

Meeting Agenda

Joint MTC Legislation Committee and ABAG Legislation Committee

Friday, March 9, 2018

10:10 AM

Board Room - 1st Floor

PLEASE NOTE TIME

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

1. Roll Call / Confirm Quorum

Quorum: A quorum of the ABAG Legislation Committee shall be a majority of its regular voting members (4).

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2. ABAG Compensation Announcement - Clerk of the Board

3 ABAG Legislation Committee Consent Calendar

- 3a. [18-0139](#) Approval of ABAG Legislation Committee Summary Minutes of January 12, 2018 Meeting

Action: ABAG Legislation Committee Approval

Attachments: [3a ABAG Legislation Minutes 20180112 Draft.pdf](#)

4. MTC Legislation Committee Consent Calendar

- 4a. [18-0126](#) Approval of MTC Legislation Committee Minutes of the February 9, 2018 Meeting

Action: MTC Legislation Committee Approval

Attachments: [4a MTC LEGIS Minutes_Feb 9 2018.pdf](#)

5. Information

- 5a. [18-0127](#) Legislative History

Action: Information

Presenter: Rebecca Long

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

6. State Legislation

- 6a. [18-0167](#) AB 3124 (Bloom): Three-Position Bike Rack on 60 ft. Buses
- Allows three-position bicycle racks to be used on 60 ft. articulated buses.
- Action: Support / MTC Commission Approval
- Presenter: Rebecca Long
- Attachments: [6a_AB 3124 Bloom_Support.pdf](#)
- 6b. [18-0054](#) Summary of the 2018 Housing Landscape
- Analysis of potential Bay Area impacts from housing-related bills, including, but not limited to SB 827 and SB 828, both authored by Senator Scott Wiener.
- Action: Information
- Presenter: Rebecca Long
- Attachments: [6b_Summary of the 2018 Housing Landscape.pdf](#)

7. Federal Legislation

- 7a. [18-0169](#) Federal Transportation and Housing Funding Update
- Overview of the Trump Administration's proposed FY 2019 Federal Budget and the White House Infrastructure Initiative.
- Action: Information
- Presenter: Georgia Gann Dohrmann
- Attachments: [7a_Federal Transportation and Housing Funding Update.pdf](#)
- 7b. [18-0128](#) Tom Bulger's Report
- Report from Washington D.C. advocate.
- Action: Information
- Presenter: Randy Rentschler
- Attachments: [7b_Tom Bulger's DC Report_Feb 2018.pdf](#)

8. Public Comment / Other Business

9. Adjournment / Next Meeting

The next meeting of the MTC Legislation Committee will be April 13, 2018, 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 Título 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.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 18-0139 **Version:** 1 **Name:**

Type: Minutes **Status:** Informational

File created: 2/5/2018 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 3/9/2018 **Final action:**

Title: Approval of ABAG Legislation Committee Summary Minutes of January 12, 2018 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [3a ABAG Legislation Minutes 20180112 Draft.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Approval of ABAG Legislation Committee Summary Minutes of January 12, 2018 Meeting

Recommended Action:

ABAG Legislation Committee Approval

Attachments:

SUMMARY MINUTES (DRAFT)

ABAG Legislation Committee Meeting
Friday, January 12, 2018
Bay Area Metro Center
Board Room 375 Beale Street, Board Room
San Francisco, California

1. CALL TO ORDER / ROLL CALL / CONFIRM QUORUM

ABAG Legislation Committee Chair Scott Haggerty, Supervisor, County of Alameda, called the meeting to order at about 9:31 a.m.

The Committee met jointly with the Legislation Committee of the Metropolitan Transportation Commission.

A quorum of the Committee was present at about 9:31 a.m.

