Penny for Progress Act	3/23/17	House Transportation & Infrastructure and Ways & Means Committees	Amends the Internal Revenue Code of 1986 to index the gas and diesel tax and rebuild our roads, bridges, and transit systems. Authorizes the Secretary of the Treasury to issue "Invest in America" bonds and distributes the resulting revenue through the Highway and Transit Trust Funds to highway and transit programs authorized in the Fixing America's Surface Transportation Act. Sets aside revenues to proportionately increase funding to the Capital Investment Grants program.	

<a href="#">H.R. 1669 (Delaney)</a>	Partnership to Build America Act of 2017	3/23/17	House Transportation & Infrastructure and Ways & Means Committees	Establishes the American Infrastructure Fund, to provide bond guarantees and make loans to States, local governments, and infrastructure providers for investments in certain infrastructure projects, and to provide equity investments in such projects, and for other purposes.	
<a href="#">H.R. 1670 (Delaney)</a>	Infrastructure 2.0 Act	3/23/17	House Transportation & Infrastructure; Ways & Means; and Rules Committees	Incentivizes corporations to repatriate accumulated offshore earnings and invest in domestic infrastructure.	
<a href="#">H.R. 1780 (Crist)</a>	Senior Accessible Housing Act	3/29/17	House Ways & Means Committee	Creates a nonrefundable personal tax credit for senior citizens who modify their residences to enhance their ability to remain living safely, independently, and comfortably in the residences.	

Bill Number (Author)	Topic	Current Version	Status	Summary	MTC Position
<b>United States Senate</b>					
<a href="#">S. 87 (Toomey)</a>	Sanctuary Cities	1/10/17	Senate Judiciary Committee	Prohibits sanctuary jurisdictions, as defined by the legislation, from receiving certain federal funds, including Community Development Block Grants.	
<a href="#">S. 88 (Fischer)</a>	Developing Innovation and Growth in the Internet of Things (DIGIT) Act	1/24/17	Senate Floor	Requires the creation of a federal working group consisting of federal stakeholders for the purpose of providing recommendations and a report to Congress related to various aspects of the Internet of Things, including connected vehicles and spectrum.	

<a href="#">S. 103 (Lee)</a>	Local Zoning Decisions Protection Act of 2017 (fair housing)	1/11/17	Senate Banking, Housing & Urban Affairs Committee	Prohibits the Department of Housing and Urban Development from implementing the 2015 Affirmatively Furthering Fair Housing rule.	
<a href="#">S. 181 (Brown)</a>	To ensure that certain Federal public works and infrastructure projects use materials produced in the United States, and for other purposes.	1/20/17	Senate Homeland Security & Governmental Affairs Committee	Expand "Buy American" provisions to ensure federal public works and infrastructure projects use manufactured products and commodity construction materials produced in the United States.	
<a href="#">S. 195 (Flake)</a>	Transportation Investment Recalibration to Equality (TIRE) Act	1/24/17	Senate Environment & Public Works Committee	Repeals 23 U.S.C. 113, which establishes prevailing wage requirements for certain federal highway projects.	
<a href="#">S. 271 (Fischer)</a>	Highway Project Funding	2/1/17	Senate Homeland Security & Governmental Affairs Committee	Beginning in 2020, redirect \$21.4 billion each year of U.S. Customs and Border Protection revenues to the Highway Trust Fund for expenditures on highway projects.	
<a href="#">S. 434 (Franken)</a>	Expanding Low Income Tax Credit Eligibility	2/16/17	Senate Finance Committee	Expands the federal Low Income Housing Tax Credit program eligibility to include housing for homeless youth and veterans who are full-time students.	
<a href="#">S. 453 (Flake)</a>	Agency PAYGO for Greenhouse Gases Act	2/27/17	Senate Environment & Public Works Committee	Requires the Environmental Protection Agency (EPA) to include an offset in any proposed rule that limits greenhouse gas emissions and imposes increased costs on other agencies. The offset must be from funds available to the EPA and be for all projected increased costs imposed on other agencies	

<a href="#">S. 496 (Duckworth)</a>	MPO coordination rule repeal legislation	3/10/17	House Transportation & Infrastructure Committee	Repeals the rule issued by the Federal Highway Administration and Federal Transit Administration entitled "Metropolitan Planning Organization Coordination and Planning Area Reform."	Support
<a href="#">S. 548 (Cantwell)</a>	Affordable Housing Credit Improvement Act of 2017	3/7/17	Senate Finance Committee	Increases and expands the federal low-income housing tax credit programs.	
<a href="#">S. 604 (Hatch)</a>	Highway Rights-of-Way Permitting Efficiency Act of 2017	3/9/17	Senate Environment & Public Works Committee	Enhances State permitting authority along highway rights-of-way to encourage expansion of broadband service to rural communities, and for other purposes	
<a href="#">S. 805 (Sanders)</a>	Increased infrastructure investment funded through repatriation	4/3/17	Senate Finance Committee	Imposes a tax on certain trading transactions to invest in infrastructure (text has not yet been released).	

## California State Legislative Calendar 2017

<b>January</b> 1 Statutes take effect. 4 Legislature reconvenes. 10 Budget Bill must be submitted by Governor. 16 Martin Luther King, Jr. Day observed. 20 Last day to submit bill requests to the Office of Legislative Counsel.	<b>June</b> 1 – 2 Floor session only. No committees, other than Conference or Rules Committees, may meet for any purpose. 2 Last day for bills to be passed out of house of origin. 5 Committee meetings may resume. 15 Budget Bill must be passed by midnight.
<b>February</b> 17 Last day for bills to be introduced. 20 Presidents' day observed.	<b>July</b> 4 Independence Day observed. 14 Last day for policy committees to hear and report fiscal bills for referral to fiscal committees. 21 Last day for policy committees to hear and report bills. Summer Recess begins upon adjournment of session, provided Budget Bill has been passed
<b>March</b> 31 Cesar Chavez Day observed.	<b>August</b> 21 Legislature reconvenes from Summer Recess.
<b>April</b> 6 Spring recess begins upon adjournment of the day's session. 17 Legislature reconvenes from Spring recess. 28 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house.	<b>September</b> 1 Last day for fiscal committees to meet and report bills to the floor. 4 Labor Day observed. 8 Last day to amend bills on the floor. 5-15 Floor session only. No committees, other than Conference or Rules Committees, may meet for any purpose. 15 Last day for each house to pass bills. Interim Recess begins on adjournment.
<b>May</b> 12 Last day for policy committees to hear and report to floor nonfiscal bills introduced in their house. 19 Last day for policy committees meet prior to June 5. 26 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 5. 29 Memorial Day observed. 30 – Floor session only. No committees, other than Conference June 2 or Rules Committees, may meet for any purpose	<b>October</b> 15 Last day for Governor to sign or veto bills passed by the Legislature on or before September 15 and in the Governor's possession after September 15. <b>November</b> 7 General Election. <b>December</b> <b>January 2018</b> 1 Statutes take effect 3 Legislature reconvenes.

Source: Senate & Assembly websites.

\*Dates are subject to change.



# 115th United States Congress, First Session Calendar\*

<b>January</b> 1 New Year's Day observed. 3 House and Senate reconvene. 14-19 House district work period 16 Martin Luther King, Jr. Day observed. 26-27 House district work period	<b>July</b> 4 Independence Day observed. 3 – 7 House/Senate work period 10 House district work period July 31 – September 4 House/Senate work period
<b>February</b> 6 Deadline for President's budget submission. 9-10 House district work period 20 President's Day observed. 20 – 24 House/Senate work periods	<b>August</b> 1-31 House/Senate work period
<b>March</b> 3 - 6 House district work period 13 House district work period 16-17 Senate state work period 24 House district work period 31 House district work period	<b>September</b> 1 – 4 House/Senate work period 4 Labor Day observed. 15 – 22 House district work period 21 – 22 Senate state work period 29 House district work period
<b>April</b> 7-24 House district work period 10 – 21 Senate state work period 15 Congressional concurrent resolution budget deadline.	<b>October</b> 6 – 8 House district work period 9 Columbus Day observed. 9 – 13 Senate state work period 16 - 20 House district work period 27 – 30 House district work period
<b>May</b> 5-15 House district work period 29 Memorial Day observed. 26 – June 5 House district work period 29 – June 2 Senate state work period	<b>November</b> 10 Veterans' Day observed. 17 – 27 House district work period 20 – 24 Senate district work period 23 Thanksgiving Day observed.
<b>June</b> 1 – 2 House/Senate work period 5 House district work period 15 Deadline for Congressional action on budget reconciliation. 19 House district work period	<b>December</b> 15 Target for House/Senate adjournment.

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 #:** 17-2456      **Version:** 1      **Name:**  
**Type:** Senate Bill      **Status:** Commission Approval  
**File created:** 3/31/2017      **In control:** Legislation Committee  
**On agenda:** 4/14/2017      **Final action:**

**Title:** SB 1 (Beall and Frazier): Transportation Funding Package Update

Overview of SB 1 (Beall and Frazier), the statewide transportation funding package.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3a\\_SB 1-Beall and Frazier .pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

SB 1 (Beall and Frazier): Transportation Funding Package Update

Overview of SB 1 (Beall and Frazier), the statewide transportation funding package.

**Presenter:**

Rebecca Long

**Recommended Action:**

Information

**Attachments**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 3a**

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## *Memorandum*

TO: Legislation Committee

DATE: April 7, 2017

FR: Deputy Executive Director, Operations

W. I. 1131

RE: SB 1 (Beall and Frazier): Transportation Funding Package Update

For the first time since 1983, when the Legislature voted to increase the fuel user fee from seven cents to nine cents, the Legislature has approved a major state transportation funding package with ongoing revenue backed by new transportation-related taxes and fees. Senate Bill 1 (Beall and Frazier), formally known as the Road Repair and Accountability Act of 2017, is expected to generate \$52.4 billion for transportation investments over the next decade, with the funding sources continuing in perpetuity and indexed to keep pace with inflation. This memo describes the new programs and funding sources established by the legislation and provides an estimate of how much funding individual Bay Area cities, counties and public transit agencies can expect from increased formula-funded programs, as well as statewide funding levels for the various competitive programs. Attachment A includes details on the new programs and revenue sources established by the bill. For a preliminary estimate of local road and public transit formula funding for individual jurisdictions and public transit agencies, see Attachment B.

