



Metropolitan Transportation Commission

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

Meeting Agenda

Legislation Committee

Committee Members:

Alicia C. Aguirre, Chair Sam Liccardo, Vice Chair

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

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

Friday, May 12, 2017

9:35 AM

Board Room - 1st Floor

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Web site: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 9:35 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. [17-2477](#) Minutes of April 14, 2017 Meeting

Action: Committee Approval

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

- 2b. [17-2478](#) Legislative History

Action: Information

Presenter: Rebecca Long

Attachments: [2b May Leg History.pdf](#)

3. Approval

- 3a. [17-2479](#) MTC and ABAG Housing Principles

Proposed joint guidelines which will inform MTC and ABAG evaluation and advocacy around state and federal housing proposals.

Action: Support / Commission Approval

Presenter: Rebecca Long

Attachments: [3a MTC and ABAG Housing Principles.pdf](#)

4. State Legislation

- 4a. [17-2480](#) 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:** Rebecca Long
- Attachments:** [4a_RM3_Update.pdf](#)
- 4b. [17-2549](#) AB 686 (Santiago): Housing Discrimination - Affirmatively Further Fair Housing
- Adds a requirement to the Sustainable Communities Strategy requiring that it identify specific actions to affirmatively further fair housing.
- Action:** Oppose Unless Amended / Commission Approval
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [4b_AB_686_\(Santiago\)_Oppose_Unless_Amended.pdf](#)
- 4c. [17-2582](#) SB 768 (Allen / Wiener): Renewal of Public-Private Partnership (P3) Authority
- Revives a law that expired in 2016 authorizing Caltrans and regional transportation agencies to enter into public-private partnerships or "P3s."
- Action:** Support / Commission Approval
- Presenter:** Rebecca Long
- Attachments:** [4c_SB_768_Support.pdf](#)
- 4d. [17-2595](#) May Revise of FY 2017-18 State Budget
- Information on the Governors May revision to the FY 2017-18 State Budget.
- Action:** Information
- Presenter:** Rebecca Long
- Attachments:** [4d_MayRevise_Handout.pdf](#)

5. Federal Legislation

- 5a. [17-2583](#) Transportation, Housing and Urban Development Appropriations Bill, FY 2017

Summary of FY 2016 and FY 2017 federal funding levels for select surface transportation and housing programs.

Action: Information

Presenter: Randy Rentschler

Attachments: [5a 2017 THUD.pdf](#)

- 5b. [17-2481](#) Tom Bulger's Report

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

Action: Information

Presenter: Randy Rentschler

Attachments: [5b Tom Bulger's DC Report Apr 2017.pdf](#)

6. Information

- 6a. [17-2539](#) Policy Advisory Council - 2017 Recruitment

Recruitment efforts and selection schedule for MTC's Policy Advisory Council.

Action: Information

Presenter: Pam Grove

Attachments: [6a Policy Advisory Council – 2017 Recruitment.pdf](#)

7. Public Comment / Other Business

8. Adjournment / Next Meeting

The next meeting of the Legislation Committee will be June 9, 2017, 9:40 a.m. the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2477 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 4/3/2017 **In control:** Legislation Committee
On agenda: 5/12/2017 **Final action:**
Title: Minutes of April 14, 2017 Meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a Minutes Apr 2017.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of April 14, 2017 Meeting

Recommended Action:
Committee Approval

Attachments



Metropolitan Transportation Commission

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

Meeting Minutes - Draft

Legislation Committee

Committee Members:

Alicia C. Aguirre, Chair Sam Liccardo, Vice Chair

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

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

Friday, April 14, 2017

9:35 AM

Board Room - 1st Floor

1. Roll Call / Confirm Quorum

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

Absent: 1 - Commissioner Cortese

Non-Voting Member Present: Commissioner Giacomini

Non-Voting Member Absent: Commissioner Azumbrado

Ex Officio Voting Members Present: Commission Chair Mackenzie and

Commission Vice Chair Haggerty

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

2. Consent Calendar

**Upon the motion by Commissioner Pierce and second by Commissioner Halsted,
the Consent Calendar was unanimously approved. The motion carried by the
following vote:**

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

Absent: 1 - Commissioner Cortese

Approval of the Consent Calendar

2a. [17-2391](#) Minutes of March 10, 2017 Meeting

Action: Committee Approval

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

Action: Information

Presenter: Rebecca Long

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

Ken Bukowski was called to speak.

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

3c. [17-2395](#) AB 1113 (Bloom): State Transit Assistance (STA) Program

Action: Support / Commission Approval

Presenter: Rebecca Long

Upon the motion by Commissioner Pierce and second by Commissioner Halsted, a support position on AB 1113 (Bloom) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

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

Absent: 1 - Commissioner Cortese

Rebecca Long 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.

3d. [17-2427](#) SB 150 (Allen): Regional Transportation Plans

Action: Oppose Unless Amended / Commission Approval

Presenter: Rebecca Long

Upon the motion by Vice Chair Liccardo and second by Commissioner Halsted, an oppose unless amended position on SB 150 (Allen) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

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

Absent: 1 - Commissioner Cortese

Rebecca Long 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.

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

Action: Support / Commission Approval

Presenter: Rebecca Long

Upon the motion by Commissioner Connolly and second by Commissioner Halsted, a support position on SCA 6 (Wiener) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

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

Absent: 1 - Commissioner Cortese

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

Action: Support / Commission Approval

Presenter: Georgia Gann Dohrmann

Upon the motion by Commissioner Pierce and second by Commissioner Halsted, a support position on AB 1444 (Baker) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

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

Absent: 1 - Commissioner Cortese

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.

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

Action: Oppose Unless Amended / Commission Approval

Presenter: Rebecca Long

Rich Hedges was called to speak.

Upon the motion by Commissioner Spering and second by Commissioner Halsted, an oppose unless amended position on AB 344 (Melendez) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

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

Absent: 1 - Commissioner Cortese

Rebecca Long 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.

4. Federal Legislation

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

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

Action: Information

Presenter: Rebecca Long

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.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2478 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 4/3/2017 **In control:** Legislation Committee
On agenda: 5/12/2017 **Final action:**
Title: Legislative History
Sponsors:
Indexes:
Code sections:
Attachments: [2b_May_Leg_History.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
May 4, 2017

Bill Number	Current Text	Status	Summary	MTC Position
AB 1 Frazier	Introduced 12/5/2016	Assembly Transportation	Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. 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
AB 13 Eggman	Introduced 12/5/2016	Assembly 2 year	—580 Marine Highway. 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.	
AB 17 Holden	Introduced 12/5/2016	Assembly Appropriations Suspense File	Transit Pass Program: free or reduced-fare transit passes. 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.	
AB 18 Garcia, Eduardo	Amended 2/23/2017	Senate Desk	California Clean Water, Climate, Coastal Protection, and Outdoor Access For All Act of 2018. 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.	
AB 28 Frazier	Chaptered 3/29/2017	Assembly Chaptered	Department of Transportation: environmental review process: federal pilot program. 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

AB 30 Caballero	Amended 4/3/2017	Assembly Natural Resources	Environmental quality: judicial review: strip mall conversion housing projects. 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.	
AB 33 Quirk	Amended 3/23/2017	Assembly Appropriations	Transportation electrification: electric vehicle service equipment: electrical corporations: rates. 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.	
AB 35 Quirk	Amended 3/23/2017	Assembly 2 year	Residential and nonresidential buildings: energy savings program. 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.	
AB 45 Thurmond	Amended 4/6/2017	Assembly Appropriations Suspense File	California School Employee Housing Assistance Grant Program. 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.	
AB 59 Thurmond	Introduced 12/7/2016	Assembly Housing and Community Development	Local Housing Trust Fund Matching Grant Program. 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.	

AB 63 Frazier	Amended 4/5/2017	Assembly Appropriations	Driver's licenses: provisional licenses. 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.	
AB 65 Patterson	Introduced 12/13/2016	Assembly 2 year	Transportation bond debt service. 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.	
AB 66 Patterson	Introduced 12/13/2016	Assembly 2 year	High-Speed Rail Authority: reports. 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.	
AB 69 Allen, Travis	Introduced 12/16/2016	Assembly Print	State highways: roadside rests. 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.	
AB 71 Chiu	Amended 3/2/2017	Assembly Revenue and Taxation	Income taxes: credits: low-income housing: farmworker housing. Would, under the law governing the taxation of insurers, the Personal Income Tax Law, and the Corporation Tax Law, for calendar years beginning in 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

<u>AB 72</u> <u>Santiago</u>	Amended 4/17/2017	Assembly Appropriations	Housing. Current law prescribes requirements for the preparation of the housing element, including a requirement that a planning agency submit a draft of the element or draft amendment to the element to the Department of Housing and Community Development prior to the adoption of the element or amendment to the element. Current law requires the department to review the draft and report its written findings, as specified. Current law also requires the department, in its written findings, to determine whether the draft substantially complies with the housing element. This bill would require the department to also review any action or failure to act by the city, county, or city and county that it determines is inconsistent with an adopted housing element or a specified provision and to issue written findings, as specified, whether the action or failure to act substantially complies with the housing element. If the department finds that the action or failure to act by the city, county, or city and county does not substantially comply with the housing element, and if it has issued findings as described above that an amendment to the housing element substantially complies with the housing element, the bill would authorize the department to revoke its findings until it determines that the city, county, or city and county has come into compliance with the housing element.	
<u>AB 73</u> <u>Chiu</u>	Amended 5/2/2017	Assembly Appropriations	Planning and zoning: housing sustainability districts. 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. The bill would require the office to approve a zoning incentive payment if the ordinance meets the above-described requirements and the city's housing element is in compliance with specified law.	
<u>AB 74</u> <u>Chiu</u>	Introduced 12/16/2016	Assembly Appropriations	Housing. 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.	
<u>AB 87</u> <u>Ting</u>	Introduced 1/5/2017	Assembly 2 year	Autonomous vehicles. 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.	

AB 91 Cervantes	Amended 3/22/2017	Assembly Appropriations	High-occupancy vehicle lanes. 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.	
AB 96 Ting	Introduced 1/10/2017	Assembly Budget	Budget Act of 2017. This bill would make appropriations for the support of state government for the 2017–18 fiscal year. This bill contains other related provisions.	
AB 151 Burke	Amended 5/2/2017	Assembly Appropriations	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: scoping plan: report. 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.	
AB 174 Bigelow	Introduced 1/17/2017	Assembly Third Reading	California Transportation Commission: membership. 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.	
AB 179 Cervantes	Amended 4/20/2017	Assembly Third Reading	California Transportation Commission. 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, 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 one of those voting members have worked directly with those communities in the state that are most significantly burdened by, and vulnerable to, high levels of pollution, including, but not limited to, those communities with racially and ethnically diverse populations or with low-income populations.	
AB 193 Cervantes	Introduced 1/19/2017	Assembly Appropriations	Air Quality Improvement Program: Clean Reused Vehicle Rebate Project. 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.	

AB 199 Chu	Amended 4/6/2017	Assembly Appropriations	Public works: private residential projects. 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.	
AB 202 Steinorth	Amended 4/6/2017	Assembly 2 year	Planning and zoning: permits. 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.	
AB 239 Ridley-Thomas	Introduced 1/30/2017	Assembly Natural Resources	California Environmental Quality Act: urbanized areas. 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.	
AB 241 Dababneh	Introduced 1/30/2017	Assembly Appropriations	Personal information: privacy: state and local agency breach. 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.	
AB 256 Steinorth	Introduced 1/31/2017	Assembly Print	Land use: housing. 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.	
AB 262 Bonta	Amended 3/27/2017	Assembly Appropriations	Public contracts: lowest responsible bidder: eligible materials. 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.	

AB 278 Steinorth	Introduced 2/2/2017	Assembly 2 year	California Environmental Quality Act: exemption: existing transportation infrastructure. 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.	
AB 302 Gipson	Amended 4/17/2017	Assembly Transportation	South Coast Air Quality Management District: fleets. Would authorize the governing board of the South Coast Air Quality Management District to adopt rules and regulations that require specified operators of public and commercial fleet vehicles consisting of 1 or more vehicles to purchase zero-emission and near-zero-emission vehicles, as defined, and that require those zero-emission and near-zero-emission vehicles to be operated, to the maximum extent feasible, in the south coast district. This bill contains other related provisions.	
AB 330 Cooley	Amended 4/19/2017	Assembly 2 year	Highway safety. 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, until January 1, 2022, 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, 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.	
AB 333 Quirk	Introduced 2/7/2017	Assembly Appropriations	State Highway Route 185: relinquishment: County of Alameda. 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.	
AB 342 Chiu	Amended 4/6/2017	Assembly 2 year	Vehicles: automated speed enforcement: five-year pilot program. 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
AB 344 Melendez	Introduced 2/7/2017	Senate Rules	Toll evasion violations. 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.	Oppose Unless Amended
AB 351 Melendez	Introduced 2/8/2017	Assembly 2 year	Transportation funding. 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.	