Members Present

Scott Haggerty, Supervisor, County of Alameda—*Chair*
Dave Hudson, Vice Mayor, City of San Ramon
Karen Mitchoff, Supervisor, County of Contra Costa
Julie Pierce, Councilmember, City of Clayton—*Ex officio*
David Rabbitt, Supervisor, County of Sonoma—*Ex officio*
Greg Scharff, Councilmember, City of Palo Alto—*Ex officio*

Members Absent

None

Staff Present

Steve Heminger, MTC Executive Director
Adrienne Weil, MTC General Counsel
Alix Bockelman, MTC Deputy Executive Director, Policy
Andrew Fremier, MTC Deputy Executive Director, Operations
Brad Paul, MTC Deputy Executive Director, Local Government Services
Rebecca Long, MTC Government Relations Manager
Randy Rentschler, MTC Legislation and Public Affairs Director

2. PLEDGE OF ALLEGIANCE

3. ABAG COMPENSATION ANNOUNCEMENT

Fred Castro, ABAG Clerk of the Board, gave the ABAG compensation announcement.

4. ABAG LEGISLATION COMMITTEE CONSENT CALENDAR

A. Approval of ABAG Legislation Committee Summary Minutes of Meeting on November 3, 2017

Chair Haggerty recognized a motion by Julie Pierce, Councilmember, City of Clayton, which was seconded by Greg Scharff, Councilmember, City of Palo Alto, to approve the ABAG Legislation Committee summary minutes of the meeting on November 3, 2017.

There was no discussion.

There was no public comment.

The aye votes were: Haggerty, Hudson, Mitchoff, Pierce, Rabbitt, Scharff.

The nay votes were: None.

The abstentions were: None.

Absent were: None.

The motion passed.unanimously.

5. ABAG LEGISLATION COMMITTEE ITEMS

A. ABAG Election of Committee Chair and Vice Chair for 2018 and Designation of Term of Office

Steve Heminger, MTC Executive Director, reported that the ABAG Legislation Committee elects its Chair and Vice Chair at the first meeting of the year for the 2018 term. The results will be ratified by the ABAG Executive Board.

Chair Haggerty called for nominations for Chair and Vice Chair. Haggerty was nominated for Chair. Pierce was nominated for Vice Chair. Haggerty was unanimously elected Chair. Pierce was unanimously elected Vice Chair.

6. MTC COMPENSATION ANNOUNCEMENT

Martha Silver, MTC Committee Secretary, gave the MTC compensation announcement.

7. MTC LEGISLATION COMMITTEE CONSENT CALENDAR

A. Approval of MTC Legislation Committee Minutes of December 8, 2017 Meeting

The MTC Legislation Committee took action on this item.

8. APPROVAL

A. 2018 Final MTC/ABAG Joint Advocacy Program

Rebecca Long, MTC Government Relations Manager, presented the 2018 Final MTC/ABAG Joint Advocacy Program.

Members discussed Item 5, Improve High Occupancy Vehicle (HOV) Lane Performance, including legislation to improve the performance of high-occupancy vehicle (HOV) and express lanes through enhanced enforcement of vehicle passenger occupancy requirements.

Members discussed connected and autonomous vehicles and job creation; electronic tolling; express lane design; HOV toll violations; housing supply and affordability.

The following individuals gave public comment: Roland Lebrun; Jane Kramer.

Staff offered to revise the proposal prior to final adoption of the advocacy program.

Chair Haggerty recognized a motion by Pierce, which was seconded by Dave Hudson, Vice Mayor, City of San Ramon, to recommend ABAG Executive Board approval of the Joint MTC/ABAG Joint Advocacy Program, as revised.

There was no discussion.

There was no public comment.

The aye votes were: Haggerty, Hudson, Mitchoff, Pierce, Rabbitt, Scharff.

The nay votes were: None.
The abstentions were: None.
Absent were: None.
The motion passed unanimously.

9. INFORMATION

A. Legislative History

Long gave the staff report on legislative history.
Members discussed AB 1745 (Ting) and AB 13 (Eggman).

10. FEDERAL LEGISLATION

A. Update on Federal Tax Bill

Long gave the staff report on the federal tax bill.

B. Tom Bulger's Report

Randy Rentschler, MTC Legislation and Public Affairs Director gave the report from Tom Bulger, Washington, D.C. advocate.
Members discussed Cap and Trade and CalEnviroScreen.

11. PUBLIC COMMENT / OTHER BUSINESS

There was no public comment.