### **A Fix-it-First Focus**

SB 1 has a “fix-it-first” emphasis with most of the funds allocated to restore the condition of the state highway system and local streets and roads. However, in the negotiations over the last few months, led in part by former MTC Commissioner Senator Scott Wiener, a substantial new program was added to support public transit. The table below provides an overview by program.

<b>Estimate of Ten-Year Funding by Program</b>	<b>Amount (in 1,000s)</b>
Local Street & Road Maintenance	\$15,000,000
State Highway Maintenance & Rehabilitation	\$15,000,000
Public Transit Operations & Capital	\$7,500,000
Highway Bridge and Culvert Maintenance & Rehabilitation	\$4,000,000
High Priority Freight Corridors	\$3,000,000
Congested Corridor Relief	\$2,500,000
Local Partnership Program	\$2,000,000
Active Transportation Program	\$1,000,000
Regional Transportation Improvement Program (RTIP)	\$825,000
Parks, Off-highway Vehicle, Agriculture Programs	\$800,000
Interregional Transportation Improvement Program (ITIP)	\$275,000
Local Planning Grants	\$250,000
Freeway Service Patrol	\$250,000
Transportation Research	\$70,000

### Performance Measures

In addition to an historic infusion of new funding, SB 1 is notable for including specific state highway system performance goals for Caltrans to meet by 2027 as a result of the new funding, including:

- Not less than 98 percent of state highway system pavement in good or fair condition
- Not less than 90 percent level of service achieved for maintenance of potholes, spalls and cracks
- Not less than 90 percent of culverts in good or fair condition
- Not less than 90 percent of the transportation management system units in good condition
- At least 500 bridges fixed

While performance measures are not specified for local streets and roads, cities and counties are required to track and report on their progress, as described in more detail in Attachment A.

### Overview of Revenue Increases

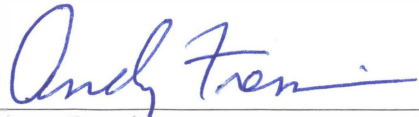
Funding Source	Estimate of 10-Year Revenue (in 1,000s)
12-cent per gallon gas tax	\$24,400,000
Vehicle Registration Surcharge (Transportation Improvement Fee)	\$16,300,000
20-cent/gallon diesel excise tax	\$7,300,000
4% increase in diesel sales tax	\$3,500,000
\$100 zero emission vehicle fee	\$200,000
General Fund loan repayments	\$706,000

### Reduced Funding Volatility

SB 1 would also, beginning in 2019, eliminate the annual adjustment in the excise tax, a policy that has resulted in volatile swings in transportation revenues. The bill restores the variable rate to 17.3-cents/gallon (a 7.5-cent/gallon increase from the current rate), where it was originally set when the gas tax swap was enacted in 2011.

### Constitutional Amendment Proposed to Secure New Vehicle Fee

An accompanying bill, Assembly Constitutional Amendment 5 (Frazier) would ensure that the increases in the vehicle registration surcharge and diesel sales tax included in SB 1 are dedicated to transportation purposes. The bill is still pending final approval in the Assembly but passed the Senate. It is expected to appear on the November, 2018 statewide ballot. It further prohibits the funds from being loaned to the General Fund and used to pay for debt service on transportation general obligation bonds already authorized by the voters or submitted on a future ballot, unless expressly allowed for that purpose.

  
Andrew Fremier

### Attachments:

- Attachment A: MTC Overview of SB 1 (Beall and Frazier)
- Attachment B: Estimate of Bay Area Local Road Funding from SB 1 (Beall and Frazier)

## **MTC OVERVIEW OF SB 1 (BEALL AND FRAZIER)**

### **NEW & AUGMENTED FUNDING PROGRAMS**

Below is a summary of the funding provided by program and the new revenue sources authorized in Senate Bill 1 (Beall and Frazier).

#### **Road Maintenance and Rehabilitation Program**

SB 1 establishes the Road Maintenance and Rehabilitation Program (RMRP) to address deferred maintenance on the state highway and local street and road systems. The California Transportation Commission (CTC) will allocate the funds and is required to develop guidelines by January 1, 2018. The bill provides that funds shall be used for projects that include, but aren't limited to, the following:

- Road maintenance and rehabilitation
- Safety projects
- Railroad grade separations
- Complete street components, including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project
- Traffic control devices

The RMRP, which would receive approximately \$3.7 billion annually once all new revenue streams take effect, is funded by the newly established Road Maintenance and Rehabilitation Account (RMRA), which receives four sources of new revenue:

- A new 12-cent/gallon gasoline excise tax, effective November 1, 2017.
- Monies remaining from a new vehicle registration surcharge (called a Transportation Improvement Fee) after \$600 million annually is set aside for public transit, intercity/commuter rail and a new Congested Corridors program. These programs are described in more detail on pages 2-5. The vehicle surcharge takes effect on January 1, 2018.
- A new \$100/year zero-emission vehicle registration surcharge, which takes effect on July 1, 2020.
- 50 percent of the 20-cent/gallon diesel excise tax increase, effective November 1, 2017.

#### *RMRP Takedowns*

Before program funds are distributed to cities, counties and Caltrans, there are several annual takedowns, which are bulleted below:

- Cost of administration – unspecified
- \$200 million for a self-help counties partnership program limited to counties that have voter-approved dedicated transportation taxes or uniform developer fees dedicated to transportation. Funds would be continuously appropriated to a county and each city within the county for road maintenance and rehabilitation purposes.
- \$100 million for the Active Transportation Program
- \$400 million to Caltrans for bridge and culvert maintenance and rehabilitation

- \$25 million for Freeway Service Patrol
- \$25 million for local planning grants to be administered by Caltrans
- \$5 million for the California Workforce Development Board to assist local agencies to implement policies that promote pre-apprenticeship training programs from FY 2017-18 through FY 2021-22.
- \$7 million for transportation research and workforce training including \$5 million for the University of California and \$2 million for the California State University.

#### *Local Street & Road Funding*

SB 1 continuously appropriates 50 percent of the RMRA revenues remaining after the takedowns described above to cities and counties using the same formula that applies to the existing base 18-cent per gallon gasoline excise tax. The bill includes a “maintenance of effort” requirement for local funds contributed to street and road repairs to help ensure that the new funding augments existing budgets for road repairs. Specifically, it requires each city and county to spend no less than the annual average from its general fund during 2009-10 through 2011-12. It also requires that a local jurisdiction submit a detailed list of proposed projects to be funded to the CTC prior to receiving an allocation, but authorizes cities and counties to fund projects outside of that list in accordance with local needs and priorities, so long as they are consistent with the program’s project eligibility provisions. If a city or county can demonstrate that it has attained a pavement condition index of 80 or higher, it may spend the funds on other transportation priorities.

#### *State Highway Maintenance & Rehabilitation*

The remaining 50 percent of RMRA revenues are provided to Caltrans for maintenance of the state highway system or for purposes of the State Highway Operations and Protection Program (SHOPP). The bill requires Caltrans to report annually to the CTC on its use of these funds, including detailed project descriptions, and its progress to achieving the performance goals listed in the accompanying memo. In addition, the CTC is required to report annually on the department’s progress and may withhold funds if it determines funding is not being spent appropriately.

#### *Requirements and Policies Applicable to RMRP Funding*

SB 1 provides that, to the extent possible and cost effective, Caltrans and local agencies:

- Use materials that reduce the life cycle cost and minimize greenhouse gas (GHG) emissions.
- Accommodate advance automotive technologies, such as charging or fueling for zero-emission vehicles.
- Include features in the project that make it more resilient to climate change risks, such as fire, flood and sea level rise.
- Incorporate complete streets elements that improve the quality of bicycle and pedestrian facilities, where feasible and practicable.

There is also a requirement that by July 1, 2023, Caltrans and local agencies that receive RMRA funds through follow new workforce training guidelines developed by the California Workforce Development Board, pursuant to SB 1.

## **PUBLIC TRANSIT FUNDING**

### **Public Transit Formula Funding**

SB 1 provides a significant infusion of funding for public transit, including formula-based and competitive funding. The State Transit Assistance (STA) program, the state's flexible transit funding program which may be used for capital or operating purposes, would be boosted by approximately \$250 million per year from an increase in the diesel sales tax rate of 3.5 percent. These funds would augment the existing STA program and would not be subject to additional requirements or conditions. MTC estimates the Bay Area would receive approximately \$70 million more per year in revenue-based STA funds and \$24 million more per year in population-based funds.

Another \$105 million per year derived from a new Transportation Improvement Fee (TIF) would also be distributed using the STA formula but would be limited largely to capital improvements focused on modernizing transit vehicles and facilities. The Bay Area would receive approximately \$39 million per year total from this capital-only component, including \$29 million in revenue-based STA funds and \$10 million more per year in population-based funds. Finally, the bill provides a substantial one-time infusion and an annual supplement to the competitive Transit and Intercity Rail Capital Program (TIRCP), as well as new funding for intercity and commuter rail, as described below.

### **Transit and Intercity Rail Capital**

SB 1 provides additional one-time and ongoing funding to the TIRCP, a heavily oversubscribed program that is currently reliant upon somewhat unpredictable Cap-and-Trade funds and administered by the California State Transportation Agency (CalSTA). The TIRCP would receive a one-time infusion of at least \$236 million as a result of a General Fund loan repayment as well as an additional \$245 million annually from the TIF starting in FY 2018-19. This amount is set forth in the statute and will not escalate even though the TIF rate is indexed to inflation. In FY 2017-18, the TIRCP should receive approximately half the annual amount (\$123 million) from the TIF since the new fee is not effective until January 1, 2018.

### **Intercity and Commuter Rail Funding**

The bill boosts funding for intercity rail and commuter rail by dedicating a new 0.5 percent diesel sales tax to this purpose. Similar to the TIRCP, projects would be selected by CalSTA. Of the approximately \$37.5 million available each year, funds would be distributed as follows:

- 50 percent to CalSTA for "state-supported intercity rail services." Of that amount, at least 25 percent shall be allocated to each of the state's three intercity rail corridors that provide regularly scheduled intercity rail service (the Capitol Corridor, San Joaquin, Pacific Surfliner routes).
- 50 percent to CalSTA to be allocated to public agencies responsible for commuter rail service. For FY 2018-19 and FY 2019-20, each of the state's five commuter rail agencies (including ACE, Caltrain and SMART) would receive 20 percent. Subsequent to that, CalSTA would allocate funds pursuant to guidelines to be adopted by July 1, 2019.
- Funds may be spent for operations or capital.
- Similar to the STA program, the actual amount of revenue each year will depend on diesel prices and sales.