AB 352 Santiago	Amended 4/6/2017	Assembly Local Government	State Housing Law: efficiency units. 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.	
AB 378 Garcia, Cristina	Amended 4/18/2017	Assembly Appropriations Suspense File	Greenhouse gases, criteria air pollutants, and toxic air contaminants. The California Global Warming Solutions Act requires the State Air Resources Board, when adopting rules and regulations to achieve greenhouse gas emissions reductions beyond the statewide greenhouse gas emissions limit and to protect the state's most impacted and disadvantaged communities, to follow specified requirements, consider the social costs of the emissions of greenhouse gases, and prioritize specified emission reduction rules and regulations. This bill would additionally require the state board to consider and account for the social costs of the emissions and greenhouse gases when adopting those rules and regulations.	
AB 388 Mullin	Amended 3/23/2017	Senate Desk	Greenhouse Gas Reduction Fund: wetland restoration projects. 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.	
AB 398 Garcia, Eduardo	Amended 4/17/2017	Assembly Appropriations	Air pollution. Current law establishes the State Air Resources Board, air quality management districts, and air pollution control districts to address the emissions of air pollution. Current law designates the air districts with the primary responsibility for the control of air pollution from sources other than mobile sources. Current law designated the state board with the primary responsibility for the control of air pollution from mobile sources. This bill would require the state board to appoint a dedicated ombudsman to respond to requests for data and analyses that are not readily available to the public and would require those requests to be processed in a timely manner.	
AB 399 Grayson	Amended 3/23/2017	Assembly 2 year	Autonomous vehicles: Contra Costa Transportation Authority: pilot project. 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.	
AB 419 Salas	Amended 4/19/2017	Assembly Consent Calendar	Zero net energy residential buildings: report. 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 progress in implementing the New Residential Zero Net Energy Action Plan 2015-2020, as specified.	

AB 468 Santiago	Amended 3/23/2017	Assembly Transportation	Transit districts: prohibition orders. 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.	
AB 476 Gipson	Amended 4/17/2017	Assembly 2 year	Vehicular air pollution: heavy-duty vehicles. Current law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Current law defines a heavy-duty vehicle as having a manufacturer's maximum gross vehicle weight rating of 6,001 or more pounds, a light-duty vehicle as having a manufacturer's gross vehicle weight rating of under 6,001 pounds, and a medium duty vehicle as a heavy-duty vehicle having a manufacturer's gross vehicle weight rating under a limit established by the state board. This bill instead would define a heavy-duty vehicle as having a manufacturer's maximum gross vehicle weight rating of 26,001 or more pounds.	
AB 489 Chen	Introduced 2/13/2017	Assembly Print	Land use: general plans. 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.	
AB 494 Bloom	Amended 3/28/2017	Assembly Third Reading	Land use: accessory dwelling units. The Planning and Zoning Law authorizes a local agency to provide by ordinance for the creation of accessory dwelling units in single-family and multifamily residential zones, 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.	
AB 495 Voepel	Amended 3/21/2017	Assembly 2 year	Vehicles: use of personal identifying information: theft. 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.	

AB 496 Fong	Amended 2/28/2017	Assembly Transportation	Transportation funding. Would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues.	
AB 499 Harper	Introduced 2/13/2017	Assembly Print	California Environmental Quality Act: infill development. 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.	
AB 515 Frazier	Introduced 2/13/2017	Assembly Appropriations	State Highway System Management Plan. 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.	
AB 523 Reyes	Amended 4/4/2017	Assembly Third Reading	Electric Program Investment Charge: allocation. 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.	
AB 544 Bloom	Amended 4/27/2017	Assembly Appropriations	Vehicles: high-occupancy vehicle lanes. 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.	

AB 548 Steinorth	Amended 4/4/2017	Assembly 2 year	Omnitrans Transit District. Would create the Omnitrans Transit District in the County of San Bernardino. The bill would provide that the jurisdiction of the district would initially include the Cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa, and 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.	
AB 555 Cunningham	Amended 3/21/2017	Assembly 2 year	Greenhouse Gas Reduction Fund: schoolbuses. 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.	
AB 571 Garcia, Eduardo	Introduced 2/14/2017	Assembly Revenue and Taxation	Income taxes: insurance tax: credits: low-income housing: farmworker housing assistance. 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.	
AB 577 Caballero	Amended 3/9/2017	Assembly 2 year	Disadvantaged communities. 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.	
AB 623 Rodriguez	Amended 4/17/2017	Assembly Appropriations	Autonomous vehicles: accident reporting. Would require the operator of an autonomous vehicle who is involved in an accident that results in damage to the property of any one person in excess of \$1,000, or in bodily injury, or in the death of a person, to make that report. The bill would require a traffic collision report prepared by a member of the Department of the California Highway Patrol or any other peace officer to specify if an autonomous vehicle was involved in the traffic collision in any manner. Because a violation of the bill's reporting requirement would be an infraction, the bill would impose a state-mandated local program.	

AB 633 Harper	Amended 3/30/2017	Assembly Transportation	City of Laguna Woods: golf cart crossing zones. 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.	
AB 636 Irwin	Amended 3/28/2017	Senate Desk	Local streets and roads: expenditure reports. Current law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30. This bill would 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.	
AB 673 Chu	Amended 4/18/2017	Assembly Appropriations	Public transit operators: bus procurement: safety considerations. Would require a public transit operator, before the procurement of a new bus to be used in 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 specified purposes, including, among other purposes, reducing the risk of assault on bus operators. By creating new duties for public transit operators, this bill would impose a state-mandated local program.	
AB 678 Bocanegra	Amended 5/1/2017	Assembly Local Government	Housing Accountability Act. 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 require the findings of the local agency to instead be based on clear and convincing evidence in the record.	
AB 686 Santiago	Amended 4/27/2017	Assembly Appropriations	Housing discrimination: affirmatively further fair housing. 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. The bill would authorize the Director of Fair Employment and Housing to exercise discretion to investigate, or to bring a civil action, based on a verified complaint that alleges a violation of these provisions.	

AB 694 Ting	Introduced 2/15/2017	Assembly 2 year	Bicycles. Current law requires any person operating a bicycle under specified conditions to ride as close as practicable to the right-hand curb or edge of the roadway, except under specified conditions. This bill would recast those provisions to instead require a person operating a bicycle to ride in the right-hand lane or bicycle lane, if one is present, and would additionally require a person operating a bicycle in a lane that is wide enough for a vehicle and bicycle to travel safely side by side within the lane to ride far enough to the right in order to allow vehicles to pass, except when it is reasonably necessary to avoid conditions that make it hazardous to continue along the right-hand edge of the lane, and when approaching a place where a right turn is authorized.	
AB 697 Fong	Introduced 2/15/2017	Assembly Consent Calendar	Tolls: exemption for privately owned emergency ambulances. 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.	
AB 709 McCarty	Amended 3/23/2017	Assembly Local Government	Sacramento Regional Transit District: bonds: transactions and use tax. 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.	
AB 730 Quirk	Introduced 2/15/2017	Senate Desk	Transit districts: prohibition orders. 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.	

AB 733 Berman	Amended 3/23/2017	Senate	Enhanced infrastructure financing districts: projects: climate change. 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.	
AB 734 Bonta	Amended 3/23/2017	Assembly Local Government	Infrastructure financing districts: City of Oakland: freight rail. 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.	
AB 756 Ting	Amended 3/22/2017	Assembly 2 year	Prima facie speed limits: Golden Gate Park. 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.	
AB 758 Eggman	Amended 4/18/2017	Assembly Appropriations Suspense File	Transportation: Tri-Valley-San Joaquin Valley Regional Rail Authority. Would establish the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning and developing a cost-effective and responsive connection between 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.	
AB 829 Chiu	Amended 3/23/2017	Assembly Appropriations	Planning and zoning: annual report. The Planning and Zoning Law requires, after the legislative body of the city or county has adopted all or part of a general plan, that the planning agency provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that includes specified information. This bill would require that this report additionally include the relationship between jobs and housing, including any imbalance between jobs and housing.	
AB 852 Grayson	Introduced 2/16/2017	Assembly Consent Calendar	Planning and zoning: general plan: report. 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.	

AB 863 Cervantes	Introduced 2/16/2017	Assembly Appropriations	Affordable Housing and Sustainable Communities Program. 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.	
AB 879 Grayson	Amended 4/20/2017	Assembly Appropriations	Planning and zoning: housing element. 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 nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the availability of financing, the price of land, and the cost of construction. This bill would require this analysis to also include the requests to develop housing at densities below those anticipated in a specified analysis, and the length of time between receiving approval for a housing development and submittal of an application for building permits for that housing development that hinder the construction of a locality's share of the regional housing need.	
AB 891 Garcia, Eduardo	Amended 3/15/2017	Assembly Appropriations	California Communities Environmental Health Screening. 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.	
AB 915 Ting	Amended 5/2/2017	Assembly Local Government	Planning and zoning: density bonus: affordable housing ordinances: City and County of San Francisco. Would require the City and County of San Francisco, if it has adopted an ordinance requiring an affordable housing minimum percentage for housing developments, to apply that ordinance to the total number of housing units in the development, including any additional housing units granted pursuant to these provisions, unless the city and county exempts those additional housing units from the ordinance. The bill would provide that it would not apply to an applicant seeking a density bonus for a proposed housing development if his or her application was submitted to, or processed by, the City and County of San Francisco before January 1, 2018.	
AB 932 Ting	Amended 4/19/2017	Assembly Appropriations	Shelter crisis: homeless shelters and permanent supportive housing. 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, planning and zoning, or safety standards, procedures, 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.	

AB 943 Santiago	Introduced 2/16/2017	Assembly Elections and Redistricting	Land use regulations: local initiatives: voter approval. 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.	
AB 964 Gomez	Amended 4/27/2017	Assembly Appropriations	Economic development: Capital Access Loan Program: low-emission vehicles. Would create the California Affordable Clean Vehicle Program to assist low-income or high financial risk individuals in the purchase or lease of low-emission vehicles. The bill would require the authority to adopt regulations, subject to the approval of the State Air Resources Board, to implement the program. The bill would establish the California Affordable Clean Vehicle Program Fund, a continuously appropriated fund, for purposes of the program. The bill would require annual reports by the authority to be submitted to the Legislature regarding the finance programs administered pursuant to the provisions of the bill.	
AB 970 Frazier	Amended 3/28/2017	Assembly Transportation	Vehicles: distracted driving. 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.	
AB 975 Friedman	Amended 3/23/2017	Assembly Third Reading	Natural resources: wild and scenic rivers. 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.	
AB 980 Wood	Introduced 2/16/2017	Assembly 2 year	Department of Transportation: broadband: fiber optic cables: priority areas. 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.	
AB 1015 Mathis	Introduced 2/16/2017	Assembly Print	State highways. 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.	

AB 1063 Fong	Introduced 2/16/2017	Assembly Print	Transportation funds. 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.	
AB 1069 Low	Amended 4/18/2017	Assembly Appropriations	Local government: taxicab transportation services. Current law requires every city or county to adopt an ordinance or resolution in regard to taxicab transportation service and requires each city or county to provide for a policy for entry into the business of providing taxicab transportation service, the establishment or registration of rates for the provision of taxicab transportation service, and a mandatory controlled substance and alcohol testing certification program for drivers, as specified. Current law also authorizes a city or county to levy a charge on a taxicab transportation service that is sufficient to pay for the costs of carrying out the ordinance or resolution adopted by the city or county in regards to taxicab transportation services. This bill would repeal the above requirements and authorization for a city and instead apply those provisions only to a county.	
AB 1073 Garcia, Eduardo	Introduced 2/16/2017	Assembly Consent Calendar	California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program. 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.	
AB 1081 Burke	Amended 4/24/2017	Assembly Appropriations Suspense File	Sales and use taxes: exclusion: low-emission motor vehicle: trade-in. 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, before January 1, 2023, 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.	
AB 1088 Eggman	Amended 5/2/2017	Assembly Appropriations	Multifamily residential housing: energy programs. Would require the Energy Commission, by January 1, 2020, and in consultation with relevant state agencies and the public, to establish nonbinding statewide goals for reducing energy consumption and emissions of greenhouse gases from multifamily residential properties by January 1, 2030, 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.	
AB 1094 Choi	Introduced 2/17/2017	Assembly Consent Calendar	Vehicles: automated traffic enforcement systems. 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.	