12. ADJOURNMENT / NEXT MEETING

Chair Haggerty adjourned the meeting of the Legislation Committee at about 10:39 a.m.
The next regular meeting of the ABAG Legislation Committee is on March 15, 2018.

Submitted:

/s/ Fred Castro, Clerk of the Board

Date Submitted: January 29, 2018

Date Approved:

*For information, contact Fred Castro, Clerk of the Board, at (415) 820 7913
or FCastro@bayareametro.gov.*

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 18-0126 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 2/1/2018 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 3/9/2018 **Final action:**

Title: Approval of MTC Legislation Committee Minutes of the February 9, 2018 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [4a MTC LEGIS Minutes Feb 9 2018.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Approval of MTC Legislation Committee Minutes of the February 9, 2018 Meeting

Recommended Action:

MTC Legislation Committee Approval

Attachments:



Metropolitan Transportation Commission

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

Agenda Item 4a

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

Friday, February 9, 2018

9:40 AM

Board Room - 1st Floor

1. Roll Call / Confirm Quorum

Present: 5 - Chair Aguirre, Commissioner Halsted, Commissioner Pierce, Commissioner Spering, and Commissioner Connolly

Absent: 2 - Vice Chair Liccardo, and Commissioner Cortese

Non-Voting Members Present: Commissioner Azumbrado and
Commissioner Giacomini

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

Ad Hoc Non-Voting Member Present: Commissioner Worth

2. Consent Calendar

Approval of the Consent Calendar

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

Aye: 5 - Chair Aguirre, Commissioner Halsted, Commissioner Pierce, Commissioner Spering and Commissioner Connolly

Absent: 2 - Vice Chair Liccardo and Commissioner Cortese

2a. [18-0021](#) Minutes of January 12, 2018 Meeting

Action: Committee Approval

2b. [18-0022](#) Legislative History

Action: Information

Presenter: Rebecca Long

3. Regional

3a. [18-0105](#) Regional Measure 3 (RM3) Ballot Pamphlet

Direct staff to prepare a summary of the RM 3 expenditure plan and submit it to each county's election office pursuant to SB 595 (Beall).

Action: Committee Approval

Presenter: Randy Rentschler

Upon the motion by Commissioner Connolly and second by Commissioner Spering, the Committee approved staff direction on the preparation of the Regional Measure 3 (RM3) Ballot Pamphlet. The motion carried by the following vote:

Aye: 5 - Chair Aguirre, Commissioner Halsted, Commissioner Pierce, Commissioner Spering and Commissioner Connolly

Absent: 2 - Vice Chair Liccardo and Commissioner Cortese

4. State Legislation

4a. [18-0023](#) Fiscal Year 2018-19 State Budget Update: Transportation, Housing, Fire Recovery & Resiliency

Overview of the transportation elements of the Governor's budget proposal.

Action: Information

Presenter: Rebecca Long

4b. [18-0085](#) Proposition 69: Constitutional Amendment Protecting SB 1 Revenue

Proposition 69, formally known as ACA 5, would provide long-term revenue with funds directed towards reinvesting in California's aging local roads and state highways.

Action: Support / Commission Approval

Presenter: Randy Rentschler

Upon the motion by Commissioner Spering and second by Commissioner Pierce, a support position on Proposition 69: Constitutional Amendment Protecting SB 1 Revenue was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

Aye: 5 - Chair Aguirre, Commissioner Halsted, Commissioner Pierce, Commissioner Spering and Commissioner Connolly

Absent: 2 - Vice Chair Liccardo and Commissioner Cortese

5. Federal Legislation

5a. [18-0024](#) Tom Bulger's Report

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

Action: Information

Presenter: Randy Rentschler

6. Public Comment / Other Business

Roland Lebrun was called to speak.