## **OTHER PROGRAMS**

### **State Transportation Improvement Program (STIP) Funding**

While the bill doesn't include any specific provisions applicable to the STIP, effective July 1, 2019, it boosts funding for the STIP by virtue of eliminating the annual adjustment pegged to the price of fuel for what is known as the "price-based excise tax." Instead, SB 1 sets the rate at 17.3 cents/gallon on July 1, 2019, plus an annual adjustment to keep pace with inflation that will begin in July 1, 2020.<sup>1</sup> This tax is a major source of STIP funding, receiving 44 percent of its revenue after backfilling the SHOPP for the loss of weight fees. Since the existing rate of 9.8 cents/gallon already offsets weight fees, any increase above that is distributed directly according to a 44/44/12 percent formula where the other 44 percent goes to cities and counties for local streets and roads, and the 12 percent goes to Caltrans for highway maintenance and rehabilitation.

While it's impossible to predict exactly how this will affect STIP funding in the future relative to what would have occurred if the rate were pegged to the price of fuel, the Department of Finance estimates a net benefit to the STIP over 10 years of \$1.1 billion, or \$825 million for the Regional Transportation Improvement Program. For the Bay Area, this amounts to approximately \$140 million over 10 years. This estimate may be on the conservative side. If we assume the price-based excise tax would not go above the 11.7 cents/gallon rate in effect on July 1, 2017 then the 17.3 cents/gallon rate amounts to a 5.6 cents/gallon increase – equating to \$840 million more per year statewide, including approximately \$370 million per year in new STIP funding statewide. Note that this increase will not begin until the FY 2019-20 year.

### **State-Local Partnership Program for "Self-Help" Counties**

As noted above, SB 1 authorizes \$200 million per year to be continuously appropriated for a new program for counties that have dedicated transportation funding from uniform developer fees or voter-approved taxes. The program is similar to the State-Local Partnership Program established by Proposition 1B except it is limited to counties, so unfortunately transit agencies with voter-approved taxes are not eligible. Another important difference is that funds are to be distributed to counties and each city within the county and are limited to local road maintenance purposes as set forth in the RMRP program (which does include complete streets elements). The bill requires the CTC to adopt guidelines for the program on or before January 1, 2018.

### **Bicycle and Pedestrian Access Improvements**

In addition to augmenting the Active Transportation Program by \$100 million per year, SB 1 requires that Caltrans update the Highway Design Manual to incorporate the "complete streets" design concept. No other limitations or conditions on the use of funds are included in the bill.

### **Local Planning Grants**

As noted above, the bill provides \$25 million from the RMRA to be available to Caltrans for local planning grants on an annual basis, subject to appropriation. The bill states that the purpose

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<sup>1</sup> 17.3 cents/gallon is the rate that was set when the price-based excise tax was established as part of the Gas Tax Swap, replacing the state portion of the sales tax on gasoline (see AB x8-6 (2010), SB 70 (2010) and AB 105 (2011). It was set at this rate so as to be revenue neutral to the sales tax on fuel. The legislation required an annual adjustment to maintain this revenue neutrality and it has caused a steep cut in the rate, currently set at 9.8 cents/gallon but scheduled to rise to 11.7 cents/gallon on July 1, 2017.

of the grants is to “encourage local and regional planning that furthers state goals as provided in the regional transportation guidelines” adopted by the CTC. The bill requires Caltrans to develop a grant guide in consultation with the Air Resources Board, the Governor’s Office of Planning and Research and the Department of Housing and Community Development. In addition, up to \$20 million is available on a one-time basis from FY 2018 through FY 2020 for local and regional agencies for climate change adaptation planning. This is funded from the Public Transportation Account as a result of a General Fund loan repayment.

### **Congested Corridors Program**

The bill establishes a new “Solutions for Congested Corridors Program” and authorizes \$250 million per year for annual appropriation in the budget act from revenue generated by the TIF. The program, to be administered by the California Transportation Commission (CTC), focuses on multi-modal solutions to the most congested corridors in the state and takes a performance-based approach. To qualify for funding a project must be included in a “comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.”

Eligible projects for this new program include improvements to state highways, public transit facilities, local streets and roads, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space. Highway capacity expansion projects are not eligible, with the exception of high-occupancy vehicle lanes (HOV) and high-occupancy toll (HOT) lanes or non-general purpose lane improvements designed primarily to improve safety for all modes of travel, such as auxiliary lanes, truck-climbing lanes or dedicated bicycle lanes.

The bill requires the CTC to score each project on the following criteria:

- Safety
- Congestion
- Accessibility
- Economic development and job creation and retention
- Furtherance of state and federal air quality and GHG reduction
- Efficient land use
- Matching funds
- Project deliverability

Either Caltrans or agencies responsible for developing the Regional Transportation Improvement Program (RTIP) (MTC in the Bay Area) can nominate projects, but a maximum of 50 percent can be awarded to projects nominated *only* by Caltrans. With respect to how projects will be scored, the bill emphasizes that preference will be given to projects that are developed as a result of collaboration between Caltrans and regional or local agencies “that reflect a comprehensive approach to addressing congestion and quality-of-life issues within the affected corridor through investment in transportation and related environmental solutions.”

As for the mechanics of the program, the CTC is required to develop guidelines for the program in consultation with the Air Resources Board and after conducting at least one hearing in northern California and one hearing in southern California. CTC is also required to provide draft guidelines to the Joint Legislative Budget Committee and the transportation policy committees in each house and adopt the guidelines no sooner than 30 days after that submission to the Legislature. The bill requires the CTC to adopt an initial program based on the first appropriation of funds, but such program may cover a multiyear programming period. Subsequently, the program shall be adopted on a biennial basis. Beginning in March 2019, the CTC is required to provide project updates in its annual report to the Legislature, including an assessment of how each project is performing relative to the quantitative and qualitative measurements outlined in its application.

### **Trade Corridors**

SB 1 creates a new Trade Corridor Enhancement Account, and allocates to this account 50 percent of the diesel excise tax increase, or approximately \$300 million annually. In an unusual move, the bill provides the Legislature with full discretion over project selection for this program specifying only that funds shall be available for “corridor-based freight projects nominated by local agencies and the state.”

### **Advance Mitigation**

SB 1 requires \$30 million to be set aside annually from FY 2017 through FY 2020 from funding appropriated for the STIP and the SHOPP for an Advance Mitigation Program to protect natural resources through project mitigation, accelerate project delivery and to fully mitigate environmental impacts of transportation projects. The bill provides that the annual budget act or subsequent legislation may provide additional provisions for the program.

### **Job Training/Contracting Provisions**

SB 1 requires that Caltrans develop a plan by January 1, 2020 to increase by up to 100 percent the dollar value of contracts and procurements awarded to small business, disadvantaged business enterprises, and disabled veteran business enterprises. In addition, the bill requires the Legislature appropriate \$5 million per year for five years starting in FY 2017-18 to the California Workforce Development Board to assist local agencies with promoting pre-apprenticeship programs. As noted above, SB 1 also requires Caltrans and cities and counties receiving funding from the RMRA follow guidelines to be developed by the California Workforce Development Board regarding pre-apprenticeship training programs no later than January 1, 2023.

## **EFFICIENCY, ACCOUNTABILITY & OTHER RELATED PROVISIONS**

### **New Caltrans Audit Office Established**

The bill requires the creation of an Independent Office of Audits and Investigations within Caltrans. The director of the office, whose title would be inspector general, would be appointed for a six-year term by the Governor and confirmed by the Senate, with significant restrictions and transparency required for his/her removal from office. The office would be responsible for ensuring compliance by Caltrans and all entities receiving state and federal transportation funds with state and federal requirements and ensuring Caltrans follows accounting standards and

practices and manages its programs in a financially responsible manner. The inspector general shall be required to report annually on any audit or investigation findings and recommendations.

### **Capital Outlay Support and SHOPP Oversight Strengthened**

The bill adds additional transparency requirements with respect to Caltrans support funding for projects in the State Highway Operation & Protection Program (SHOPP), requiring that such costs be identified up front for every SHOPP project by project phase and a delivery date for each project phase, including “project approval,” be provided. In addition, starting July 1, 2017, the bill requires that the CTC allocate the department’s capital outlay support (COS) resources by project phase to provide greater transparency in the development of the Caltrans budget.

### **Caltrans is Required to Implement Efficiency Measures**

The bill requires Caltrans to implement efficiency measures with goal of saving \$100 million/year in savings to invest in maintenance and rehabilitation of the state highway system. No specific efficiency measures are suggested in the bill.

### **OVERVIEW OF REVENUE INCREASES**

<b>Funding Source</b>	<b>Estimate of 10-Year Revenue (in 1,000s)</b>
12-cent per gallon gas tax	\$24,400,000
Vehicle Registration Surcharge (Transportation Improvement Fee)	\$16,300,000
20-cent/gallon diesel excise tax	\$7,300,000
4% increase in diesel sales tax	\$3,500,000
\$100 zero emission vehicle fee	\$200,000
General Fund loan repayments	\$706,000

### **Gasoline and Diesel Fuel Tax Increases**

SB 1 increases the fuel tax on gasoline by 12-cents per gallon and the diesel excise tax by 20-cents per gallon effective November 1, 2017. In addition, the bill eliminates the variable portion of the gasoline excise tax, which is currently set at 9.8-cents per gallon, but is scheduled to rise to 11.7-cents per gallon on July 1, 2017 due to the statutorily required adjustments that the Board of Equalization makes each year based on the price of fuel. On July 1, 2019, the bill restores the portion of the gas tax to 17.3-cent per gallon rate that was in effect when the gasoline tax swap was enacted in 2010. Given the Board of Equalization forecasts an increase in gasoline prices over the next several years, establishing a rate of 17.3-cent per gallon on July 1, 2019 may in fact not constitute an increase at all. Effective July 1, 2020, all fuel taxes will be indexed annually each July by the Department of Finance based on the California Consumer Price Index.