AB 1113 Bloom	Amended 3/28/2017	Assembly Consent Calendar	State Transit Assistance program. 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.	Support
AB 1117 Fong	Introduced 2/17/2017	Assembly 2 year	California Environmental Quality Act. 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.	
AB 1121 Chiu	Amended 3/28/2017	Assembly Appropriations	San Francisco Bay Area Water Emergency Transportation Authority. 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.	
AB 1122 Limón	Amended 4/18/2017	Assembly Appropriations	Teachers: dual-language immersion programs. 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.	
AB 1137 Maienschein	Amended 4/20/2017	Assembly Consent Calendar	Housing developments: pet permissibility. 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, department regulations, and local government ordinances related to public health, animal control, and animal anticruelty.	

<u>AB 1141</u> <u>Berman</u>	Amended 4/17/2017	Assembly 2 year	Autonomous vehicles: freight vehicles. 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, a violation of the Vehicle Code is an infraction, unless otherwise specified. This bill would require the department, on or before September 30, 2018, to adopt regulations setting forth standards for the testing of autonomous vehicles used to transport freight and, in the development of those regulations, to consult with the Department of Transportation and the Department of the California Highway Patrol on related topics, including appropriate routes for autonomous vehicles used to transport freight and compliance with state and federal requirements for commercial drivers.	
<u>AB 1156</u> <u>Ting</u>	Amended 5/1/2017	Assembly Appropriations	Planning and zoning: general plan: report. 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 a listing of sites rezoned to accommodate that portion of the city's or county's share of the regional housing need for each income level that could not be accommodated on specified sites.	
<u>AB 1160</u> <u>Bonta</u>	Amended 4/17/2017	Assembly C. & C.	Autonomous vehicles. 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 as any vehicle equipped with autonomous technology that has been integrated into that vehicle. This bill would change the definition of autonomous vehicle to mean any vehicle equipped with autonomous technology that has been integrated into that vehicle or a vehicle that meets specified levels of driving automation, as defined.	
<u>AB 1218</u> <u>Obernolte</u>	Amended 4/18/2017	Senate Desk	California Environmental Quality Act: exemption: bicycle transportation plans. 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 those 2 exemptions until January 1, 2021.	
<u>AB 1233</u> <u>Cunningham</u>	Introduced 2/17/2017	Assembly 2 year	Transportation Inspector General. 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.	

<u>AB 1239</u> <u>Holden</u>	Amended 5/1/2017	Assembly Appropriations	Building standards: electric vehicle charging infrastructure. The California Building Standards 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 require the department and the commission to research, propose, and adopt mandatory building standards regarding electric vehicle capable parking spaces for multifamily housing, commercial, and parking structure construction and renovation, as specified.	
<u>AB 1259</u> <u>Calderon</u>	Amended 4/27/2017	Assembly Appropriations	Capital Access Loan Program: electric vehicles. Would expand the Capital Access Loan Program to include the purchase or lease of an electric vehicle by low- and middle-income consumers and families, as specified.	
<u>AB 1282</u> <u>Mullin</u>	Amended 4/4/2017	Assembly Appropriations	Transportation Permitting Taskforce. 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.	
<u>AB 1328</u> <u>Limón</u>	Amended 4/17/2017	Assembly Appropriations	Oil and gas: wells. Would require the owner or operator of an oil or gas 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, the State Water Resources Control Board, or the applicable regional water quality control board 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 entity's injection fluid analysis or to determine the potential consequences of that chemical constituent for the environment and human health.	
<u>AB 1331</u> <u>Gipson</u>	Amended 3/21/2017	Assembly 2 year	Gambling licenses: corporations. 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.	
<u>AB 1341</u> <u>Calderon</u>	Amended 5/2/2017	Assembly Appropriations	Zero-emission and near-zero-emission vehicles: tax credits. The Personal Income Tax Law allows various credits against the taxes imposed by that law. This bill, for taxable years beginning on or after January 1, 2018, and before January 1, 2023, would allow a credit under the Personal Income Tax Law in a specified amount, depending on the type of vehicle, to a qualified taxpayer, as defined, who purchased a new near-zero-emission or zero-emission vehicle during the taxable year. The bill would provide for an additional credit for qualified taxpayers who are low-income purchasers, as defined.	

AB 1342 Flora	Amended 4/27/2017	Assembly Appropriations	Greenhouse Gas Reduction Fund: healthy forest programs, organic waste projects, and recycling projects. Would make moneys from the Greenhouse Gas Reduction Fund, upon appropriation, available to the Department of Forestry and Fire Protection for healthy forest programs that reduce greenhouse gas emissions caused by uncontrolled wildfires, as specified; to the Department of Resources Recycling and Recovery for instate organic waste recycling projects that reduce greenhouse gas emissions, as specified; and to the Department of Resources Recycling and Recovery for instate recycling projects that reduce greenhouse gas emissions and help achieve the state's policy goal that not less than 75% of solid waste generated be source reduced, recycled, or composted by the year 2020.	
AB 1350 Friedman	Amended 3/27/2017	Assembly Local Government	Land use: housing element: regional housing need: noncompliant cities and counties: penalty. 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.	
AB 1383 Fong	Introduced 2/17/2017	Assembly 2 year	California Global Warming Solutions Act of 2006: regulations. 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.	
AB 1395 Chu	Amended 3/30/2017	Assembly 2 year	State highways: uniform financial plan. 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.	
AB 1397 Low	Amended 4/20/2017	Assembly Appropriations	Local planning: housing element: inventory of land for residential development. 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.	

AB 1418 O'Donnell	Amended 3/28/2017	Assembly Appropriations	City prosecutors. 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.	
AB 1423 Chiu	Amended 3/28/2017	Assembly Appropriations	Housing: annual reports: charter cities. 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.	
AB 1427 Eggman	Amended 3/21/2017	Assembly Appropriations Suspense File	Water: underground storage. 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.	
AB 1433 Wood	Amended 4/27/2017	Assembly Appropriations	Climate Adaptation and Resilience Based on Nature Act. Would create the Climate Adaptation and Resilience Based on Nature Account in the Greenhouse Gas Reduction Fund and 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.	
AB 1436 Levine	Amended 3/28/2017	Assembly Local Government	County highways. 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.	
AB 1442 Allen, Travis	Amended 3/28/2017	Assembly Transportation	Bonds: transportation: water projects. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.	

AB 1444 Baker	Amended 5/2/2017	Assembly Appropriations	Livermore Amador Valley Transit Authority: demonstration project. Current law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, a driver is seated in the driver's seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency. This bill would 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.	Support
AB 1445 Reyes	Amended 4/18/2017	Assembly Appropriations	Public contracting: small business goal. Current law requires the Director of the Department of General Services and the directors of other state agencies to establish goals for the participation of small businesses, including microbusinesses, in the provision of goods, information technology, and services to the state, and in the construction of state facilities. This bill would state findings and declarations of the Legislature related to small business participation in state procurement and contracting.	
AB 1469 Grayson	Introduced 2/17/2017	Assembly Appropriations	School transportation. 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.	
AB 1470 Wood	Introduced 2/17/2017	Assembly 2 year	State highways: bypasses of a city or business district. 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.	
AB 1505 Bloom	Amended 5/1/2017	Senate	Land use: zoning regulations. 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.	
AB 1509 Baker	Amended 4/6/2017	Assembly Appropriations	San Francisco Bay Area Rapid Transit District. 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.	

AB 1512 McCarty	Amended 4/25/2017	Assembly Revenue and Taxation	Opioid Addiction Prevention and Rehabilitation Act. 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. Under this bill, the Opioid Addiction Prevention and Rehabilitation Act would impose a tax on and after January 1, 2018, 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.	
AB 1515 Daly	Amended 5/1/2017	Assembly Local Government	Planning and zoning: housing. Under the the Housing Accountability Act, the local agency may disapprove or condition approval of a housing development project or emergency shelter if, among other reasons, the housing development project or emergency shelter is inconsistent with both the jurisdiction's zoning ordinance and general plan land use designation, as provided. This bill would specify that a housing development project or emergency shelter is deemed consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision if there is substantial evidence that would allow a reasonable person to conclude that the housing development project or emergency shelter is consistent, compliant, or in conformity. The bill would make additional findings related to the Housing Accountability Act in this regard.	
AB 1519 Cervantes	Amended 3/28/2017	Assembly 2 year	Adopt-A-Riverway Program. 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.	
AB 1523 Obernolte	Amended 5/1/2017	Assembly Appropriations	San Bernardino County Transportation Authority: design-build. The County Transportation Commissions Act provides for the creation of county transportation commissions in specific counties, with various powers and duties relative to transportation planning and funding, as specified. This bill would authorize the San Bernardino County Transportation Authority, upon approval of its board of directors, to use the design-build contracting process for local agencies to award a contract for the construction of the Mt. Vernon Avenue Viaduct project in the City of San Bernardino (the project).	
AB 1531 Berman	Amended 3/28/2017	Assembly 2 year	Public agency renewable energy self-generation program. 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.	

AB 1561 Quirk-Silva	Amended 3/20/2017	Assembly 2 year	Inland Port Infrastructure Financing Act. 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.	
AB 1568 Bloom	Amended 5/1/2017	Assembly Local Government	Enhanced infrastructure financing districts. 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, as provided, 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.	
AB 1585 Bloom	Amended 4/20/2017	Assembly 2 year	Planning and zoning: affordable housing: single application. 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.	
AB 1598 Mullin	Amended 5/1/2017	Assembly Appropriations	Affordable housing authorities. 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 prohibit certain local government entities from participating in the authority. 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.	
AB 1613 Mullin	Amended 4/19/2017	Assembly Local Government	San Mateo County Transit District: retail transactions and use tax. Current law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in the county not exceed 2%. Current law also authorizes the board of the San Mateo County Transit District to adopt a retail transactions and use tax ordinance in accordance with the Transactions and Use Tax Law. This bill would authorize the board, unless the transactions and use tax described in paragraph (2) has been imposed, 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	
AB 1623 Acosta	Introduced 2/17/2017	Assembly Print	State Air Resources Board. 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.	

AB 1640 Garcia, Eduardo	Introduced 2/17/2017	Assembly 2 year	Transportation funding: low-income communities. 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.	
AB 1652 Kalra	Amended 3/28/2017	Assembly 2 year	Cannabis: distribution and transportation: evaluation. 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.	
AB 1670 Gomez	Amended 4/18/2017	Assembly Revenue and Taxation	Income taxes: credits: qualified developer: affordable housing. The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 2017, and before January 1, 2022, in an amount equal to 50% of the amount paid or incurred by a taxpayer to a qualified developer during the taxable year for the development of a qualified project, as defined, not to exceed \$250,000.	
AB 1679 Burke	Amended 4/6/2017	Assembly Appropriations	Motor vehicle insurance: auto body repair. 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.	
AB 1683 Burke	Amended 4/3/2017	Assembly Appropriations Suspense File	Transformative Climate Communities Program: report. Current law establishes the Transformative Climate Communities Program, administered by the Strategic Growth Council, to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities, as defined. This bill would require the council, no later than January 1, 2019, to submit a specified report on the program to the Governor and specified committees of the Legislature.	

ACA 4 Aguiar-Curry	Introduced 2/17/2017	Assembly Local Government	Local government financing: affordable housing and public infrastructure: voter approval. Local government financing: affordable housing and public infrastructure: voter approval.	
SB 1 Beall	Chaptered 4/30/2017	Senate Chaptered	Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program.	Support
SB 2 Atkins	Amended 3/23/2017	Senate Appropriations Suspense File	Building Homes and Jobs Act. 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
SB 3 Beall	Amended 3/28/2017	Senate Appropriations Suspense File	Affordable Housing Bond Act of 2018. 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
SB 4 Mendoza	Amended 4/26/2017	Senate Appropriations	Goods movement: allocation of federal funds: Goods Movement and Clean Trucks Bond Act. 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.	
SB 5 De León	Amended 3/28/2017	Senate Appropriations	California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018. 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.	