7. Adjournment / Next Meeting

The next meeting of the Legislation Committee will be March 9, 2018, 9:40 a.m. the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0127 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 2/1/2018 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 3/9/2018 **Final action:**

Title: Legislative History

Sponsors:

Indexes:

Code sections:

Attachments: [5a March LegisHistory State and Federal.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Legislative History

Presenter:
Rebecca Long

Recommended Action:
Information

Attachments:



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
AB 87 Ting	Amended 1/3/2018	Senate Desk	Autonomous vehicles. Would require the Department of Motor Vehicles to include in regulations it adopts relating to application requirements for the testing of autonomous vehicles on public roads without the presence of a driver inside the vehicle, a requirement that the manufacturer certify that the local authorities within the jurisdiction where the autonomous vehicle will be tested have been provided with a written notification, as specified, and a requirement that the manufacturer provide certain law enforcement agencies with a copy of a law enforcement interaction plan.		
AB 419 Salas	Amended 8/21/2017	Senate Rules	Greenhouse gases: life cycle emissions profiles. The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would appropriate \$500,000 from the fund to the state board for the purpose of funding a study by one or more campuses of the University of California to study and assess life cycle emissions profiles.		
AB 636 Irwin	Amended 6/27/2017	Senate Rules	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 829 Chiu	Amended 3/23/2017	Senate Rules	Planning and zoning: annual report. The Planning and Zoning Law requires, after the legislative body of the city or county has adopted all or part of a general plan, that the planning agency provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that includes specified information. This bill would require that this report additionally include the relationship between jobs and housing, including any imbalance between jobs and housing.		
AB 852 Caballero	Amended 9/7/2017	Senate Rules	Hazardous waste: waste facilities: nonbiodegradable toxic chemicals. The hazardous waste control laws prohibit the use of a nonbiodegradable toxic chemical in a chemical toilet, recreational vehicle, or waste facility of a vessel and prohibit the sale of a nonbiodegradable toxic chemical in a container that indicates that the chemical could be used in a chemical toilet, a waste facility of a recreational vehicle, or a waste facility of a vessel. Current law requires the Department of Toxic Substances Control to develop and adopt regulations to define nonbiodegradable toxic chemicals and limitations on the sale of those chemicals. A violation of the hazardous waste control laws is a crime. This bill would instead prohibit those uses for a nonbiodegradable chemical or a toxic chemical, and would prohibit the sale of those chemicals, under those same circumstances.		
AB 915 Ting	Amended 8/21/2017	Senate Appropriations Suspense File	Planning and zoning: density bonus: affordable housing ordinances: City and County of San Francisco. Would authorize the City and County of San Francisco, if it has adopted an ordinance requiring an affordable housing minimum percentage for housing developments, to apply that ordinance to the total number of housing units in the development, including any additional housing units granted pursuant to these provisions, after there has been an affirmative declaration made by the Department of Housing and Community Development that the affordable housing minimum percentage required is broadly feasible for density bonus projects, as provided.		

AB 1041 Levine	Amended 1/3/2018	Senate Desk	Bay Area Toll Authority and oversight committee: conflict of interest. Current law requires the BATA to, among other things, establish an independent oversight committee within 6 months of the effective date of the Regional Measure 3 toll increase with a specified membership, to ensure the toll revenues generated by the toll increase are expended consistent with a specified expenditure plan and requires the BATA to submit an annual report to the Legislature on the status of the projects and programs funded by the toll increase. This bill would prohibit a representative appointed to the oversight committee from being a member, former member, staff, or former staff of the commission or the authority, a current employee of any organization or person that has received or is receiving funding from the commission or the authority, or a former employee or person who has contracted with any organization or person that has received or is receiving funding from the commission or the authority within one year of having worked for or contracted with that organization or person.		
AB 1250 Jones-Sawyer	Amended 9/5/2017	Senate Rules	Counties: contracts for personal services. Would establish specific standards for the use of personal services contracts by counties. The bill would allow a county or county agency to contract for personal services currently or customarily performed by employees, as applicable, when specified conditions are met. The bill would exempt certain types of contracts from its provisions, and would exempt a city and county from its provisions. By placing new duties on local government agencies, the bill would impose a state-mandated local program. The bill also would provide that its provisions are severable.		
AB 1395 Chu	Amended 1/22/2018	Senate Desk	State highways: Department of Transportation: litter cleanup and abatement: report. Would require the Department of Transportation, within its maintenance programs relating to litter cleanup and abatement, to assign the highest priority to litter deposited along state highway segments that carry the highest traffic volumes and the segments found by the department to have the highest incidences of litter and to reallocate existing litter cleanup resources as necessary in order to implement this priority. The bill would also require the department, on or before January 1, 2020, to conduct an assessment of the problem of litter on state highways and to make a specified report to the Legislature on its findings.		
AB 1421 Dababneh	Amended 3/22/2017	Senate Rules	Railroads: noise and vibration levels. Current law creates the State Department of Public Health with various powers and duties. This bill would require the department to conduct a study to determine the noise and vibration levels associated with all railroad lines in the vicinity of residential areas or schools.		