### **New Annual Vehicle Registration Surcharge**

Section 31 of the bill creates a new annual Transportation Improvement Fee (TIF), based on the value of the vehicle, as shown below, which would go into effect on January 1, 2018.

Commercial vehicles weighing more than 10,000 pounds would be exempt from the tax.

Effective January 1, 2020 and annually thereafter, the fee would be indexed annually by the

Department of Finance based on the Consumer Price Index. The new fee is estimated to generate \$16.3 billion over ten years, with \$350 million annually dedicated to public transit and TIRCP, \$250 million set-aside for the new Congested Corridor Program and the remaining revenues allocated to the new RMRA account.

<b>Vehicle's Value</b>	<b>Amount of Fee</b>
\$0-\$4,999	\$25
\$5,000-\$24,999	\$50
\$25,000-\$34,999	\$100
\$35,000-\$59,999	\$150
\$60,000 +	\$175

### **Diesel Sales Tax**

SB 1 increases the diesel sales tax rate by an additional 4 percent, bringing it to a total of 13 percent. The new funds would be deposited in the Public Transportation Account. Of this 4 percent rate, 3.5 percent is for the State Transit Assistance (STA) program, while 0.5 percent is for the new Intercity and Commuter Rail program.

### **OTHER PROVISIONS AND RELATED LEGISLATION**

#### **Zero-Emission Vehicle Registration Surcharge**

SB 1 includes a \$100 vehicle registration surcharge applicable to zero-emission motor vehicles model year 2020 and later vehicle that takes effect on July 1, 2020. The charge is indexed to inflation with the first adjustment scheduled for January 1, 2021 and subsequent adjustments to be made every January 1 thereafter. The charge is estimated to generate about \$20 million per year.

#### **Truck Emissions**

SB 1 includes a provision that limits the State Air Resources Board (ARB) from requiring truck owners to retire or retrofit trucks that meet existing ARB emissions standards (by 2023, all trucks must have 2010 model year engines or equivalent) before they are 13 years old or reach 800,000 miles. According to the California Trucking Association, this will ensure truck owners have time to recoup their investment in more efficient technology before being faced with a newer, stricter mandate. Environmental and health advocates raised concerns that the provision was overly broad and would prevent regulators from developing other air quality rules, such as capping emissions at warehouses and ports. In response, SB 1 was amended to clarify that the provision is not intended to undermine regional efforts. Though ARB expressed support for the deal, it was not sufficient to alleviate the aforementioned concerns and a number of groups opposed the bill.

#### **Related Legislation**

In parallel to the negotiations on SB 1 to secure two-thirds support, several other bills were amended including, SB 132, a budget trailer bill and SB 496, a companion bill that must pass for the trailer bill to take effect. The April 6<sup>th</sup> version of SB 132 includes several very large earmarks, notably:

- 427 million for the Riverside County Transportation Efficiency Corridor for five specific projects, including grade separation projects, bridge widening, an interchange and the 91 Toll Connector to Interstate 15 North.
- \$400 million for the extension of the Altamont Commuter Express to Ceres and Merced from the TIRCP
- \$100 million for the University of California, Merced Campus Parkway Project from the State Highway Account

SB 496 (Canella), whose provisions were recently amended into a bill originally authored by Senate President Pro Tempore Kevin DeLéon (who remains as a coauthor) now pertains to indemnity agreements with design professionals. SB 496 provides that with respect to all contracts for design services entered into after January 1, 2018, indemnity agreements are unenforceable, except under certain circumstances. The bill is similar – though not identical – to SB 885 (Wolk, 2016), which MTC opposed last year and which did not ultimately reach the Governor’s desk. MTC staff will review the bill in detail and with confer with our public agency partners and the Self-Help Counties Coalition, which actively opposed SB 885.

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## Estimate of Bay Area Local Road Funding from SB 1 (Beall/Frazier)

(Dollars in millions)

COUNTY TOTALS (includes city and county portions)	Estimate of Current FY 2017 State Funding from Gas Tax Subventions	Estimated Increase from SB 1 (FY 2018-19)
Alameda	52	\$ 49
Contra Costa	37	\$ 36
Marin	8	\$ 8
Napa	5	\$ 5
San Francisco	25	\$ 18
San Mateo	26	\$ 25
Santa Clara	64	\$ 61
Solano	15	\$ 15
Sonoma	17	\$ 17
<b>Regional Total</b>	<b>\$ 250</b>	<b>\$ 232</b>
<b>STATE TOTAL</b>	<b>1,276</b>	<b>\$ 1,240</b>

**Note: Totals do not sum due to rounding**

Assumes \$1.2 billion available from SB 1 for local streets and roads in FY 2018-19, actual amount will depend on revenue collected from various sources deposited in the Road Maintenance & Rehabilitation Account and amount deducted for administrative purposes.



**Estimate of Bay Area City and County Funding for Local Roads from SB 1 (Beall/Frazier)**

<b>County/City</b>	<b>Estimate of FY 2016-17 Baseline Gas Tax Subvention Funding</b>	<b>Estimated Funding Increase in FY 2018-19*</b>	<b>Combined Total</b>
<b>ALAMEDA</b>			
ALAMEDA	\$ 1,504,098	\$ 1,463,764	\$ 2,967,862.65
ALBANY	\$ 369,740	\$ 354,001	\$ 723,740.58
BERKELEY	\$ 2,325,880	\$ 2,210,754	\$ 4,536,633.49
DUBLIN	\$ 1,098,619	\$ 1,061,881	\$ 2,160,499.94
EMERYVILLE	\$ 213,183	\$ 221,677	\$ 434,859.40
FREMONT	\$ 4,423,329	\$ 4,215,942	\$ 8,639,271.07
HAYWARD	\$ 2,989,712	\$ 2,926,807	\$ 5,916,519.72
LIVERMORE	\$ 1,685,324	\$ 1,626,164	\$ 3,311,487.11
NEWARK	\$ 870,643	\$ 829,342	\$ 1,699,985.30
OAKLAND	\$ 8,005,367	\$ 7,762,889	\$ 15,768,256.05
PIEDMONT	\$ 223,751	\$ 212,477	\$ 436,227.11
PLEASANTON	\$ 1,468,516	\$ 1,385,048	\$ 2,853,564.21
SAN LEANDRO	\$ 1,733,025	\$ 1,618,137	\$ 3,351,162.04
UNION CITY	\$ 1,427,528	\$ 1,347,844	\$ 2,775,371.91
<b>City Total</b>	<b>\$ 28,337,930</b>	<b>\$ 27,236,726</b>	<b>\$ 55,574,656</b>
<b>County Total</b>	<b>\$ 23,655,413</b>	<b>\$ 21,491,532</b>	<b>\$ 45,146,945</b>
<b>Grand Total</b>	<b>\$ 51,993,343</b>	<b>\$ 48,728,258</b>	<b>\$ 100,721,600</b>

<b>CONTRA COSTA</b>			
ANTIOCH	\$ 2,121,877	\$ 2,083,433	\$ 4,205,310.66
BRENTWOOD	\$ 1,111,250	\$ 1,088,180	\$ 2,199,429.96
CLAYTON	\$ 227,156	\$ 212,294	\$ 439,449.97
CONCORD	\$ 2,467,739	\$ 2,390,217	\$ 4,857,955.49
DANVILLE	\$ 860,659	\$ 795,106	\$ 1,655,765.65
EL CERRITO	\$ 482,079	\$ 455,407	\$ 937,486.63
HERCULES	\$ 491,557	\$ 462,976	\$ 954,532.43
LAFAYETTE	\$ 498,933	\$ 465,413	\$ 964,346.51
MARTINEZ	\$ 737,912	\$ 688,660	\$ 1,426,572.08
MORAGA	\$ 328,889	\$ 310,382	\$ 639,270.82
OAKLEY	\$ 765,256	\$ 745,182	\$ 1,510,437.99
ORINDA	\$ 370,655	\$ 351,362	\$ 722,017.01
PINOLE	\$ 377,155	\$ 351,179	\$ 728,334.51
PITTSBURG	\$ 1,327,961	\$ 1,253,732	\$ 2,581,692.85
PLEASANT HILL	\$ 675,205	\$ 634,045	\$ 1,309,249.98
RICHMOND	\$ 2,103,350	\$ 2,035,966	\$ 4,139,315.60
SAN PABLO	\$ 588,950	\$ 574,517	\$ 1,163,466.31
SAN RAMON	\$ 1,540,739	\$ 1,447,013	\$ 2,987,752.35
WALNUT CREEK	\$ 1,313,169	\$ 1,294,071	\$ 2,607,240.17
<b>City Total</b>	<b>\$ 18,390,491</b>	<b>\$ 17,639,136</b>	<b>\$ 36,029,627</b>
<b>County Total</b>	<b>\$ 18,122,496</b>	<b>\$ 18,090,536</b>	<b>\$ 36,213,032</b>
<b>Grand Total</b>	<b>\$ 36,512,987</b>	<b>\$ 35,729,672</b>	<b>\$ 72,242,659</b>

MARIN						
BELVEDERE	\$	46,832	\$	44,726	\$	91,557.86
CORTE MADERA	\$	191,226	\$	177,234	\$	368,459.76
FAIRFAX	\$	155,084	\$	142,357	\$	297,440.90
LARKSPUR	\$	247,767	\$	234,946	\$	482,713.75
MILL VALLEY	\$	288,481	\$	279,573	\$	568,054.66
NOVATO	\$	1,054,459	\$	1,014,229	\$	2,068,687.88
ROSS	\$	54,073	\$	51,415	\$	105,488.17
SAN ANSELMO	\$	254,053	\$	242,680	\$	496,733.58
SAN RAFAEL	\$	1,164,206	\$	1,121,133	\$	2,285,338.81
SAUSALITO	\$	148,584	\$	138,250	\$	286,834.25
TIBURON	\$	185,563	\$	180,147	\$	365,709.53
City Total	\$	3,790,330	\$	3,626,689	\$	7,417,019
County Total	\$	4,689,540	\$	4,463,079	\$	9,152,619
Grand Total	\$	8,479,870	\$	8,089,768	\$	16,569,638