SB 13 Gaines	Amended 5/3/2017	Senate Appropriations	Sales and use taxes: exemption: manufacturing and research. On and after July 1, 2014, tangible personal property with a useful life of one or more years, as defined by reference to state income or franchise taxes, is deemed to have a useful life of one or more years for purposes of the exemption. Current law exempts from the definition of qualified person a trade or business that is required to apportion its business income under a specified section of law, which includes, among others, a trade or business that derives more than 50% of its gross business receipts, as defined, from conducting agricultural business activities. This bill, on and after January 1, 2018, would expand the definition of a qualified person to include a person that conducts a trade or business that is required to apportion its business income because it derives 50% of more of its gross business receipts, as defined, from conducting agricultural business activities, as specified.	
SB 19 Hill	Amended 3/14/2017	Senate Appropriations Suspense File	Public Utilities Commission: duties and responsibilities: governance. 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.	
SB 20 Hill	Amended 4/6/2017	Assembly Desk	Vehicles: buses: seatbelts. 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.	
SB 21 Hill	Amended 5/3/2017	Senate Appropriations	Law enforcement agencies: surveillance: policies. Would, beginning July 1, 2018, require each public agency, as defined, to submit to its governing body at a regularly scheduled hearing, open to the public, a proposed Surveillance Use Policy for the use of each type of surveillance technology and the information collected, as specified. The bill would require the public agency to cease using the surveillance technology within 30 days if the proposed plan is not adopted. 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.	
SB 35 Wiener	Amended 4/4/2017	Senate Appropriations	Planning and zoning: affordable housing: streamlined approval process. 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.	

SB 41 Galqiani	Amended 3/23/2017	Senate 2 year	State Air Resources Board: compliance: regulations. 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.	
SB 79 Allen	Amended 3/9/2017	Senate Appropriations Suspense File	Sales and use taxes: exemption: used electric vehicles. 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.	
SB 145 Hill	Introduced 1/17/2017	Assembly	Autonomous vehicles: testing on public roads. 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.	
SB 150 Allen	Amended 4/27/2017	Senate Appropriations	Regional transportation plans. Current law requires metropolitan planning organizations to adopt a sustainable communities strategy or alternative planning strategy, subject to specified requirements, as part of a regional transportation plan, which is to be designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. This bill would require the State Air Resources Board to update and revise the greenhouse gas emission reduction targets consistent with the scoping plan and an assessment of the portion of the state's overall climate targets that is anticipated to be met by reductions in vehicle miles traveled.	Oppose Unless Amended
SB 185 Hertzberg	Amended 3/20/2017	Senate Appropriations	Crimes: infractions. 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.	
SB 195 Cannella	Introduced 1/30/2017	Senate Rules	Vehicle registration. 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.	

SB 196 Cannella	Introduced 1/30/2017	Senate Rules	Land use: general plans. 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.	
SB 229 Wieckowski	Amended 4/18/2017	Senate Third Reading	Accessory dwelling units. 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.	
SB 251 Cannella	Introduced 2/7/2017	Senate 2 year	Autonomous vehicles: pilot project. Current law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, a driver is seated in the driver's seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency. This bill would, 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.	
SB 262 Wieckowski	Introduced 2/8/2017	Assembly Desk	Climate change: climate adaptation: advisory council. 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.	
SB 263 Leyva	Amended 5/3/2017	Senate Appropriations	Climate Assistance Centers. Would require the Strategic Growth Council, among other things, to establish no less than 10 regional climate assistance centers, as specified, and award competitive grants to eligible entities through an application process, 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 policies and programming that accomplish specified goals.	
SB 264 Nguyen	Amended 4/4/2017	Senate 2 year	High-occupancy toll lanes: Interstate 405 Improvement Project high-occupancy toll lanes. 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.	

SB 277 Bradford	Amended 3/22/2017	Senate Third Reading	Land use: zoning regulations. 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.	
SB 279 Fuller	Introduced 2/9/2017	Senate Rules	Local government: land use: general plans. 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.	
SB 369 Hertzberg	Introduced 2/14/2017	Senate Transportation and Housing	Autonomous vehicles. 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.	
SB 389 Roth	Amended 3/21/2017	Senate Appropriations	Department of Transportation: programmatic testing and inspection services. 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.	
SB 400 Portantino	Amended 4/27/2017	Senate Appropriations	Highways: victim memorial signs. 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 add, until January 1, 2022, similar provisions to providing for the placement of "Please Drive Safely" signs in memory of victims killed in vehicular accidents unrelated to drugs or alcohol.	
SB 406 Leyva	Amended 4/27/2017	Senate Appropriations	Vehicles: high-occupancy vehicle lanes: exceptions. 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). This bill would similarly authorize a blood transport vehicle, as defined, that is transporting blood between collection points and hospitals or storage centers to use HOV lanes, by requiring the department to make available for issuance a distinctive decal, label, or other identifier that clearly distinguishes a blood transport vehicle from other vehicles for purposes of use in those lanes, and would make conforming changes.	

SB 414 Vidak	Introduced 2/15/2017	Senate Transportation and Housing	Transportation bonds: highway, street, and road projects. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.	
SB 415 Vidak	Introduced 2/15/2017	Senate 2 year	High-speed rail: rights-of-way. 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.	
SB 418 Hernandez	Introduced 2/15/2017	Assembly Desk	Public works: public subsidies. 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.	
SB 431 Bates	Amended 3/20/2017	Senate Transportation and Housing	Planning and zoning: building codes: accessory dwelling units. 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.	
SB 445 Gaines	Introduced 2/15/2017	Senate Rules	California Environmental Quality Act: infill development. 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.	
SB 446 Gaines	Introduced 2/15/2017	Senate Rules	Housing element. 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.	

SB 469 Skinner	Amended 4/25/2017	Senate Appropriations	Child support guidelines: low-income adjustments. 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 extend the January 1, 2018, date of repeal to January 1, 2021, for the version of existing law that is currently operative, thereby maintaining the net disposable income threshold at \$1,500 per month, adjusted annually for cost-of-living increases, until January 1, 2021, and would repeal the successor version of that law that becomes operative on January 1, 2018.	
SB 530 Vidak	Introduced 2/16/2017	Senate 2 year	Employee housing: agricultural employees. 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.	
SB 540 Roth	Amended 4/18/2017	Senate Appropriations	Workforce Housing Opportunity Zone. 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.	
SB 578 Glazer	Amended 4/17/2017	Senate 2 year	Highways: Safety Enhancement-Double Fine Zone. 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.	
SB 591 Berryhill	Introduced 2/17/2017	Senate Rules	Motor vehicle fuel tax. 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.	

SB 594 Beall	Amended 4/5/2017	Senate 2 year	Department of Transportation: contracts. 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.	
SB 595 Beall	Amended 4/18/2017	Senate Appropriations	Metropolitan Transportation Commission: toll bridge revenues. Would require the City and County of San Francisco and the other 8 counties in the San Francisco Bay area to conduct a special election on a proposed unspecified increase in the amount of the toll rate charged on the state-owned toll bridges in that area to be used for unspecified projects and programs. By requiring this election, the bill would impose a state-mandated local program.	Support
SB 603 Glazer	Introduced 2/17/2017	Senate 2 year	San Francisco Bay Area Rapid Transit District: work stoppages. 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.	
SB 604 Glazer	Introduced 2/17/2017	Senate Public Employment and Retirement	San Francisco Bay Area Rapid Transit District: strikes: prohibition. 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.	
SB 614 Hertzberg	Amended 4/5/2017	Senate Third Reading	Public transportation agencies: administrative penalties. 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.	

SB 622 Wiener	Amended 5/1/2017	Senate Transportation and Housing	Local Agency Public Construction Act: Golden Gate Bridge, Highway and Transportation District. 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. This bill would, require a bridge and highway district to advertise for contracts for all vessel repair, maintenance, and alteration work if the estimated expenditure exceeds \$1,000,000, and for all other construction, repair, maintenance, and alteration work, and all similar work, if the estimated expenditure exceeds \$5,000, in at least one newspaper and one trade paper of general circulation, as specified.	
SB 638 Leyva	Introduced 2/17/2017	Senate 2 year	Heavy-duty motor vehicles. 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.	
SB 680 Wieckowski	Introduced 2/17/2017	Assembly Desk	San Francisco Bay Area Rapid Transit District 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.	
SB 711 Hill	Amended 4/6/2017	Senate Appropriations	Electrical corporations and gas corporations: rates and charges. 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.	
SB 732 Stern	Amended 5/2/2017	Senate Appropriations	General plan: open-space element: agricultural land. Would 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.	

SB 745 Stern	Introduced 2/17/2017	Senate Rules	California Global Warming Solutions Act of 2006. 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.	
SB 750 Hueso	Amended 5/3/2017	Senate Appropriations	Vehicles: Digital license plates. Current law authorizes the Department of Motor Vehicles to conduct a pilot program, to be completed no later than January 1, 2019, to evaluate the use of alternatives to stickers, tabs, license plates, and registration cards, subject to certain requirements, and to report the results of the pilot program, as specified, to the Legislature no later than July 1, 2020. Current law also authorizes the department to enter into contracts with qualified private industry partners to provide specified service relating to the registration of vehicles. This bill would specify that the authorization to establish the above-mentioned pilot program includes the authority to establish a pilot program to evaluate digital license plates.	
SB 760 Wiener	Introduced 2/17/2017	Senate 2 year	Transportation funding: active transportation: complete streets. Would establish a Division of Active Transportation within the Department of Transportation and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters to guide progress toward meeting the department's active transportation program goals and objectives. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities.	
SB 768 Allen	Amended 3/27/2017	Senate Appropriations	Transportation projects: comprehensive development lease agreements. 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.	
SB 775 Wieckowski	Amended 5/1/2017	Senate Environmental Quality	California Global Warming Solutions Act of 2006: market-based compliance mechanisms. The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include use of market-based compliance mechanisms. Current law prohibits a state agency from linking a market-based compliance mechanism with any other state, province, or country unless the state agency notifies the Governor. Current law requires the Governor to issue specified findings within 45 days of receiving that notice from a state agency and to provide those findings to the Legislature. This bill would add to the findings required to be issued by the Governor and provided to the Legislature in those circumstances.	

SB 802 Skinner	Amended 4/20/2017	Senate Appropriations	Autonomous vehicles: advisory taskforce. Would direct the Office of Planning and Research to convene an Autonomous Vehicle Advisory Taskforce on or before April 1, 2018, to review autonomous vehicle policies and provide recommendations to the Legislature. The bill would require the Autonomous Vehicle Advisory Taskforce to meet at least quarterly, include at least one member each from 6 specified state agencies, and include at least 2 public members, as specified. The bill would compel the Autonomous Vehicle Advisory Taskforce to provide recommendations to the Legislature, as specified, on or before January 1, 2019.	
SCA 2 Newman	Amended 3/30/2017	Senate Inactive File	Motor vehicle fees and taxes: restriction on expenditures: appropriations limit. 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.	
SCA 6 Wiener	Amended 5/1/2017	Senate Transportation and Housing	Local transportation measures: special taxes: voter approval. Would require that the imposition, extension, or increase by a local government of a special tax as may otherwise be authorized by law, whether a sales or transactions and use tax, parcel tax, or other tax for the purpose of providing funding for transportation purposes be submitted to the electorate by ordinance and approved by 55% of the voters voting on the proposition. The measure would authorize an ordinance submitted to the voters for approval under these provisions to provide, as otherwise authorized by law, for the issuance of bonds payable from the revenues from the special tax.	Support

Federal Bills

Bill Number (Author)	Topic	Current Version	Status	Summary	MTC Position
United States House of Representatives					
H.R. 83 (Barletta)	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.	
H.R. 100 (Brownley)	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.	
H.R. 127 (Green)	Transit for Veterans	1/4/17	House Transportation & Infrastructure Committee	Amends 5307 to mandate operators discount peak fares for veterans.	
H.R. 202 (Velazquez)	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.	
H.R. 233 (Young)	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.	
H.R. 268 (Lewis)	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	
H.R. 336 (Meadows)	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.	
H.R. 400 (Black)	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.	

H.R. 482 (Gozar)	Fair Housing	1/12/17	House Financial Services Committee	Prohibits the Department of Housing and Urban Development from implementing the 2015 Affirmatively Furthering Fair Housing rule.	
H.R. 537 (DeLauro)	National Infrastructure Development Bank Act of 2017	1/17/17	House Energy & Commerce, Transportation & Infrastructure, Financial Services and Ways and Means Committees	Establishes 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.	
H.R. 701 (Wilson)	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.)	
HR 765 (Velazquez)	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.	
HR 824 (Smith)	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
H.R. 891 (Meadows)	Federal Transit Modernization Act of 2017	2/7/17	House Transportation & Infrastructure Committee	Repeals requirements that condition certain financial assistance for public transportation projects upon employee protective arrangements approved by the Secretary of Labor. The intent is to support private partnerships with public transit agencies.	
H.R. 904 (Lipinski)	Buy American Improvement Act of 2017	2/24/17	House Oversight & Government Reform; Financial Services; Transportation & Infrastructure; Energy & Commerce;	Amends the Buy American Act, standardizes requirements and waiver notices, and expand Buy America provisions for existing grant programs, including transportation grant programs.	