AB 1423 Chiu	Amended 3/28/2017	Senate Rules	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 1445 Reyes	Amended 4/18/2017	Senate Rules	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 1531 Berman	Amended 1/10/2018	Senate Desk	Court fees: electronic filing. Current law authorizes a court or agent of the court to impose a fee, subject to Judicial Council approval, for the use of a credit or debit card or electronic funds transfer, as specified. Current law, for purposes of this provision, deems an electronic filing service provider who is required to collect and remit a filing fee or other court fee to complete an electronic filing transaction to be an agent of the court solely for that purpose, unless otherwise specified. This bill, in case of a duplicate payment by a party or an electronic filing service provider submitting a payment on behalf of a party, would require the court to issue any appropriate refund to the entity that made the most recent payment.		

AB 1561 Quirk-Silva	Amended 1/11/2018	Senate Desk	Economic development: infrastructure: logistic hubs. Current law requires the Director of the Governor's Office of Business and Economic Development to provide to the Legislature, not later than February 1, 2019, a strategy for international trade and investment that includes, at minimum, specified components. Existing law requires that this strategy include a framework that enables the office to evaluate on an ongoing basis, as appropriate, current workforce, infrastructure, research and development, and other needs of small and large firms, including, among other things, airports. Instead require that the strategy identify the process the Governor's Office of Business and Economic Development will use to complete that evaluation, and would require that the strategy also evaluate logistic hubs.		
AB 1683 Burke	Amended 4/3/2017	Senate Rules	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.		
AB 1740 Daly	Introduced 1/3/2018	Assembly Insurance	Fire insurance: valuation of loss. Current provides that under an open policy that requires payment of actual cash value, the measure of the actual cash value recovery, in whole or partial settlement of the claim, is, in the case of a total loss to the structure, the policy limit or the fair market value of the structure, whichever is less, and, in the case of a partial loss to the structure or loss to its contents, the amount it would cost the insured to repair, rebuild, or replace the thing lost or injured less a fair and reasonable deduction for physical depreciation based upon its condition at the time of the injury or the policy limit, whichever is less. This bill would delete the provisions regarding the actual cash value of the claim of total loss to the structure and would instead require that the actual cash value of the claim, for either a total or partial loss to the structure or its contents, be the amount it would cost the insured to repair, rebuild, or replace the thing lost or injured less a fair and reasonable deduction for physical depreciation based upon its condition at the time of the injury or the policy limit, whichever is less.		