NAPA						
AMERICAN CANYON	\$	401,526	\$	382,024	\$	783,550
CALISTOGA	\$	108,901	\$	100,917	\$	209,819
NAPA	\$	1,548,719	\$	1,487,572	\$	3,036,291
ST HELENA	\$	124,549	\$	116,020	\$	240,569
YOUNTVILLE	\$	64,270	\$	59,846	\$	124,116
City Total	\$	2,247,965	\$	2,146,379	\$	4,394,344
County Total	\$	3,068,597	\$	2,972,755	\$	6,041,352
Grand Total	\$	5,316,562	\$	5,119,134	\$	10,435,695

#### SAN FRANCISCO

<b>City Total</b>	<b>\$</b>	<b>16,480,936</b>	<b>\$</b>	<b>9,136,753</b>	<b>\$</b>	<b>25,617,689</b>
<b>County Total</b>	<b>\$</b>	<b>8,989,540</b>	<b>\$</b>	<b>8,496,895</b>	<b>\$</b>	<b>17,486,435</b>
<b>Grand Total</b>	<b>\$</b>	<b>25,470,477</b>	<b>\$</b>	<b>17,633,648</b>	<b>\$</b>	<b>43,104,125</b>

SAN MATEO						
ATHERTON	\$	141,480	\$	137,023	\$	278,503
BELMONT	\$	530,914	\$	519,626	\$	1,050,540
BRISBANE	\$	93,931	\$	91,223	\$	185,154
BURLINGAME	\$	592,063	\$	554,265	\$	1,146,329
COLMA	\$	40,429	\$	32,758	\$	73,187
DALY CITY	\$	2,073,456	\$	2,013,258	\$	4,086,713
EAST PALO ALTO	\$	577,408	\$	569,312	\$	1,146,720
FOSTER CITY	\$	640,719	\$	617,990	\$	1,258,708
HALF MOON BAY	\$	241,049	\$	235,588	\$	476,636
HILLSBOROUGH	\$	229,725	\$	221,054	\$	450,779
MENLO PARK	\$	657,903	\$	630,123	\$	1,288,026
MILLBRAE	\$	455,027	\$	432,644	\$	887,671
PACIFICA	\$	760,625	\$	702,387	\$	1,463,012
PORTOLA VALLEY	\$	93,659	\$	92,175	\$	185,834
REDWOOD CITY	\$	1,604,516	\$	1,586,833	\$	3,191,349
SAN BRUNO	\$	874,633	\$	840,833	\$	1,715,466
SAN CARLOS	\$	583,480	\$	541,143	\$	1,124,623
SAN MATEO	\$	1,988,192	\$	1,894,496	\$	3,882,688
SOUTH SAN FRANCISCO	\$	1,300,032	\$	1,194,498	\$	2,494,530
WOODSIDE	\$	114,311	\$	109,789	\$	224,100
City Total	\$	13,593,553	\$	13,017,016	\$	26,610,569
County Total	\$	12,852,053	\$	12,075,580	\$	24,927,633
Grand Total	\$	26,445,606	\$	25,092,596	\$	51,538,202

<b>SANTA CLARA</b>			
CAMPBELL	\$ 824,966	\$ 789,956	\$ 1,614,922
CUPERTINO	\$ 1,174,755	\$ 1,079,346	\$ 2,254,101
GILROY	\$ 1,043,268	\$ 1,021,945	\$ 2,065,213
LOS ALTOS	\$ 594,904	\$ 584,121	\$ 1,179,025
LOS ALTOS HILLS	\$ 168,845	\$ 164,661	\$ 333,505
LOS GATOS	\$ 604,032	\$ 584,542	\$ 1,188,574
MILPITAS	\$ 1,424,842	\$ 1,394,927	\$ 2,819,769
MONTE SERENO	\$ 72,717	\$ 68,790	\$ 141,507
MORGAN HILL	\$ 823,448	\$ 809,401	\$ 1,632,849
MOUNTAIN VIEW	\$ 1,528,147	\$ 1,438,986	\$ 2,967,133
PALO ALTO	\$ 1,314,415	\$ 1,260,879	\$ 2,575,294
SAN JOSE	\$ 19,806,562	\$ 19,120,736	\$ 38,927,298
SANTA CLARA	\$ 2,368,559	\$ 2,281,076	\$ 4,649,635
SARATOGA	\$ 609,754	\$ 563,337	\$ 1,173,091
SUNNYVALE	\$ 2,895,107	\$ 2,732,298	\$ 5,627,405
<b>City Total</b>	<b>\$ 35,254,321</b>	<b>\$ 33,895,002</b>	<b>\$ 69,149,322</b>
<b>County Total</b>	<b>\$ 28,353,947</b>	<b>\$ 26,628,916</b>	<b>\$ 54,982,863</b>
<b>Grand Total</b>	<b>\$ 63,608,268</b>	<b>\$ 60,523,918</b>	<b>\$ 124,132,185</b>

<b>SOLANO</b>			
BENICIA	\$ 549,227	\$ 513,523	\$ 1,062,750
DIXON	\$ 381,281	\$ 356,292	\$ 737,574
FAIRFIELD	\$ 2,191,805	\$ 2,077,367	\$ 4,269,172
RIO VISTA	\$ 165,964	\$ 163,616	\$ 329,580
SUISUN CITY	\$ 572,562	\$ 542,664	\$ 1,115,226
VACAVILLE	\$ 1,854,877	\$ 1,800,807	\$ 3,655,683
VALLEJO	\$ 2,343,453	\$ 2,163,231	\$ 4,506,685
<b>City Total</b>	<b>\$ 8,059,169</b>	<b>\$ 7,617,500</b>	<b>\$ 15,676,669</b>
<b>County Total</b>	<b>\$ 7,226,249</b>	<b>\$ 6,951,859</b>	<b>\$ 14,178,108</b>
<b>Grand Total</b>	<b>\$ 15,285,418</b>	<b>\$ 14,569,359</b>	<b>\$ 29,854,777</b>

<b>SONOMA</b>			
CLOVERDALE	\$ 175,987	\$ 167,721	\$ 343,708
COTATI	\$ 149,479	\$ 139,131	\$ 288,610
HEALDSBURG	\$ 234,922	\$ 221,274	\$ 456,196
PETALUMA	\$ 1,170,550	\$ 1,117,339	\$ 2,287,889
ROHNERT PARK	\$ 809,786	\$ 779,308	\$ 1,589,093
SANTA ROSA	\$ 3,382,496	\$ 3,232,546	\$ 6,615,042
SEBASTOPOL	\$ 152,613	\$ 143,932	\$ 296,545
SONOMA	\$ 220,248	\$ 205,989	\$ 426,237
WINDSOR	\$ 542,338	\$ 504,909	\$ 1,047,247
<b>City Total</b>	<b>\$ 6,838,418</b>	<b>\$ 6,512,149</b>	<b>\$ 13,350,567</b>
<b>County Total</b>	<b>\$ 10,522,307</b>	<b>\$ 10,196,323</b>	<b>\$ 20,718,631</b>
<b>Grand Total</b>	<b>\$ 17,360,725</b>	<b>\$ 16,708,472</b>	<b>\$ 34,069,198</b>

<b>REGION</b>			
<b>City Total</b>	<b>\$ 132,993,112</b>	<b>\$ 120,827,350</b>	<b>\$ 253,820,463</b>
<b>County Total</b>	<b>\$ 117,480,143</b>	<b>\$ 111,367,475</b>	<b>\$ 228,847,618</b>
<b>Grand Total</b>	<b>\$ 250,473,255</b>	<b>\$ 232,194,825</b>	<b>\$ 482,668,080</b>

Note: Cities and counties will see an increase in funding in FY 2017-18, but much larger increases in FY 2018-19 and FY 2019-20 due to phasing in of new taxes, including new vehicle charge which takes effect January 1, 2018 and adjustment to variable rate excise tax, which is adjusted to 17.3 cents/gallon July 1, 2019 and indexed annually thereafter.

Estimate of State Transit Assistance Funding in Senate Bill 1 (Beall/Frazier)

Bay Area Transit Operators Estimates	Baseline Current STA Funding (FY 2016-17 Estimate)	Estimate of <i>Net Increase</i> in FY 2017-18*	Estimate of <i>Net Increase</i> in FY 2018-19 Estimate*
<b>Statewide STA Funding</b>	<b>\$ 266,873,000</b>	<b>\$ 166,666,500</b>	<b>\$ 250,000,000</b>
Alameda CTC - Corresponding to ACE	\$ 186,347	\$ 116,275	\$ 174,413
Caltrain	\$ 3,877,168	\$ 2,419,246	\$ 3,628,873
County Connection	\$ 438,211	\$ 273,431	\$ 410,147
City of Dixon	\$ 3,400	\$ 2,121	\$ 3,182
ECCTA (Tri Delta Transit)	\$ 202,949	\$ 126,635	\$ 189,952
City of Fairfield	\$ 85,636	\$ 53,434	\$ 80,151
Golden Gate Transit	\$ 3,432,072	\$ 2,141,518	\$ 3,212,280
City of Healdsburg	\$ (744)	\$ 224	\$ 336
Livermore Amador Transit Authority	\$ 177,130	\$ 110,524	\$ 165,786
Marin Transit	\$ 639,229	\$ 398,861	\$ 598,293
Napa Valley Transit Authority	\$ 44,265	\$ 27,620	\$ 41,430
City of Petaluma	\$ 9,942	\$ 6,204	\$ 9,306
City of Rio Vista	\$ 530	\$ 488	\$ 732
SamTrans	\$ 2,384,429	\$ 1,487,818	\$ 2,231,729
City of Santa Rosa	\$ 97,323	\$ 60,727	\$ 91,090
Solano County Transit	\$ 199,935	\$ 124,754	\$ 187,131
Sonoma County Transit	\$ 105,377	\$ 65,752	\$ 98,628
City of Union City	\$ 29,967	\$ 18,698	\$ 28,048
Valley Transportation Authority	\$ 9,173,929	\$ 5,724,279	\$ 8,586,427
VTA - Corresponding to ACE	\$ 199,485	\$ 124,473	\$ 186,710
WCCTA (Western Contra Costa Transit Authority)	\$ 229,652	\$ 143,296	\$ 214,945
WETA	\$ 943,358	<b>\$ 588,629</b>	\$ 882,945
<b>SUBTOTAL</b>	<b>\$ 22,459,586</b>	<b>\$ 14,015,008</b>	<b>\$ 21,022,533</b>
AC Transit	\$ 6,938,750	\$ 4,329,588	\$ 6,494,389
BART	\$ 15,941,572	\$ 9,947,101	\$ 14,920,667
SFMTA	\$ 29,034,278	\$ 18,116,589	\$ 27,174,911
<b>SUBTOTAL</b>	<b>\$ 51,914,600</b>	<b>\$ 32,393,279</b>	<b>\$ 48,589,967</b>
<b>Total Revenue Based Funds</b>	<b>\$ 74,374,186</b>	<b>\$ 46,408,287</b>	<b>\$ 69,612,500</b>
<b>Population Based Funds</b>	<b>\$ 26,001,993</b>	<b>\$ 16,249,984</b>	<b>\$ 24,375,000</b>
<b>Bay Area Grand Total</b>	<b>\$ 100,376,179</b>	<b>\$ 62,658,271</b>	<b>\$ 93,987,500</b>

\* \$250 million assumed statewide. FY 2017-18 amount is estimated at 66 percent of revenue forecast since diesel sales tax increase takes effect November 1, 2017. Also note transit operator shares are based on FY 2014-15 revenue-based STA factors. Actual funding amounts should be expected to change and will not be known until State Controller issues fund estimate in August 2017.