			Agriculture; Natural Resources and Homeland Security Committees		
H.R. 932 (Ellison)	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.	
H.R. 948 (Ellison)	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.	
H.R. 988 (Ellison)	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.	

H.R. 1028 (Sires)	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.	
H.R. 1076 (Clarke)	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.	
H.R. 1346 (Lipinski)	MPO coordination rule repeal legislation	4/6/17	Senate companion bill passed and presented to the President	Repeals the rule issued by the Federal Highway Administration and Federal Transit Administration entitled "Metropolitan Planning Organization Coordination and Planning Area Reform."	Support
H.R. 1458 (Blumenauer)	RAISE 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.	
H.R. 1661 (Tiberi)	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.	
H.R. 1664 (DeFazio)	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.	

H.R. 1669 (Delaney)	Partnership to Build America Act of 2017	3/23/17	House Transportation & Infrastructure and Ways & Means Committees	Establishes the American Infrastructure Fund, to provide bond guarantees and make loans to States, local governments, and infrastructure providers for investments in certain infrastructure projects, and to provide equity investments in such projects, and for other purposes.	
H.R. 1670 (Delaney)	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.	
H.R. 1780 (Crist)	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.	
H.R. 2129 (Deutch)	Climate Change Adapt America Fund Act of 2017	4/26/17	House Energy & Commerce, Transportation & Infrastructure and Ways & Means Committees	Establishes the Climate Change Advisory Commission to develop recommendations, frameworks, and guidelines for projects to respond to the impacts of climate change, to issue Federal obligations, the proceeds of which shall be used to fund projects that aid in adaptation to climate change, and for other purposes.	
H.R. 2241 (Holding)	Commuter Benefits	4/28/17	House Ways & Means Committee	Amends the Internal Revenue Code of 1986 to treat qualified alternative commuter programs, including commutes facilitated through transportation network company providers, as an excludable qualified transportation fringe benefit. Text is not yet available.	
H.R. 2329 (Higgins)	Competitive Grant Program	5/03/17	House Transportation & Infrastructure Committee	Directs the Secretary of Transportation to establish a transformational infrastructure competitive grant program, and for other purposes. Text is not yet available.	

H.R. 2347 (Torres)	Regional Infrastructure Accelerator Program	5/03/17	House Transportation & Infrastructure Committee	Directs the Secretary of the Treasury to establish a regional infrastructure accelerator program to facilitate investments in and the financing of certain infrastructure projects, and for other purposes. Text is not yet available.	
H.R. 2348 (Torres)	America Infrastructure Opportunity Bonds	5/03/17	House Ways & Means Committee	Requires the Secretary of the Treasury to issue American Infrastructure Opportunity Bonds when the real rate equals zero percent or less and deposit the proceeds from such bonds into the Highway Trust Fund, and for other purposes. Text is not yet available.	

United States Senate					
Bill Number (Author)	Topic	Current Version	Status	Summary	MTC Position
S. 87 (Toomey)	Sanctuary Cities	1/10/17	Senate Judiciary Committee	Prohibits sanctuary jurisdictions, as defined by the legislation, from receiving certain federal funds, including Community Development Block Grants.	
S. 88 (Fischer)	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.	
S. 103 (Lee)	Local Zoning Decisions Protection Act of 2017 (fair housing)	1/11/17	Senate Banking, Housing & Urban Affairs Committee	Prohibits the Department of Housing and Urban Development from implementing the 2015 Affirmatively Furthering Fair Housing rule.	
S. 181 (Brown)	To ensure that certain Federal public works and infrastructure projects use materials produced in the United States, 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.	
S. 195 (Flake)	Transportation Investment Recalibration to Equality (TIRE) Act	1/24/17	Senate Environment & Public Works Committee	Repeals 23 U.S.C. 113, which establishes prevailing wage requirements for certain federal highway projects.	
S. 271 (Fischer)	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.	
S. 434 (Franken)	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.	

S. 453 (Flake)	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	
S. 496 (Duckworth)	MPO coordination rule repeal legislation	3/10/17	Passed and presented to the President	Repeals the rule issued by the Federal Highway Administration and Federal Transit Administration entitled "Metropolitan Planning Organization Coordination and Planning Area Reform."	Support
S. 548 (Cantwell)	Affordable Housing Credit Improvement Act of 2017	3/7/17	Senate Finance Committee	Increases and expands the federal low-income housing tax credit programs.	
S. 604 (Hatch)	Highway Rights-of-Way Permitting Efficiency Act of 2017	3/9/17	Senate Environment & Public Works Committee	Enhances State permitting authority along highway rights-of-way to encourage expansion of broadband service to rural communities, and for other purposes	
S. 805 (Sanders)	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).	
S. 846 (Shaheen)	SAFE Bridges Act of 2017	4/05/17	Senate Environment & Public Works Committee	Directs the Secretary of Transportation to assist States to rehabilitate or replace certain bridges, and for other purposes. Authorizes to be appropriated \$2.75 billion for each of fiscal years 2017 through 2020 to fund the new rehabilitation program.	

California State Legislative Calendar 2017

January 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.	June 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.
February 17 Last day for bills to be introduced. 20 Presidents' day observed.	July 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
March 31 Cesar Chavez Day observed.	August 21 Legislature reconvenes from Summer Recess.
April 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.	September 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.
May 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	October 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. November 7 General Election. December January 2018 1 Statutes take effect 3 Legislature reconvenes.

Source: Senate & Assembly websites.

*Dates are subject to change.

115th United States Congress, First Session Calendar*

January 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	July 4 Independence Day observed. 3 – 7 House/Senate work period 10 House district work period July 31 – September 4 House/Senate work period
February 6 Deadline for President's budget submission. 9-10 House district work period 20 President's Day observed. 20 – 24 House/Senate work periods	August 1-31 House/Senate work period
March 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	September 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
April 7-24 House district work period 10 – 21 Senate state work period 15 Congressional concurrent resolution budget deadline.	October 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
May 5-15 House district work period 29 Memorial Day observed. 26 – June 5 House district work period 29 – June 2 Senate state work period	November 10 Veterans' Day observed. 17 – 27 House district work period 20 – 24 Senate district work period 23 Thanksgiving Day observed.
June 1 – 2 House/Senate work period 5 House district work period 15 Deadline for Congressional action on budget reconciliation. 19 House district work period	December 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 #: 17-2479 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 4/3/2017 **In control:** Legislation Committee
On agenda: 5/12/2017 **Final action:**
Title: MTC and ABAG Housing Principles

Proposed joint guidelines which will inform MTC and ABAG evaluation and advocacy around state and federal housing proposals.

Sponsors:

Indexes:

Code sections:

Attachments: [3a_MTC and ABAG Housing Principles.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC and ABAG Housing Principles

Proposed joint guidelines which will inform MTC and ABAG evaluation and advocacy around state and federal housing proposals.

Presenter:

Rebecca Long

Recommended Action:

Support / Commission Approval

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Legislation Committee

DATE: May 5, 2017

FR: Executive Director

W. I. 1131

RE: MTC and ABAG Housing Principles

With more than 130 housing-related bills introduced in the Legislature, California lawmakers are seeking to address the statewide housing crisis this legislative session. As MTC and the Association of Bay Area Governments (ABAG) move toward staff integration, staff from the two agencies have developed a set of principles to serve as joint guidelines to inform evaluation and advocacy of state and federal legislation. The proposed principles for the 2017-18 legislative session are attached for your consideration and approval.

Background

On March 31st, MTC and ABAG released the *Draft Plan Bay Area 2040 (Draft Plan)*, a regional roadmap for accommodating projected household and employment growth as well as a transportation investment strategy. The *Draft Plan* includes ambitious targets to support a growing economy, provide more housing and transportation choices, and reduce transportation-related pollution in the region. It identifies housing as the Bay Area's greatest immediate challenge. Housing prices – fueled by demand that has far outpaced supply – are pushing residents further away from job centers, degrading the Bay Area's quality of life and contributing to record congestion levels, increased greenhouse gas emissions (GHG). At the same time, the state and federal governments have reduced funding for affordable housing.

The Bay Area must build more housing to create strong, equitable and sustainable communities and maintain the region's position as a leading state and national economic engine. As a path forward, MTC and ABAG incorporated an "Action Plan" into the *Draft Plan* to focus on policy and funding strategies to improve housing affordability in the region, among other issues. As part of this strategy, MTC and ABAG are coordinating on the CASA initiative. Over the coming year, CASA – a multi-sector blue-ribbon committee – will develop recommendations to address the region's chronic housing affordability challenges.

Given that the Legislature will be considering housing-related bills in the near-term, staff recommends MTC and ABAG adopt the proposed principles (Housing Principles) to guide staff evaluation and response to time-sensitive legislation. These joint principles expand on housing provisions in the MTC-adopted 2017 Legislative Advocacy Agenda and ABAG's 2017 Legislative Priorities and are consistent with both the goals of the *Draft Plan* and the housing portion of the Action Plan.

The draft Housing Principles have been shared with MTC's Policy Advisory Council and the Housing Subcommittee of the ABAG Regional Planning Committee. Staff incorporated feedback and policy recommendations from both advisory groups into the updated document. In addition, an initial draft was presented at the ABAG Legislation and Governmental Organization (L&GO) Committee on March 15th. Staff anticipates that this item will be considered by the ABAG Executive Board and the Commission and at their respective May meetings.

Staff requests the Committee's referral of the attached principles to the Commission for approval.



Steve Heminger

Attachments:

- Attachment A: Housing Principles for MTC and ABAG 2017-18 State and Federal Legislative Advocacy

SH:gd

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Housing Principles for MTC and ABAG 2017-18 State and Federal Legislative Advocacy
Draft: April 18, 2017

The Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) propose the following principles to guide legislative advocacy efforts for the 2017-18 state and federal legislative sessions.

- **Increase funding** – Augment state and federal funding for affordable housing, including resources to plan for new housing in addition to supporting the production and preservation of units. Leverage state investments by rewarding local agencies that raise their own funds. Increased state and federal support will assist local jurisdictions and the region in meeting the daunting need to preserve and create affordable housing.
- **Incentivize production** – Reward progress toward reaching goals to address the housing needs for households across the income spectrum by tying new investments to housing preservation and production, including leveraging state and federal funds to incentivize increasing supply. Incentives could include funding for parks, infrastructure, schools or other investments that support complete communities in growing jurisdictions.
- **Enhance sustainability** – Support approaches that will help the Bay Area meet state and federal air quality and climate change goals, improve resilience to natural hazards, and protect open space, consistent with *Plan Bay Area 2040*.
- **Prioritize infill development** – Support efforts to significantly increase housing production, especially compact, mixed-use development in Bay Area locally-designated priority development areas (PDAs), housing element sites and job centers with access to high-quality transit service.
- **Lower the cost of housing production** – Support reforms to expedite project delivery and reduce production costs without diminishing environmental standards and safeguards. In addition to improving speed and predictability in the production process, support options to reduce the cost of permitting and construction.
- **Limit hurdles** – Projects that conform to community, regional, and state policy should receive permits, be built and get counted. Enforce existing state and federal laws and mandates, including the Housing Accountability Act and RNHA goals, while ensuring local land use authorities continue to set local standards. Reduce monetary and regulatory hurdles to building accessory and secondary dwelling units, tiny houses, and micro units.
- **Preserve affordability and combat displacement** – Support policy outcomes that stabilize or increase equity and socio-economic diversity, including removing State-imposed limits on local ordinances that can protect residents from displacement, build mixed-income neighborhoods, and raise funds for affordability solutions. Preserve existing stock of affordably-priced housing, both deed-restricted and naturally-occurring affordable housing.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	17-2480	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	4/3/2017	In control:		Legislation Committee	
On agenda:	5/12/2017	Final action:			
Title:	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.

Sponsors:

Indexes:

Code sections:

Attachments: [4a_RM3 Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

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.