<u>AB 1745</u> <u>Ting</u>	Introduced 1/3/2018	Assembly Transportation	Vehicles: Clean Cars 2040 Act. Would, commencing January 1, 2040, prohibit the Department of Motor Vehicles from accepting an application for original registration of a motor vehicle unless the vehicle is a zero emissions vehicle, as defined. The bill would exempt from that prohibition, a commercial vehicle with a gross vehicle weight rating of 10,001 pounds or more, and a vehicle brought into the state from outside of the state for original registration, as specified.		
<u>AB 1748</u> <u>Steinorth</u>	Introduced 1/3/2018	Assembly Revenue and Taxation	Property taxation: base year value transfer. The California Constitution and existing property tax law authorize a person who is either severely disabled or over 55 years of age to transfer the base year value, as defined, of property that is eligible for the homeowners' property tax exemption to a replacement dwelling that is of equal or lesser value located within the same county as the property from which the base year value is transferred, and if a county ordinance so providing has been adopted, to a replacement dwelling that is located in a different county. This bill, on and after January 1, 2019, would instead require, subject to specified procedures, the base year value of property that is eligible for the homeowner's exemption of any person, regardless of age or disability, to be transferred to any replacement dwelling, regardless of the value of the replacement property or whether the replacement property is located within the same county.		
<u>AB 1755</u> <u>Steinorth</u>	Introduced 1/3/2018	Assembly Transportation	Bicycle and pedicab operation. Would subject a person riding a bicycle or operating a pedicab on a bikeway or other publicly maintained trail or road to those rights and requirements of the Vehicle Code. Because a violation of the Vehicle Code by that person would be a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
<u>AB 1759</u> <u>McCarty</u>	Introduced 1/4/2018	Assembly Transportation	General plans: housing element: production report: withholding of transportation funds. Would require the Department of Housing and Community Development, on or before June 30, 2022, and on or before June 30 every year thereafter and until June 30, 2051, to review each production report submitted by a city or county in accordance with the provisions as specified to determine whether that city or county has met the applicable minimum production goal for that reporting period. The bill would provide that, if the department determines that a city or county has met its applicable minimum production goal for that reporting period, the department shall, no later than June 30 of that year, submit a certification of that result to the Controller.		

AB 1765 Quirk-Silva	Introduced 1/4/2018	Assembly Housing and Community Development	Building Homes and Jobs Act: fee waiver: states of emergency. The Building Homes and Jobs Act, imposes a charge, 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. Current law requires a county recorder to send revenues from the charge to the controller for deposit into a fund in the State Treasury to be expended for various purposes related to homes and jobs. This bill would waive that charge with regard to any real estate instrument, paper, or notice recorded in connection with real property upon which repairs or reconstruction are taking place as a direct result of a disaster for which the Governor has declared a state of emergency.		
AB 1771 Bloom	Introduced 1/4/2018	Assembly Print	Regional housing needs assessment. Would express the intent of the Legislature to enact legislation that would make changes to the process for distributing regional housing needs to various jurisdictions to ensure fairness and the achievement of stated goals regarding housing.		
AB 1796 Muratsuchi	Introduced 1/9/2018	Assembly Housing and Community Development	Rental property: electric vehicle charging stations. Current law requires a lessor of a dwelling to approve a written request of a lessee to install an electric vehicle charging station at a parking space allotted for the lessee in accordance with specified requirements. Currentlaw provides exemptions for specified dwellings, including an exemption for a dwelling that is subject to the residential rent control ordinance of a public entity. This bill would eliminate that exemption, thereby requiring a lessor of a dwelling subject to the residential rent control ordinance of a public entity to approve a written request of a lessee to install an electric vehicle charging station in accordance with specified requirements.		
AB 1797 Levine	Introduced 1/9/2018	Assembly Insurance	Residential property insurance. Would require an insurer to provide an estimate of replacement value, as specified, for the insured property for every policy of residential property insurance that is newly issued or renewed in this state on and after January 1, 2019, and would impose liability on an insured that fails to do so in the amount of the actual cost to replace the insured property, minus the amount of the policy coverage. The bill would prohibit an insurer that provided an estimate of replacement value from being liable to the insured if the policy limit is not sufficient to replace the insured property.		

AB 1800 Levine	Introduced 1/9/2018	Assembly Insurance	Fire insurance: indemnity. Current law defines the measure of indemnity for a loss under an open fire insurance policy and specifies time limits under which an insured must collect the full replacement cost of the loss. Current law prohibits a fire insurance policy issued or delivered in the state from limiting or denying payment of the replacement cost of property in the event the insured decides to rebuild or replace the property at a location other than the insured premises. This bill would qualify that prohibition by making it applicable in addition to any extended replacement cost coverage purchased by the insured and in addition to any increase in policy limits.		
AB 1804 Berman	Introduced 1/10/2018	Assembly Natural Resources	California Environmental Quality Act: categorical exemption: infill development. CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and that are required to be exempt from CEQA (categorical exemption). Current guidelines for the implementation of CEQA exempts from the requirements of CEQA infill development meeting certain requirements, including the requirement that the proposed development occurs within city limits. This bill would revise the above-described categorical exemption to include proposed residential and mixed-use housing projects occurring within an unincorporated area of a county.		
AB 1866 Fong	Introduced 1/12/2018	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 1901 Obernolte	Introduced 1/22/2018	Assembly Natural Resources	California Environmental Quality Act: exemption: roadway projects. CEQA, until January 1, 2020, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements. This bill would extend the above exemption indefinitely.		