**Estimate of Annual Transit Capital Funding Distributed via STA Formula in SB 1 (Beall/Frazier)**

<b>Bay Area Transit Operators Estimates</b>	<b>FY 2017-18</b>
<b>Statewide Funding for STA Capital</b>	<b>\$ 105,000,000</b>
Alameda CTC - Corresponding to ACE	\$ 73,254
Caltrain	\$ 1,524,127
County Connection	\$ 172,262
City of Dixon	\$ 1,336
ECCTA (Tri Delta Transit)	\$ 79,780
City of Fairfield	\$ 33,664
Golden Gate Transit	\$ 1,349,158
City of Healdsburg	\$ 141
Livermore Amador Transit Authority	\$ 69,630
Marin Transit	\$ 251,283
Napa Valley Transit Authority	\$ 17,401
City of Petaluma	\$ 3,908
City of Rio Vista	\$ 307
SamTrans	\$ 937,326
City of Santa Rosa	\$ 38,258
Solano County Transit	\$ 78,595
Sonoma County Transit	\$ 41,424
City of Union City	\$ 11,780
Valley Transportation Authority	\$ 3,606,299
VTA - Corresponding to ACE	\$ 78,418
WCCTA (Western Contra Costa Transit Authority)	\$ 90,277
WETA	\$ 370,837
<b>SUBTOTAL</b>	<b>\$ 8,829,464</b>
AC Transit	\$ 2,727,643
BART	\$ 6,266,680
SFMTA	\$ 11,413,463
<b>SUBTOTAL</b>	<b>\$ 20,407,786</b>
<b>Total Revenue Based Funds</b>	<b>\$ 29,237,250</b>
<b>Population Based Funds</b>	<b>\$ 10,237,500</b>
<b>Bay Area Grand Total</b>	<b>\$ 39,474,750</b>

Note: Shares are based on FY 2014-15 operator shares. Actual amount will vary based on each transit operator's share of statewide qualifying revenue.

## Estimate of Bay Area STIP Funding Over 10 Years from SB 1 (Beall/Frazier)

(Dollars in millions)

<b>County</b>	
Alameda	\$ 28.56
Contra Costa	\$ 19.54
Marin	\$ 5.34
Napa	\$ 3.51
San Francisco	\$ 14.49
San Mateo	\$ 14.76
Santa Clara	\$ 33.93
Solano	\$ 8.85
Sonoma	\$ 10.88
<b>Region</b>	<b>\$ 139.86</b>
<b>Statewide</b>	<b>\$ 825.00</b>

Note: Amount shown depicts a forecast of *change* from current law with price-based excise tax, not a forecast of STIP funding levels. They can be expected to be substantially higher than today, given gas tax is currently only 9.8 cents/gallon but under SB 1 will be set at 17.3 cents/gallon on July 1, 2019 and indexed for inflation annually thereafter.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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<b>File #:</b>	17-2393	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	3/9/2017	<b>In control:</b>		Legislation Committee	
<b>On agenda:</b>	4/14/2017	<b>Final action:</b>			
<b>Title:</b>	Regional Measure 3 Update				

Update on efforts to enact state legislation to authorize a ballot measure to raise bridge tolls on the region's state-owned bridges to fund congestion-relief projects and improve mobility in the bridge corridors.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [3b\\_RM3.pdf](#)

Date	Ver.	Action By	Action	Result
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### Subject:

Regional Measure 3 Update

Update on efforts to enact state legislation to authorize a ballot measure to raise bridge tolls on the region's state-owned bridges to fund congestion-relief projects and improve mobility in the bridge corridors.

### Presenter:

Rebecca Long

### Recommended Action:

Information

### Attachments



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 3b**  
Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Legislation Committee

DATE: April 7, 2017

FR: Executive Director

W. I. 1131

RE: Regional Measure 3 Update

### **Update on Legislation**

Legislation authorizing Regional Measure 3 (RM 3) has taken a back seat to efforts to pass a major statewide transportation funding package, as proposed in AB 1 (Frazier) and SB 1 (Beall), MTC's top state advocacy priority in 2017. Because the leaders of this effort are also the chairmen of the Assembly Transportation Committee and the Senate Transportation & Housing Committee *and* representatives of districts in the San Francisco Bay Area, it became apparent that introducing RM 3 legislation and holding meetings on the subject locally was proving to be a distraction and risked undermining progress on negotiations about a statewide funding package. To avoid this problem, the RM 3 discussions in Sacramento have been on hold over the past month.

### **Stakeholder Outreach Will Recommence**

With the final role on the statewide funding package now behind us, we expect to reconvene the RM 3 stakeholder group that met in February for a number of bridge corridor-focused meetings this spring to help inform legislation that will hopefully start to move through the committee process shortly. Staff will provide any additional verbal updates at your meeting.

  
\_\_\_\_\_  
Steve Heminger

SH/rl

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# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 17-2395      **Version:** 1      **Name:**  
**Type:** Assembly Bill      **Status:** Commission Approval  
**File created:** 3/9/2017      **In control:** Legislation Committee  
**On agenda:** 4/14/2017      **Final action:**  
**Title:** AB 1113 (Bloom): State Transit Assistance (STA) Program

Revises STA statutes to ensure that the revenue-based portion of STA funds is distributed to transit operators in proportion to their locally - generated operating revenue, consistent with historic practice.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3c\\_AB 1113 Support.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

AB 1113 (Bloom): State Transit Assistance (STA) Program

Revises STA statutes to ensure that the revenue-based portion of STA funds is distributed to transit operators in proportion to their locally - generated operating revenue, consistent with historic practice.

**Presenter:**

Rebecca Long

**Recommended Action:**

Support / Commission Approval

**Attachments**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 3c**  
Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Legislation Committee

DATE: April 7, 2017

FR: Executive Director

W. I. 1131

RE: AB 1113 (Bloom): State Transit Assistance Program

### **Background**

In January 2016, the State Controller's Office (SCO) proposed a different methodology for calculating how much funding transit operators receive from the revenue-based portion of State Transit Assistance (STA), the state's primary source of public transit funding. The new approach – triggered by questions to the SCO from a Southern California transit provider – deviated from the common interpretation of the law (codified in state regulations) regarding: 1) which locally-generated funds could be included in the calculation of qualifying revenue to determine a transit operator's share and 2) which entities were eligible to receive allocations of revenue-based funds. The change threw the STA program into disarray causing some operators' shares to rise dramatically, while many others saw their shares fall.

In response, the California Transit Association reached out to transit operators across the state and found that, despite the winners and losers, there was unanimous opposition to the changes, which amounted to fixing a program that wasn't broken. Additionally, the SCO indicated it did not oppose the original approach on policy grounds, it just felt that statutory changes were necessary to clarify the above issues. Rather than rush through a wholesale change to the STA program, CTA sponsored a "short-term fix" budget trailer bill in FY 2016-17 that applied the same transit operator shares as the prior fiscal year.

### **Recommendation: Support**

The SCO's biggest proposed change was to allow all locally-generated revenue to qualify, even when used for capital purposes. This was a fundamental shift in policy. STA funds, used almost entirely for operating purposes, have traditionally been distributed in rough proportion to the level of ridership and transit service provided, since fares comprise such a large share of transit operating budgets. Allowing local funds used for *capital* purposes to count towards the STA revenue-based share would make STA shares much less predictable and weaken the nexus between transit service and STA funding. Given the importance of predictable funding for public transit budgeting, staff felt that this was a significant concern. In addition, whereas STA revenue-based funds were previously distributed only to transit operators that operate public fixed-route service, the SCO's FY 2016-17 draft allocation listed dozens of new community-based transit service providers that only provide specialized, paratransit service and heretofore had not be direct recipients of STA.

MTC staff has worked closely with CTA, Bay Area operators and members of CTA's STA task force on the drafting of AB 1113 (Bloom). The bill updates the STA statutes to clarify which operators are eligible to receive STA revenue-based funds and how the shares are calculated. The ultimate goal of the legislation is to put the genie back in the bottle so that:

- An operator's share will be based on its locally-generated revenue (including fares, sales tax, paratransit fares and any other local or regional funds), capped at its total annual transit operating cost.
- The only entities eligible to receive STA revenue-based funds directly will be public transit operators that provide fixed-route transit service to the public.
- Human services transportation providers will be eligible to receive STA revenue-based funds from a transit operator that chooses to suballocate some of its revenue-based funds. They will also remain eligible for population-based funds distributed by MTC.

As noted when we briefed this committee on last year's budget trailer bill, the Sonoma Marin Area Rail Transit (SMART) District is at a disadvantage with respect to STA funding due to a two-year lag in the data used by the SCO to calculate transit operator shares. If SMART begins service in summer 2017, it will not be eligible to receive funds until FY 2019-20. MTC legislative staff is consulting with SMART on a potential amendment to the bill that could allow SMART to receive funds based on their amount of locally-generated funds (i.e. sales tax) used during its testing phase.

Consistent with our 2017 Advocacy Program, AB 1113 will restore the methodology governing the distribution of STA revenue-based funds on the basis of a transit operator's local funds used for transit service/operations and limit the funds to public transit operators providing fixed-route public service. For these reasons, staff recommends a support position.