Presenter:

Rebecca Long

Recommended Action:

Information

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Legislation Committee
FR: Executive Director
RE: Regional Measure 3 Update

DATE: May 5, 2017

W. I. 1131

Update on Legislation

On April 21, Senate Bill 595 was introduced by Senator Jim Beall as the placeholder bill for Regional Measure 3. The bill reserves for future discussions the important policy questions such as toll increase amount, projects to be funded, and election date. Nonetheless, to ensure the bill keeps on track with legislative deadlines, the bill was heard in the Senate Transportation & Housing Committee on April 25th and passed with a vote of 9-3. The next step for the bill is the Senate Appropriations Committee, where all bills originating in the Senate must be approved by May 26th. After that, it faces a June 2nd deadline to pass the Senate floor and then move to the Assembly committee process. The bill is subject to a simple majority vote.

Staff is conferring and meeting regularly with our Assembly and Senate Bay Area delegation and their staffs to discuss key next steps, including outreach, polling and development of the expenditure plan. We will provide a verbal update on any additional developments at your May 12th Legislation Committee meeting.



Steve Hemfinger

SH/rl

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2549 **Version:** 1 **Name:**
Type: Assembly Bill **Status:** Commission Approval
File created: 4/25/2017 **In control:** Legislation Committee
On agenda: 5/12/2017 **Final action:**
Title: AB 686 (Santiago): Housing Discrimination - Affirmatively Further Fair Housing

Adds a requirement to the Sustainable Communities Strategy requiring that it identify specific actions to affirmatively further fair housing.

Sponsors:

Indexes:

Code sections:

Attachments: [4b_AB 686 \(Santiago\)_Oppose Unless Amended.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

AB 686 (Santiago): Housing Discrimination - Affirmatively Further Fair Housing

Adds a requirement to the Sustainable Communities Strategy requiring that it identify specific actions to affirmatively further fair housing.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Oppose Unless Amended / Commission Approval

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Legislation Committee

DATE: May 5, 2017

FR: Deputy Executive Director, Policy

W. I. 1131

RE: AB 686 (Santiago): Housing Discrimination – Affirmatively Further Fair Housing

Background

In 2015, the Obama Administration adopted an affirmatively further fair housing (AFFH) rulemaking to strengthen compliance with the longstanding obligation for recipients of federal housing funding to advance fair housing goals. The rule requires Department of Housing and Urban Development (HUD) grantees, including 33 Bay Area cities and counties, to incorporate fair housing community planning into HUD-required planning documents and prioritize actions the jurisdiction will take to address impediments to achieving full housing integration within their borders. The Trump Administration has since indicated opposition to the new approach and legislation was introduced (H.R. 482 and S. 103) to nullify the AFFH rule, creating uncertainty over the future of the rule.

In response, Assembly Bill 686 (Santiago) seeks to place the AFFH duty in state law and adds failure to affirmatively further fair housing as a new category of housing discrimination. While the federal AFFH rule applies only to HUD grantees, this bill applies the fair housing obligation to any state, regional or local agency that administers programs and activities related to housing and community development, including MTC and the Association of Bay Area Governments (ABAG). The bill further requires MTC and ABAG to incorporate a fair housing assessment into the Sustainable Communities Strategy (SCS) – the state’s general term for Plan Bay Area 2040 (Plan), the Bay Area’s long-range Regional Transportation Plan (RTP). This provision would require that the SCS include a commitment to take specific meaningful actions to affirmatively further fair housing.

Recommendation: Oppose Unless Amended

Discussion

AB 686 has the laudable policy goal of furthering fair housing opportunity. MTC supports this policy and does not object to incorporating AFFH into state policy. However, given that regional agencies have no land use authority, the focus on regional planning and the SCS is misplaced. Staff takes issue with the requirement that the SCS take meaningful action in areas over which regional agencies have no enforcement authority. Cities and counties have jurisdiction over land use and housing investment strategies, and therefore it makes sense for them to continue to be responsible for fair housing compliance. This was reinforced in a 2015 update to MTC’s environmental justice analysis for Plan Bay Area which showed that while planned transportation investments equitably benefitted minority and low-income households, there are widespread inequities in other areas including access to fair and affordable housing.

Another cause for concern is the potential conflict of the AFFH requirement with other state policy goals, putting public agencies in a bind and at risk of litigation. For example, California Senate Bill 375 (Steinberg, 2008) requires metropolitan areas to create a SCS that aligns land use and

transportation planning in order to reduce greenhouse gas emissions (GHG). The Plan's core strategy to reduce GHG emissions focuses growth in locally-identified Priority Development Areas (PDAs), or existing neighborhoods served by public transit. This may or may not affirmatively further fair housing. Therefore, the addition of a new state policy objective to the SCS would require a re-evaluation and potential revision of SB 375 to ensure each objective can realistically be reached.

The Plan is already required to meet federal nondiscrimination obligations as a part of the metropolitan transportation planning process, which are incorporated into the Plan through the equity framework. This equity framework has three components: A Title VI analysis of investments to identify any disparate impacts on populations based on race, color or national origin; an environmental justice analysis to identify any adverse impacts on low-income and minority populations or communities of concern; and an equity analysis that assesses benefits of planned investments on communities of concern in comparison to the rest of the region. These obligations provide room for assessing affordable housing and access to opportunity challenges.

Given the lack of enforcement authority at the regional level and potential legal ramifications and conflicts with other state policies, staff recommends an "oppose unless amended" position on AB 686, authorizing staff to pursue an amendment that would eliminate the provisions related to regional planning agencies and the SCS and instead, require a study identifying strategies to better-align HUD-grantee fair housing plans and policies with regional transportation and land use planning.

Known Positions

Support

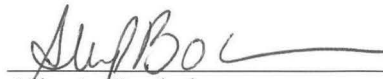
National Housing Law Project (co-sponsor)
Public Advocates (co-sponsor)
Western Center on Law & Poverty (co-sponsor)
AFSCME
Alliance of Californians for Community Empowerment
American Planning Association, California Chapter (*if amended*)
Bay Area Legal Aid
California Environmental Justice Alliance
California Housing Partnership Corporation
California Reinvestment Coalition
Communities for a Better Environment
Courage Campaign
Disability Rights California
Enterprise Community Partners
Equal Justice Society
Fair Housing Advocates of Northern California
Fair Housing Council of Orange County
Grounded Solutions Network
Human Equity Law Project

HERA

Law Foundation of Silicon Valley
Lawyers' Committee for Civil Rights Under Law
Legal Aid Association of California
Legal Aid Foundation of Los Angeles
Legal Aid Society of San Diego
Legal Services of Northern California
Little Tokyo Service Center
Mission Economic Development Agency
National Association of Social Workers
Non-Profit Housing Association of Northern California
Peace and Freedom Party of California
Policy Link
Project Sentinel
Public Counsel
Public Interest Law Project
Tenants Together

Opposition

California Association of Councils of Governments


Alix A. Bockelman

SH:gd



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2582 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 5/4/2017 **In control:** Legislation Committee
On agenda: 5/12/2017 **Final action:**
Title: SB 768 (Allen / Wiener): Renewal of Public-Private Partnership (P3) Authority

Revives a law that expired in 2016 authorizing Caltrans and regional transportation agencies to enter into public-private partnerships or "P3s."

Sponsors:

Indexes:

Code sections:

Attachments: [4c_SB 768_Support.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

SB 768 (Allen / Wiener): Renewal of Public-Private Partnership (P3) Authority

Revives a law that expired in 2016 authorizing Caltrans and regional transportation agencies to enter into public-private partnerships or "P3s."

Presenter:

Rebecca Long

Recommended Action:

Support / Commission Approval

Attachments



Memorandum

TO: Legislation Committee

DATE: May 5, 2017

FR: Deputy Executive Director, Policy

W. I. 1131

RE: SB 768 (Allen/Wiener): Renewal of Public-Private Partnership (P3) Authority

Background

Senate Bill 768 (Allen/Wiener) would extend indefinitely the public-private partnership (P3) statute pertaining to transportation that expired on January 1, 2017. California's first experience with P3s was authorized in 1989 under AB 680 (Baker), which authorized Caltrans to enter into up to four projects. The state built two projects under this authorization. The first project was ten miles of tolled express lanes in the median of the existing State Route (SR) 91 in Orange County and the subsequent project was SR 125 in San Diego County to connect the area near the Otay Mesa border crossing with the state highway system. In 2009, the Legislature enacted SBX2 4 (Cogdill), expanding P3 authority to allow the state and regional agencies to enter into an unlimited number of P3 agreements for a range of highway, road and transit projects until December 31, 2017. Under this statute:

- The California Transportation Commission (CTC) was charged with responsibility for reviewing projects proposed to enter into such an agreement and verifying that they are consistent with certain objectives, namely to improve mobility, improve the operations or safety of the affected corridor, or provide quantifiable air quality benefits.
- For projects on the state highway system, the law required Caltrans to be the responsible agency for performance of project development work, including the development of performance specifications, preliminary engineering, pre-bid services, environmental documents, and construction inspection services, but Caltrans could choose to do the work in-house or using contractors.

SB 768 would make no changes to these or other provisions in the current P3 statute, other than removing a sunset date.

Recommendation: Support

Discussion

MTC has long supported increased flexibility for transportation agencies to make use of a variety of financing and contracting methods for the delivery of transportation improvements, including supporting an identical bill to SB 768 – AB 1265 (Perea, 2015) which died in the Assembly Appropriations Committee. While only one project took advantage of the P3 statute that SB 768 would renew – the Presidio Parkway Project – staff believes the state should retain the option for Caltrans or regional agencies to enter into such agreements.

Under the Presidio Parkway P3 project, a private partner is required to complete the second phase of the design and reconstruction of the southern approach to the Golden Gate Bridge and to operate and maintain the roadway for 30 years. In exchange, the state will make payments estimated to total roughly \$1.1 billion to the private partner over the life of the contract. The project was delayed by a lawsuit brought by the Caltrans engineering union, Professional Engineers in California Government (PECG) related to whether the Presidio Parkway Project was an authorized P3 project and whether Caltrans employees were to be responsible to carry out various project delivery functions. The courts ruled in favor of the project. Because of this court finding, PECG is opposed to SB 768 unless it specifies that Caltrans must perform construction inspection services themselves.

While California has relatively few P3 experiences under its belt, staff believes P3s remain an important financing and project delivery option that ought to be restored. The Legislative Analyst's Office noted in a 2012 report, "Maximizing State Benefits From Public-Private Partnerships," that P3s offer a number of benefits, such as the ability to transfer risks associated with a project from a government entity to a private partner, free up public funds for other purposes, provide a higher level of maintenance, result in more innovative design and construction techniques and provide greater price and schedule certainty. There can also be limitations that must be taken into account on a project-by-project basis, such as limiting government's flexibility, increased financing costs, fewer bidders and litigation. On balance, however, staff supports this effort to renew P3 authority and recommends a support position on SB 768.


Known Positions

Support

Associated General Contractors (AGC), California and San Diego chapters
California Conference of Carpenters
California State Council of Laborers
Los Angeles County Metropolitan Transportation Authority
State Building and Construction Trades Council of California

Oppose

American Federation of State, County, Municipal Employees (AFSCME), AFL-CIO
Professional Engineers in California Government (PECG)



Alix A. Bockelman



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2595 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 5/12/2017 **In control:** Legislation Committee
On agenda: 5/12/2017 **Final action:**
Title: May Revise of FY 2017-18 State Budget

Information on the Governors May revision to the FY 2017-18 State Budget.

Sponsors:

Indexes:

Code sections:

Attachments: [4d_MayRevise Handout.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

May Revise of FY 2017-18 State Budget

Information on the Governors May revision to the FY 2017-18 State Budget.

Presenter:

Rebecca Long

Recommended Action:

Information

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Legislation Committee

DATE: May 12, 2017

FR: Executive Director

W. I. 1131

RE: May Revise of FY 2017-18 State Budget

Background

The Governor released the May Revise of the FY 2017-18 State Budget yesterday. The big picture for the General Fund is \$1.7 billion more in revenue than previously forecast (including FY 2016-17). The economic forecast reflects continued growth over the next four years.

May Revise Funding Boosts to Transportation as a result of Senate Bill 1 (Beall)

The Administration forecasts that SB 1, the new transportation funding bill, will provide an additional \$2.8 billion for transportation in FY 2017-18. Below is a highlight of transportation items highlighted in the May Revise summary document and a conference call hosted by California State Transportation Agency Secretary Brian Kelly:

- The budget reverses a proposed reduction of 248 Caltrans positions. Instead, these positions will be assigned to handle new workload resulting from SB 1.
- The budget forecasts \$330 million to be available for the Transit and Intercity Rail Capital Program (TIRCP) from SB 1. The amount provided by Cap and Trade was not estimated in the May Revise due to uncertainty related to auction revenue.
- The budget requests an increase of 10 positions at Caltrans to staff the new Office of Inspector General. All existing Caltrans' Division of Audits are proposed to be transferred there, for a robust staff of 58.
- The budget requests an increase of four positions at the California Transportation Commission for their new SB 1 oversight role and oversight of Caltrans capital outlay support project requests.
- The budget requests \$40 million for Caltrans support costs associated with SB 1 from the new Road Maintenance and Rehabilitation Account.

SB 1 Trailer Bills

- The May Revise includes a number of trailer bills that provide more details for implementation of the new Trade Corridor Enhancement Program and the Advance Mitigation Program. In addition, trailer bills are proposed to expand the use of design-build authority for cities and counties and to double Caltrans authority (from 12-24 project slots) to use the Construction Manager General Contractor method for delivering projects.

A blue ink signature of Steve Heminger is written over a horizontal line.
Steve Heminger

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2583 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 5/4/2017 **In control:** Legislation Committee
On agenda: 5/12/2017 **Final action:**
Title: Transportation, Housing and Urban Development Appropriations Bill, FY 2017
Summary of FY 2016 and FY 2017 federal funding levels for select surface transportation and housing programs.

Sponsors:

Indexes:

Code sections:

Attachments: [5a_2017 THUD.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Transportation, Housing and Urban Development Appropriations Bill, FY 2017

Summary of FY 2016 and FY 2017 federal funding levels for select surface transportation and housing programs.

Presenter:

Randy Rentschler

Recommended Action:

Information

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 5a
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: May 5, 2017

FR: Deputy Executive Director, Policy

W. I. 1131

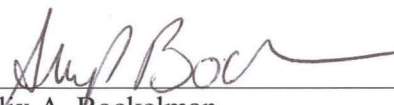
RE: Transportation, Housing and Urban Development Appropriations Bill, FY 2017

Background

On May 4, 2017, Congress approved the 2017 omnibus appropriations bill (H.R. 244) which funds the federal government through the remainder of the fiscal year (FY). Below is a short summary and reference chart detailing FY 2016 and FY 2017 federal funding levels for select surface transportation and housing programs.

Summary

The 2017 omnibus appropriations bill (H.R. 244) provides \$57.7 billion in discretionary spending for the Transportation, Housing and Urban Development, and Related Agencies portion of the proposal, a \$350 million increase above FY 2016 funding levels. The bill also honors commitments from the 2015 Fixing America's Surface Transportation Act, providing the authorized funding increases in surface transportation formula programs, an increase of \$1.3 billion from FY 2016, as well as funding newly-authorized programs. The bill also funds the Capital Investment Grant (CIG) program – the funding source for New Starts, Core Capacity, and Small Starts projects – at \$2.5 billion, an increase of \$230 million above authorized levels. The bill directs the Secretary of Transportation to administer CIG funding to projects with existing full funding grant agreements (FFGA), including BART to Silicon Valley, Phase 1 (\$100 million) and the San Francisco Central Subway (\$150 million), as well as to projects anticipated to enter into a signed FFGA in 2017, including the Caltrain Peninsula Corridor Electrification Project (\$100 million).


Alix A. Bockelman

Attachment:

- Attachment A: Transportation, Housing and Urban Development Appropriations, FY 2017

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Transportation, Housing and Urban Development Appropriations, FY 2017 (Dollars in millions)			
Program	FY 2016 Funding Level	President's FY 2017 Budget Request	FY 2017 Omnibus Appropriations Bill (H.R. 244)
<i>Department of Transportation</i>			
Highway Formula	\$42,361	\$43,266	\$43,266
Transit Formula	\$9,347	\$9,773	\$9,773
Capital Investment Grants	\$2,180	\$3,500	\$2,530 (\$2,412 in appropriations and \$118 in balance transfers)
Transportation Investment Generating Economic Recovery (TIGER)	\$500	\$1,250	\$500
Amtrak (total)	\$1,390	\$2,300	\$1,495
<i>Department of Housing and Urban Development</i>			
Community Development Block Grant (CDBG)	\$2,800	\$2,800	\$3,000
HOME	\$950	\$950	\$950
Housing Choice Vouchers Section 8 Rental Assistance (renewals)	\$17,681	\$18,447	\$18,355
Housing Opportunities for Persons with AIDS (HOPWA)	\$335	\$335	\$356
McKinney-Vento Homeless Assistance Grants	\$2,250	\$2,664	\$2,383
Public Housing Capital Fund	\$1,900	\$1,865	\$1,942
Public Housing Operating Fund	\$4,500	\$4,570	\$4,400



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2481 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 4/3/2017 **In control:** Legislation Committee
On agenda: 5/12/2017 **Final action:**
Title: Tom Bulger's Report
Report from MTC's advocate in Washington D.C.

Sponsors:

Indexes:

Code sections:

Attachments: [5b_Tom Bulger's DC Report_Apr 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:

Randy Rentschler

Recommended Action:

Information

Attachments

April 2017 Monthly Report for MTC



To: Steve Heminger, Executive Director MTC

From: Tom Bulger, President GRI

Date: May 1, 2017

RE: Monthly Report for April 2017

- **Fixing America's Surface Transportation (FAST) Act Hearing**
- **Metropolitan Planning Organization (MPO) Regulation Repealed**
- **Federal Transit Administration (FTA) Capital Investment Grant Program**
- **Continuing Resolution Extended to May 5th**
- **Coming and Going**
- **Meetings**

Fixing America's Surface Transportation (FAST) Act Hearing

On April 5, 2017, I attended a House Committee on Transportation and Infrastructure (T&I Committee) hearing on the implementation of the FAST Act (P.L.114-94). The FAST Act was the first long term surface transportation authorization in over ten years.

The highlights of the Committee's hearing included:

- Rep. Peter DeFazio (D-Ore.) and the ranking Democrat on the T & I Committee challenged the Trump Administration's assertion that our nation's infrastructure projects are held up due to permitting holdups. He said that only 4 percent of our infrastructure projects require an environmental review. Also, the FAST Act included 42 streamlining actions many of which have not been triggered.

Metropolitan Planning Organization (MPO) Regulation Repealed

On April 27, S.496 a bill to repeal the Obama MPO regulation passed the full House 417 to 3. The legislation now goes to the President. The MTC supported the original Senate Bill and companion House Bill (H.R.1346).

Federal Transit Administration (FTA) Capital Investment Grant Program

In early April, we worked with the Bay Area's Congressional House delegation to sign on to a Fiscal Year 2018 Appropriations letter concerning the FTA's Capital Investment Grant Program. The letter was sent to the House Appropriations Subcommittee Chairman and Ranking Democrat.

Continuing Resolution Extended to May 5th

On April 28, 2017, the Congress failed to enact the expiring FY2017 Appropriations. Instead they approved another short-term appropriation to May 5, 2017.

Coming and Going

- Jeffrey A. Rosen has been nominated to be the United States Department of Transportation (USDOT) Deputy Secretary. The Senate Commerce Committee approved his nomination on a 15 to 12 vote.
- Derek Kan has been nominated to be Under Secretary of the USDOT.

Meetings

- Meetings were held with the Bay Area House Congressional Delegation concerning S.496 the MPO regulation repeal legislation.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2539 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 4/19/2017 **In control:** Legislation Committee
On agenda: 5/12/2017 **Final action:**
Title: Policy Advisory Council - 2017 Recruitment

Recruitment efforts and selection schedule for MTC's Policy Advisory Council.

Sponsors:

Indexes:

Code sections:

Attachments: [6a_Policy Advisory Council – 2017 Recruitment.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Policy Advisory Council - 2017 Recruitment

Recruitment efforts and selection schedule for MTC's Policy Advisory Council.

Presenter:

Pam Grove

Recommended Action:

Information

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 6a
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee
FR: Executive Director
RE: Policy Advisory Council – 2017 Recruitment

DATE: May 5, 2017
W. I. 1114

Background

MTC's Policy Advisory Council is composed of twenty-seven members who are appointed for four-year terms. The composition of the Council is outlined in detail in **Attachment A** of MTC Resolution No. 3931 (attached). The terms of the current advisors run through July 2017.

2017 Recruitment Schedule for the Policy Advisory Council

Staff has begun recruitment for the 2017-2021 Policy Advisory Council term, and will continue through June 12, 2017. In addition to encouraging current members to apply (advisors wishing to be reappointed must reapply), staff will send general recruitment emails to multiple groups including community organizations and our partner agencies, asking that they pass along the recruitment information to their own mailing lists. Staff will also distribute a press release announcing the recruitment period, place display ads in minority newspapers and social media, and have prepared a postcard-type flyer we will take to upcoming public meetings. We encourage Commissioners to identify potential candidates in their counties.

Council members come from around the region and have passions ranging from advocating on behalf of people with disabilities and under-served communities to protecting the environment or keeping the region's economy moving via an efficient transportation network. Members have extensive life experience, work, academic or volunteer backgrounds that focus on economic, environmental and equity issues.

Upon conclusion of the recruitment period, staff will meet with the MTC Chair and Vice Chair to review the slate of at-large applications. Simultaneously, staff will send applications for the geographically-based seats to the Commissioners in each county.

The recommended set of candidates will be presented to the Legislation Committee in July, with Commission approval scheduled for July 26, 2017. The last meeting of the current Policy Advisory Council will be on July 12, and the new Council will hold its first meeting in September.



Steve Heminger

Attachment:

- Attachment A: MTC Resolution No. 3931

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Date: November 18, 2009
W.I.: 1114
Referred by: Legislation
Revised: 03/24/10-C 02/23/11-C
02/22/12-C 07/25/12-C
03/27/13-C 07/24/13-C
07/23/14-C 11/19/14-C
03/25/15-C 09/23/15-C
10/26/16-C

ABSTRACT

Resolution No. 3931, Revised

This resolution defines the role and responsibilities of the Commission's Policy Advisory Council.

This resolution supersedes Resolution No. 3516. Further discussion of this action is contained in the Executive Director's memorandum dated November 6, 2009. This resolution includes:

- Attachment A, which outlines the mission statement, roles, expectations, procedures, appointment process and membership criteria for the Council;

This resolution was revised on March 24, 2010, to include:

- Attachment B, a table listing the currently appointed advisors and their term.

This resolution was revised on February 23, 2011, to include revisions to Attachment B and:

- Attachment C, a table showing which advisors have been replaced and their replacements.

This resolution was revised on February 22, 2012 to extend the terms of the advisors identified in Attachment B through July 2013.

This resolution was revised on July 25, 2012, to include revisions to Attachment B and Attachment C.

This resolution was revised on March 27, 2013, to add Conflict of Interest and Ethics Training policies to Attachment A.

This resolution was revised on July 24, 2013, to include revisions to Attachment B and Attachment C.

This resolution was revised on July 23, 2014, to include revisions to Attachment B and Attachment C.

This resolution was revised on November 19, 2014, to include revisions to Attachment B and Attachment C.

This resolution was revised on March 25, 2015, to include revisions to Attachment B and Attachment C.

This resolution was revised on September 23, 2015, to include revisions to Attachment B and Attachment C.

This resolution was revised on October 26, 2016, to include revisions to Attachment A, Attachment B and Attachment C.

Date: November 18, 2009
W.I.: 1114
Referred by: Legislation

RE: Commission Policy Advisory Council

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3931

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC seeks to involve citizens of diverse backgrounds and interests in the development of transportation plans and programs, in a manner consistent with applicable state and federal requirements and Commission policy (Resolution No. 2648); and

WHEREAS, MTC seeks to focus its advisory processes around the “Three E” principles of sustainability outlined in the regional transportation plan: a prosperous and globally competitive economy; a healthy and safe environment; and equity wherein all Bay Area residents share in the benefits of a well-maintained, efficient and connected regional transportation system; and

WHEREAS, MTC seeks to utilize its advisors to ensure that a wide spectrum of views are considered in developing transportation policy, and enhance the contributions and effectiveness of its advisors, now, therefore be it

RESOLVED, that the Commission establishes a Policy Advisory Council; and be it further

RESOLVED, that the members of the Policy Advisory Council will be appointed according to the process and shall have the role, tasks, membership and meetings as described in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the Policy Advisory Council roster is contained in Attachment B to this resolution; and be it further

RESOLVED, that the Executive Director is instructed to secure nominations to fill expired terms and other vacancies and present them to the Commission for confirmation by periodically revising Attachment B; and be it further

RESOLVED, that Resolution No. 3516, Revised, is superseded with the adoption of this resolution.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on November 18, 2009

Date: November 18, 2009
W.I.: 1114
Referred by: Legislation
Revised: 03/27/13-C 10/26/16-C

Attachment A
Resolution No. 3931
Page 1 of 4

Attachment A
Metropolitan Transportation Commission
Policy Advisory Council

A. Mission Statement

The mission of the Metropolitan Transportation Commission's Policy Advisory Council (Council) is to advise the Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. The Council advises the Commission and its staff through the appropriate MTC standing committees on matters within MTC's jurisdiction and as assigned by the Commission.