### **Known Positions**

#### **Support**

California Transit Association (sponsor)

#### **Oppose**

None on File



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Steve Heminger

SH:rl



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 17-2427      **Version:** 1      **Name:**  
**Type:** Senate Bill      **Status:** Commission Approval  
**File created:** 3/14/2017      **In control:** Legislation Committee  
**On agenda:** 4/14/2017      **Final action:**  
**Title:** SB 150 (Allen) - Regional Transportation Plans

Requires the Air Resources Board to update regional greenhouse gas emission reduction targets, as specified. SB 150 would require the sustainable communities strategy or alternative planning strategy to include an appendix that outlines how transportation projects will be prioritized based on a project's ability to reduce vehicle miles traveled.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [3d\\_SB\\_150\\_Allen.pdf](#)

Date	Ver.	Action By	Action	Result
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### Subject:

SB 150 (Allen) - Regional Transportation Plans

Requires the Air Resources Board to update regional greenhouse gas emission reduction targets, as specified. SB 150 would require the sustainable communities strategy or alternative planning strategy to include an appendix that outlines how transportation projects will be prioritized based on a project's ability to reduce vehicle miles traveled.

### Presenter:

Rebecca Long

### Recommended Action:

Oppose / Commission Approval

### Attachments



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 3d**  
Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Legislation Committee

DATE: April 7, 2017

FR: Executive Director

W. I. 1131

RE: SB 150 (Allen): Regional Transportation Plans

### **Background**

SB 150 adds a number of new provisions to the statute established by Senate Bill 375 (Steinberg, 2008) governing the development of the Sustainable Communities Strategy (SCS), the state's general term for the long-range plan we are currently developing – Plan Bay Area 2040. The bill requires the Air Resources Board consider specific factors when updating the regional greenhouse gas (GHG) reduction targets, including the extent to which the state's climate targets will “need to be met by reductions in vehicle miles traveled” (VMT). Notably, the bill adds a requirement that the SCS include an appendix that evaluates projects on the basis of their ability to reduce VMT, per capita GHG emissions, and the share of low-income and lower middle-income residents' household income consumed by transportation and housing, and to *increase* the amount of time spent walking or bicycling for transportation purposes. Additionally, SB 150 requires the ARB to monitor each metropolitan planning organization (MPO)'s SCS to determine whether it is on track to reduce VMT by 15 percent by 2050 and achieve the GHG targets set by the board.

### **Recommendation: Oppose Unless Amended**

### **Discussion**

SB 150 has the laudable goal of ensuring that the benefits set forth in the SB 375-mandated Sustainable Communities Strategies contribute meaningfully to the state's ability to reduce GHG emissions. MTC shares this goal and staff does not object to the bill's provision requiring ARB to review and provide a progress report on each SCS, starting 2018, so as to help provide a statewide view of the plans' anticipated benefits and progress with respect to GHG emissions.

However, we are very concerned about the addition of a VMT performance target, namely, reducing VMT by 15 percent by 2050. This target is stated in absolute terms, not “per capita.” While no baseline year is provided, assuming the intent is 2018 and the target is a VMT net reduction, staff believes such a target is infeasible even assuming sluggish population and economic growth. For instance, a 0.5 percent population growth rate over 32 years represents a 17 percent growth overall. Yet the bill employs this 15 percent VMT drop by 2050 as the benchmark by which ARB will evaluate each SCS and as a criteria by which MPOs would be required to evaluate the projects in their SCS.



Staff also takes issue with the prescriptive approach to mandating specific performance measures and formatting for a new “appendix” to the plan. As you know, the SCS encompasses the Regional Transportation Plan and always includes detailed tables about the planned investments as an appendix already. The RTP, a federally required plan, is subject to numerous federal and state requirements as to content. In addition, the federally-required Transportation Improvement Program (TIP), which spells out projects receiving federal funds or requiring federal action over the next four years, contains considerable project-level detail and is typically updated to follow on the heels of the SCS.

While we are flattered that the active transportation and affordability performance criteria proposed in SB 150 bear a striking resemblance to those adopted as part of Plan Bay Area, we do not support additional state-mandated performance targets, particularly in statute. The U.S. Department of Transportation has already adopted dozens of performance targets that MPOs will be required to adopt and track on a regular basis. In addition, the CTC has adopted its own performance targets relative to the RTP and the STIP Guidelines.

We are also concerned that the bill requires the appendix evaluate projects on the basis of at least four criteria and three co-benefits (public health, social equity and conservation) and “list them in the order of their ability to achieve these objectives.” This provision ignores the fact that in many cases, performance measures may not be complementary and may in fact involve trade-offs, so that a neat “order ranking” is highly problematic.

Because it is overly prescriptive and mandates infeasible VMT reduction targets in statute, we recommend an “oppose unless amended” position on SB 150 in order to seek amendments that retain the ARB oversight/progress report provisions, but eliminate the more prescriptive aspects of the bill.

### **Known Positions**

#### **Support**

Coalition for Clean Air  
Natural Resources Defense Council (NRDC)  
Public Advocates, Inc.  
Sierra Club California  
The Nature Conservancy  
California League of Conservation Voters  
National Parks Conservation Association  
Center for Biological Diversity  
Trust for Public Lands

California Bicycle Coalition  
Marin County Bicycle Coalition  
California Walks  
Safe Routes to School National Partnership  
Bike San Gabriel Valley  
Sunflower Alliance  
Catholic Charities of the Diocese of Stockton  
Center for Climate Change and Public Health  
COAST

#### **Oppose**

None on file



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Steve Heminger

SH:rl



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 17-2455      **Version:** 1      **Name:**  
**Type:** Senate Bill      **Status:** Commission Approval  
**File created:** 3/31/2017      **In control:** Legislation Committee  
**On agenda:** 4/14/2017      **Final action:**  
**Title:** SCA 6 (Wiener): Lower Vote Threshold for Local Transportation Taxes to 55 Percent

Amends the State Constitution to set the approval threshold for local special taxes dedicated to transportation at 55 percent, down from the current threshold of 2/3.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3e\\_SCA 6\\_Support.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

SCA 6 (Wiener): Lower Vote Threshold for Local Transportation Taxes to 55 Percent

Amends the State Constitution to set the approval threshold for local special taxes dedicated to transportation at 55 percent, down from the current threshold of 2/3.

**Presenter:**

Rebecca Long

**Recommended Action:**

Support / Commission Approval

**Attachments**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 3e**  
Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Legislation Committee

DATE: April 7, 2017

FR: Executive Director

W. I. 1131

RE: SCA 6 (Wiener): Lower Vote Threshold for Local Transportation Taxes to 55 Percent

### **Background**

Senate Constitutional Amendment (SCA) 6, authored by Senator Wiener, would lower the vote threshold for local special taxes dedicated to transportation from 2/3 to 55 percent. In 2000, voters passed Proposition 39, a similar constitutional amendment allowing school districts, community colleges and county offices of education to issue school bonds (capped at a certain amount based on the tax burden it would impose on property owners) by 55 percent. Similar proposals have been introduced in Sacramento virtually every year, including others specific to transportation. To date, few have progressed beyond the committee stage due to the challenge of the legislation itself obtaining two-thirds support of each house. MTC has traditionally endorsed this effort and given the current makeup of the Legislature – with Democrats constituting super-majorities in both chambers – the chance of this proposal reaching the Governor’s desk appears more feasible.

### **Recommendation: Support**

#### **Discussion**

As you know, Bay Area voters are extremely generous and enthusiastic supporters of taxing themselves to help fund transportation improvements. It’s hard to imagine the dire straits our transportation system would face were this not the case. Local and regional funds comprise 70 percent of revenue in Plan Bay Area 2040’s Final Preferred Scenario, the majority of which were voter approved.

Nonetheless, there are parts of the region, such as Solano County, where a special local sales tax measure has been tried numerous times, but repeatedly fell short of the two-thirds margin. In 2016, Solano County attempted a general tax with an advisory measure indicating the intent to spend funds on transportation, but even that approach fell short of the lower majority-vote standard for general taxes due to concern the funds would be diverted. In addition, self-help counties seeking approval of measure extensions or increases face a tough road. In November 2012, Alameda County Transportation Commission lost support, by less than 1 percent, for Measure B1, which would have made an existing tax permanent and added another permanent ½-cent tax. Alameda County subsequently passed a new tax measure in November, 2014. Similarly, last November, Contra Costa County had a close defeat of Measure X, a 30-year local sales tax measure, which won 62 percent support, falling short of the two-thirds margin by less than 5 percent.



In recognition that this proposed constitutional amendment would help ensure passage of future local transportation measures which will remain the largest component of the region's transportation funding portfolio for the foreseeable future, staff recommends a support position on SCA 6.

### **Known Positions**

#### **Support**

California Conference Board of the Amalgamated Transit Union  
California Conference of Machinists  
California Transit Association  
San Francisco Bay Area Rapid Transit District  
Teamsters

#### **Oppose**

California Association of Realtors  
California Taxpayers Association  
Howard Jarvis Taxpayers Association  
Western States Trucking Association.



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Steve Heminger

SH:rl



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 17-2447      **Version:** 1      **Name:**  
**Type:** Assembly Bill      **Status:** Commission Approval  
**File created:** 3/24/2017      **In control:** Legislation Committee  
**On agenda:** 4/14/2017      **Final action:**  
**Title:** AB 1444 (Baker): Livermore Amador Valley Transit Authority Demonstration Project

Authorizes the Livermore Amador Valley Transit Authority to conduct a demonstration program testing driverless autonomous vehicles on public roads in the City of Dublin.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3f\\_AB 1444 \(Baker\)\\_Support.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

AB 1444 (Baker): Livermore Amador Valley Transit Authority Demonstration Project

Authorizes the Livermore Amador Valley Transit Authority to conduct a demonstration program testing driverless autonomous vehicles on public roads in the City of Dublin.

**Presenter:**

Georgia Gann Dohrmann

**Recommended Action:**

Support / Commission Approval

**Attachments**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 3f**  
Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Legislation Committee

DATE: April 7, 2017

FR: Executive Director

W. I. 1131

RE: AB 1444 (Baker): Livermore Amador Valley Transit Authority Demonstration Project

### **Background**

Assembly Bill 1444 (Baker) authorizes the Livermore Amador Valley Transit Authority (LAVTA) to conduct a demonstration project for testing shared autonomous vehicles (SAVs) not equipped with a steering wheel, brake pedal, accelerator or an operator inside the vehicle. The bill limits testing to a demonstration program area within the City of Dublin and includes safety and operational parameters almost identical to those outlined for the Contra Costa Transportation Authority (CCTA) GoMentum pilot project, which was authorized in 2016 by AB 1592 (Bonilla), a bill MTC supported.