B. Roles/Expectations

1. Advisors Provide Interest-Based and/or Geographic Perspectives

Advisors should represent the stakeholder interest under which they have been appointed. Although some advisors may be appointed based on an organizational affiliation, they should represent their constituency (not just their individual organization).

2. Responsibilities

Advisors will be expected to regularly attend their Council meetings and to maintain an ongoing engagement with organizations and individuals who make up the advisor's constituency.

3. Council Work Plan

The Commission will hold an annual workshop as a separately agendized meeting with the Policy Advisory Council to set the Council's work plan and schedule for the year. At this meeting, the Commission will identify several priority areas in which it desires feedback and/or research from the Council, and establish appropriate goals and performance measures. Advisors also will be given the opportunity to recommend initiatives of potential relevance to the Commission for inclusion in the work plan.

4. Reporting to the Commission

With the assistance of MTC staff, the Council will report on its work plan progress or present recommendations to the full Commission or MTC's standing committees, as appropriate.

5. Limitations on Advisor Activities

The role of the advisors is to advise the MTC Commission. Advisors are not to convey positions to outside agencies on behalf of the Council, independent of Commission action.

6. Conflict of Interest Policy

In order to avoid potential conflict of interest, no person shall sit on the Policy Advisory Council and concurrently be in a business relationship with MTC/BATA. A member is considered to have a business relationship with MTC/BATA when that member is employed by or serves on the Board of Directors of an organization that has received a grant or contract award from MTC – where MTC staff alone reviews proposals and recommends an organization or organizations for award of that grant or contract. In such cases, the member shall resign from the Council for the duration of the contract or grant, but may reapply for any vacancies upon completion of the contract or grant.

7. Ethics Training

All members of the Council shall complete an ethnics training course within the first year of their term on the Council.

C. Membership

The Council shall be composed of twenty-seven (27) members as follows.

A total of nine (9) members, one from each Bay Area county, shall be selected to represent interests related to the communities of color, environmental justice and low-income issues. A minimum of four members shall represent the communities of color, and a minimum of four shall represent environmental justice/low-income issues. The ninth member shall be selected from either category.

A total of nine (9) members, one from each Bay Area county, shall be selected to represent the interests of disabled persons and seniors. A minimum of four members shall represent senior issues, and a minimum of four shall represent disabled issues. The ninth member shall be selected from either category.

A total of nine (9) members shall be selected to represent interests related to the economy and the environment. A minimum of four members shall represent economy interests and a

minimum of four members shall represent environmental interests. The ninth member shall be selected from either category. Of these nine seats, at least five should be held by residents from each of the five most populous counties. The remaining four seats may be selected at large from throughout the entire Bay Area.

There shall be no alternates to the appointed membership.

D. Appointment Process

1. General

MTC staff shall secure nominations to fill terms and vacancies for the Council and present them to the appropriate Commissioners for confirmation. Appointments for advisors representing a particular county will be made by that county's Commissioners. Appointments for all the at-large advisors will be made by the Commission's chair and vice chair. Nominations for members of the Council will be solicited from a wide range of sources including, but not limited to: MTC Commissioners, current advisors, relevant organizations in the community, and via news releases or display ads sent to media outlets in the nine-county Bay Area.

2. Terms of Appointment

In general, advisors will serve four-year terms. Although there are no term limits, MTC Commissioners are to consider length of service and effectiveness before recommending the reappointment of advisors. All advisors wishing to be reappointed must reapply.

E. Procedures

Attendance and Participation

1. Advisors must attend at least two-thirds of the Council's regularly scheduled meetings each year and make a constructive contribution to the work of the Policy Advisory Council. Those who do not do so may be subject to dismissal from the Council at the discretion of the appointing Commissioner(s).

2. Residency Requirements

Advisors must live or work in the nine-county Bay Area.

3. Compensation

Subject to the Commission Procedures Manual (MTC Resolution No. 1058, Revised, Appendix D), advisors will receive a stipend per meeting and be reimbursed for actual expenses for travel, with a maximum of three meetings per month. Meetings are defined as a) publicly noticed meetings or meetings of ad hoc working groups of the Council; b)

noticed MTC Commission or committee meetings; or c) attendance at a community meeting at the request of the Commission or MTC staff to provide outreach assistance (i.e., when he/she attends a community meeting with MTC staff to provide an introduction to a particular community).

4. Meeting Frequency and Location of Meetings

The Council will meet regularly as required by its annual work plan. Public meetings will be held at the MTC offices or other locations at a regular time to be agreed upon by the members of the Council.

5. Ad Hoc Working Groups

To implement its work plan, the Council may establish working groups, with participation from MTC staff, on an ad hoc basis.

6. Quorum Requirements

At least 50 percent plus one of the Council's appointed membership must be present to constitute a quorum and vote on issues. The Council can hold discussions in the absence of a quorum, but cannot vote.

7. Election of Council Chair and Vice Chair

The Council will have a chair and a vice-chair, to be elected by the council for a two-year term. Although Council officers may be reelected, regular rotation of these positions among the Council membership is strongly encouraged.

8. Public Meetings

All Council meetings and any ad hoc working group meetings will be noticed and open to the public.

Date: March 24, 2010
W.I.: 1114
Referred by: Legislation
Revised: 02/23/11-C 02/22/12-C 07/25/12-C
07/24/13-C 07/23/14-C 11/19/14-C
03/25/15-C 09/23/15-C 10/26/16-C

Attachment B
Resolution No. 3931
Page 1 of 1

**Metropolitan Transportation Commission
Policy Advisory Council
Term: September 2013 – July 2017**

Advisor Name	Representing	County	Appointing Commissioner(s)
Naomi Armenta	Disabled	Alameda	Commissioners Bates, Haggerty and Quan
Cathleen Baker	Low-Income/Environmental Justice	Napa	Commissioner Luce
Caroline Banuelos	Low-Income/Environmental Justice	Sonoma	Commissioner Mackenzie
Jim E. Blacksten	Disabled	San Francisco	Commissioners Campos and Wiener
Richard Burnett	Minority	Solano	Commissioner Spering
Carlos Castellanos	Low-Income/Environmental Justice	Alameda	Commissioners Bates, Haggerty and Quan
Sudhir Chaudhary	Senior	Napa	Commissioner Luce
Elizabeth A. Clary	Disabled	Sonoma	Commissioner Mackenzie
Wilbert Din	Minority	San Francisco	Commissioners Campos and Wiener
Sydney Fang	Environment	Alameda	Chair Cortese, Vice Chair Mackenzie
Jonathan Fearn	Economy	Alameda	Chair Cortese, Vice Chair Mackenzie
Veda Florez	Minority	Marin	Commissioner Kinsey
Bob Glover	Economy	Contra Costa	Chair Rein Worth, Vice Chair Cortese
Rich Hedges	Senior	San Mateo	Commissioners Aguirre and Tissier
Michelle R. Hernandez	Disabled	Contra Costa	Commissioners Glover and Rein Worth
Charles Kaufman	Senior	Marin	Commissioner Kinsey
Randi Kinman	Low-Income/Environmental Justice	Santa Clara	Commissioners Cortese, Liccardo and Pirzynski
Scott Lane	Environment	Santa Clara	Chair Cortese, Vice Chair Mackenzie
Anna Lee	Environment	Santa Clara	Chair Cortese, Vice Chair Mackenzie
Jerry Levine	Environment	San Francisco	Chair Cortese, Vice Chair Mackenzie
Shireen Malekafzali	Low-Income/Environmental Justice	San Mateo	Commissioners Aguirre and Tissier
Cynthia Murray	Economy	Sonoma	Chair Rein Worth, Vice Chair Cortese
Mark Nicholson	Minority	Contra Costa	Commissioners Glover and Rein Worth
Mike Pechner	Senior	Solano	Commissioner Spering
Benjamin Schweng	Environment	Alameda	Chair Rein Worth, Vice Chair Cortese
Alan R. Talansky	Economy	San Mateo	Chair Rein Worth, Vice Chair Cortese
Harriet Wolf	Senior	Santa Clara	Commissioners Cortese, Liccardo and Pirzynski

Date: February 23, 2011
W.I.: 1114
Referred by: Legislation
Revised: 07/25/12-C 07/24/13-C
07/23/14-C 11/19/14-C
03/25/15-C 09/23/15-C
10/26/16-C

Attachment C
Resolution No. 3931
Page 1 of 2

**Metropolitan Transportation Commission
Policy Advisory Council
Former Advisors and Their Replacements**

Former Advisor	Time Served	Representing	Replaced By	Replaced On
Andrew Casteel	March 2010 – June 2010	Environment	Sandi Galvez, Environment	February 23, 2011
Ann Hancock	March 2010 – July 2010	Environment	Tanya Narath, Environment	February 23, 2011
Allison M. Hughes	March 2010 – September 2011	Equity	Jim E. Blacksten, Equity	July 25, 2012
Evelina Molina	March 2010 – February 2012	Equity	Elizabeth A. Clary, Equity	July 25, 2012
Cheryl O'Connor	March 2010 – February 2012	Economy	Alan R. Talansky, Economy	July 25, 2012
Carmen Rojas	March 2010 – November 2010	Equity	Yokia Mason, Equity	February 23, 2011
Abigail Thorne-Lyman	March 2010 – June 2010	Environment	Tina King Neuhausel, Environment	February 23, 2011
Dolores Jaquez	March 2010 – July 2013	Equity	Elizabeth Clary, Equity	July 24, 2013
Federico Lopez	March 2010 – July 2013	Equity	Timothy Reeder, Equity	July 24, 2013
Yokia Mason	February 2011 – July 2013	Equity	Carlos Castellanos, Equity	July 24, 2013
Tanya Narath	February 2011 – July 2013	Environment	Chris Coursey, Environment	July 24, 2013
Tina King Neuhausel	February 2011 – July 2013	Environment	Linda Jeffrey Sailors, Environment	July 24, 2013
Kendal Oku	March 2010 – July 2013	Equity	Veda Florez, Equity	July 24, 2013
Lori Reese-Brown	March 2010 – July 2013	Equity	Richard Burnett, Equity	July 24, 2013
Frank Robertson	March 2010 – July 2013	Equity	Mark Nicholson, Equity	July 24, 2013
Dolly Sandoval	March 2010 – July 2013	Equity	Marie Marchese, Equity	July 24, 2013
Egon Terplan	March 2010 – July 2013	Environment	Benjamin Schweng, Environment	July 24, 2013
Jack Gray	July 2013 – April 2014	Economy	Cathleen Baker, Environment	July 23, 2014
Marie Marchese	July 2013 – October 2013	Equity	Harriet Wolf, Equity	November 19, 2014
Mordechai Winter	July 2013 – June 2014	Equity	Charles Kaufman, Equity	November 19, 2014
Cathleen Baker	March 2010 – July 2014	Equity	Shireen Malekafzali, Equity	November 19, 2014
Chris Coursey	July 2013 – November 2014	Environment	Cynthia Murray, Economy	March 25, 2015
Tim Reeder	July 2013 – December 2014	Equity	Michelle R. Hernandez, Equity	September 23, 2015
Bena Chang	March 2010 – November 2014	Economy	Scott Lane, Environment	September 23, 2015
Joanne Busenbark	September 2013 – September 2015	Equity	Sudhir Chaudhary, Equity	October 26, 2016
Linda Jeffrey Sailors	July 2013 – May 2016	Environment	Sydney Fang, Environment	October 26, 2016

Former Advisor	Time Served	Representing	Replaced By	Replaced On
Gerald Rico	March 2010 – June 2016	Equity	Cathleen Baker, Equity	October 26, 2016
Sandi Galvez	February 2011 – June 2016	Environment	Jonathan Fearn, Economy	October 26, 2016
Cathleen Baker	July 2014 – October 2016	Environment	Anna Lee, Environment	October 26, 2016