### **Recommendation: Support**

#### **Discussion**

Current law restricts the operation of autonomous vehicles that do not require a driver – or vehicles without a steering wheel, brake pedal, accelerator and operator – on public roads, including for testing purposes. The California Department of Motor Vehicles (DMV) is in the process of updating regulations to allow for the testing and deployment of autonomous vehicles on public roads, including AVs without a driver. However, DMV has not announced a date by which they anticipate finalizing the proposed regulations.

In 2016, CCTA was authorized to operate a limited pilot program to test driverless vehicles on public roads at GoMentum station and Bishop Ranch in Contra Costa County. LAVTA is seeking to partner with CCTA's GoMentum project to explore SAV technology as a tool for first/last mile connections to mass transit systems. AB 1444 would allow LAVTA to move forward with this partnership and begin testing on public roadways in Dublin.

MTC staff recommends a support position on AB 1444 to enable LAVTA to test and deploy SAV technology. This is consistent with the Commission's 2017 Legislative Advocacy Program to support expanding the CCTA pilot program to other Bay Area jurisdictions interested in testing autonomous vehicles.

### **Known Positions**

#### **Support**

Livermore Amador Valley Transit Authority  
Alameda County Transportation Commission

#### **Oppose**

None on file

  
\_\_\_\_\_  
Steve Heminger

SH: ggd



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 17-2452      **Version:** 1      **Name:**  
**Type:** Assembly Bill      **Status:** Commission Approval  
**File created:** 3/30/2017      **In control:** Legislation Committee  
**On agenda:** 4/14/2017      **Final action:**  
**Title:** AB 344 (Melendez) Toll Violations

Waives requirement to pay toll violation penalty prior to seeking a second level of review.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3g\\_AB 344 Toll Violations.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

AB 344 (Melendez) Toll Violations

Waives requirement to pay toll violation penalty prior to seeking a second level of review.

**Presenter:**

Rebecca Long

**Recommended Action:**

Oppose Unless Amended / Commission Approval

**Attachments**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 3g**  
Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Legislation Committee

DATE: April 7, 2017

FR: Executive Director

W. I. 1131

RE: AB 344 (Melendez): Toll Violations

### **Background**

Under current law, a person receiving a toll violation may appeal the violation without providing any initial payment. If the person wants to further challenge the toll violation, the law provides that they may request an administrative review, but requires that they pre-pay the toll penalty at that time, pending the results of the administrative hearing. Under AB 344, a person would not be required to provide any payment until the conclusion of this second level of review, or if the person further challenges it, upon a finding by a court.

California law currently provides a similar structure for protesting a parking violation notice. For the first phase of review, no payment is required. For the second administrative hearing, payment is required, unless the person can provide proof of an inability to pay the amount due. The law requires every local agency adopt a written procedure for allowing a person to make this case. Unlike the parking law, however, AB 344 would waive up-front payment for all toll violations until the matter is concluded, regardless of ability to pay.

### **Recommendation: Oppose Unless Amended**

### **Discussion**

In 2016, BATA had approximately 120,000 toll violation protests; of these, only 0.05 percent were challenged and considered through the administrative review process. For anyone challenging a toll violation, the initial review is handled by the FasTrak Customer Service Center. Toll violations that are found in error are handled there. The second level of review known as the “administrative review” is done by BATA staff. Each administrative review, including the hearing, takes approximately 8 hours of staff time. While this is handled by a single BATA staff person today, removing the requirement for up-front payment would likely encourage more recipients of toll violation notices to carry their protest to the administrative hearing phase, even if they know they are at fault, simply to postpone payment or take their chances at receiving a reduced penalty. It is also worth noting that BATA is unaware of any instance in which the administrative hearing has resulted in a finding that the violation notice was in error. Such cases are discovered during the initial review when no payment is required.

Given that the underlying concern that up-front payment of the toll violation prior to the second protest phase is burdensome for a vehicle owner of limited means, staff recommends an “oppose unless amended” position on AB 344. The amendment would conform the bill to the provisions applicable to parking violations and waive up-front payment if a person can demonstrate an inability to pay. Under that provision, each agency that issues violation notices is required to develop a written procedure for a person to request this waiver. As an example, attached is the form the San Francisco Municipal Transportation Agency provides to recipients of parking violation notices.


**Known Positions:**

**Support**

American Civil Liberties Union

**Opposition**

Transportation Corridors Agency

  
Steve Heminger

**Attachment:**

- Attachment A: SFMTA Customer Service Center Hearing Deposit Waiver Information Bulletin 2016-011

SH/rl

J:\COMMITTEE\Legislation\Meeting Packets\Legis2017\04\_Legis\_Apr 2017\3g\_AB 344 Oppose Unless Amended.docx

**SFMTA Customer Service Center**  
**Hearing Deposit Waiver Information**  
**Bulletin 2016-011**  
**Issue Date: September 15, 2016**



**SFMTA**  
Municipal  
Transportation  
Agency

SFMTA.COM

Pursuant to the California Vehicle Code (section 40215), and the California Public Utilities Code (section 99581), an individual requesting an administrative hearing of a parking citation or transit violation shall deposit the amount of the fine with the SFMTA. In the event that an individual submits satisfactory proof of his or her inability to pay the citation fine, as determined by the SFMTA, the SFMTA may waive the requirement for this deposit.

To approve a waiver, the information provided by the customer must be consistent with the ranges shown in the chart below. After the customer completes the form providing their Annual Gross Income and the number of dependents in the household, use the table below to determine if the customer qualifies for a waiver. For instance, a family of four (4) must have an annual income of \$48,500 or less to qualify for a Hearing Deposit Waiver.

Size of family unit	200 Percent of Poverty	Size of family unit	200 Percent Of Poverty
1	\$23,540	9	\$90,100
2	\$31,860	10	\$98,420
3	\$40,180	11	\$106,740
4	\$48,500	12	\$115,060
5	\$56,820		
6	\$65,140		
7	\$73,460		
8	\$81,780		

**Correctable Citations:**

Individuals requesting an administrative hearing on correctable citations will not have to deposit the amount of the fine with the SFMTA.

If a customer does not qualify for a Hearing Deposit Waiver and it is not a correctable citation, he or she must deposit the amount of the citation to proceed to an Administrative Hearing. If the person does not want to make the required deposit, refer him or her to California Vehicle Code (section 40215) for parking citations, or the California Public Utilities Code (section 99581) for transit violations.

When a Hearing Deposit Waiver is granted, eTims must be noted: Hearing Deposit Waiver granted.





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 17-2394      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 3/9/2017      **In control:** Legislation Committee  
**On agenda:** 4/14/2017      **Final action:**  
**Title:** Tom Bulger's Report

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

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4a Tom Bulger's DC Report Mar 2017.pdf](#)

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:**

Rebecca Long

**Recommended Action:**

Information

**Attachments**



## March 2017 Monthly Report for MTC



**To:** Steve Heminger, Executive Director MTC

**From:** Tom Bulger, President GRI

**Date:** March 29, 2017

**Re:** Monthly Report for March 2017

- President Trump's FY 2018 Budget
- MTC's Washington, D.C. Meetings
- House Transportation and Infrastructure Committee Approve Bill to Repeal Metropolitan Planning Organization Consolidation
- Meetings
- Coming and Going

### **President Trump's FY 2018 Budget**

The President's FY 2018 Budget request proposes an immediate nine percent increase in defense spending, with an 11 percent decrease in non-defense appropriations. Within the affected United States Department of Transportation (USDOT) accounts, the Federal Aviation Administration will not be savaged because of the air traffic control system. This leaves only Amtrak, Transportation Investment Generating Economic Recovery grants and the Federal Transit Administration New Starts and Small Starts program. These budget proposals only cover programs from the discretionary budget authority account or about 29 % of the total federal budget.

The USDOT FY 2018 Budget would reduce the discretionary USDOT Budget by \$2.4 billion. Therefore, Authorizations under the Fixing America's Surface Transportation Act's Contract Authority from the Highway Trust Fund for the remainder of FY 2017 and FY 2018 are relevant unless amended.

### **MTC's Washington, D.C. Meetings**

The Commissioners and staff were in Washington, D.C. in March, 2017 for Congressional and Administration meetings. The following meetings were conducted:

- Senator Dianne Feinstein (D-Calif.) and Senior Staff;
- Senator Susan Collins (R-Maine) and Senior Appropriations staff;
- Rep. Nancy Pelosi (D-Calif.) Chief of Staff;
- Rep. Jackie Speier (D-Calif.);
- Rep. Peter DeFazio (D-Ore.) and Senior Staff;
- Rep. Earl Blumenauer (D-Ore.) and Senior Staff;
- House Appropriations Committee Minority Staff;
- Senate Appropriations Committee Majority and Minority Staff;
- Senate Banking Committee Majority and Minority Staff
- House T & I Committee Majority and Minority Staff;
- Senate Environment & Public Works Majority and Minority Staff;
- Rep. Daniel Lipinski (D-Ill.) Staff;
- US Conference of Mayors, Regional Councils, MPOs, County's League of Cities, American Public Transportation Association and the Intelligent Transportation Society of America;
- Federal Transit Administration; and
- Federal Railroad Administration

It should be noted that numerous Congressional meetings were cancelled due to a snowstorm.

Finally, the Annual California Transportation Congressional Reception was well attended even though we almost cancelled due to the snow storm.

### **House Transportation and Infrastructure (T&I) Committee Approve Bill to Repeal Metropolitan Planning Organization (MPO) Consolidation**

The House T&I Committee approved H.R.1346 that would repeal the Obama Administration's December 2016 rule requiring MPO's to consolidate. Hopefully, house leaders will substitute S. 496 not H.R 1346. If this happens it goes directly to the President.

### **Meetings**

- On March 24<sup>th</sup>, I attended the Transportation for America legislative strategy meeting.
- On March 30<sup>th</sup>, I spoke at the Omniair Consortium with Andrew Fremier.

### **Coming and Going**

Jeffrey Rosen has been nominated to be the US DOT Deputy Secretary. He was US DOT General Counsel in the Bush Administration