AB 1905 Grayson	Introduced 1/22/2018	Assembly Natural Resources	Environmental quality: judicial review: transportation projects. Would, in an action or proceeding seeking judicial review under the California Environmental Quality Act, prohibit a court from staying or enjoining a transportation project that is included in a sustainable communities strategy and for which an environmental impact report has been certified, unless the court makes specified findings.		
AB 1919 Wood	Introduced 1/24/2018	Assembly Public Safety	Price gouging: state of emergency. Would, upon the proclamation or declaration of an emergency as specified, make it a misdemeanor for a person, business, or other entity to increase the monthly rental price advertised, offered or charged for residential housing to an existing or prospective tenant by more than 10% greater than the rental price advertised, offered, or charged by that person, business, or entity within 30 days immediately prior to the date of the proclamation or disaster. The bill would extend the prohibition with regards to housing for any period that the proclamation or declaration is extended.		
AB 1923 Limón	Introduced 1/24/2018	Assembly Print	Residential property insurance: wildfires: consolidated debris removal. Would authorize, in the event of loss relating to a "state of emergency," as defined, due to a wildfire, the Governor, or his or her designee, to implement a consolidated debris removal program in which a residential property owner who has insurance in effect at the time of a wildfire that provides coverage for debris removal voluntarily assigns any rights, benefits, and proceeds for that coverage to a county or designated agency and makes any benefits and proceeds directly payable to that county or designated agency. The program would provide that the owner is not liable for any additional costs of the debris removal in the designated area in which the debris removal program is implemented.		
AB 1969 Salas	Introduced 1/31/2018	Assembly Print	Transportation funds: transit operators: fare revenues. Current law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, certain revenues are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive the moneys. Current law sets forth alternative ways an operator may qualify for funding. This bill would provide that it is the intent of the Legislature to enact legislation relating to the ratio of fare revenues to operating costs under the Transportation Development Act.		

AB 2006 Eggman	Introduced 2/1/2018	Assembly Transportation	Agricultural Worker Clean Transportation Investment Program. Would establish the Agricultural Worker Clean Transportation Investment Program, which would be administered by the State Air Resources Board to fund the deployment of near-zero-emission and zero-emission vehicles, as defined, used for agricultural vanpools, as defined, serving disadvantaged or low-income communities, as defined, to reduce greenhouse gas emissions. The bill would authorize moneys from the Greenhouse Gas Reduction Fund to be available, upon appropriation, for allocation under the provisions of the program.		
AB 2035 Mullin	Introduced 2/6/2018	Assembly Print	Affordable housing authorities. Current law authorizes a city, county, or city and county to adopt a resolution creating an affordable housing authority with powers limited to providing low- and moderate-income housing and affordable workforce housing, as provided. Current law defines various terms for these purposes, including the term "real property." This bill would make nonsubstantive changes to the definition of "real property."		
AB 2061 Frazier	Amended 3/5/2018	Assembly Transportation	Near-zero-emission and zero-emission vehicles. Current law sets specified limits on the total gross weight imposed on the highway by a vehicle with any group of 2 or more consecutive axles. This bill would authorize a near-zero-emission vehicle or a zero-emission vehicle, as defined, to exceed axle, tandem, gross, or bridge formula weight limits, up to a 2,000 pound maximum, by an amount equal to the difference between the weight of the vehicle attributable to the fueling and propulsion system carried by that vehicle and the weight of a comparable diesel fueling and propulsion system.		
AB 2063 Aguiar-Curry	Introduced 2/7/2018	Assembly Print	California Financing Law: PACE program administrators. The California Financing Law (CFL), requires a program administrator who administers a PACE program on behalf of, and with the written consent of, a public agency to comply with specified requirements relating to the PACE program. The CFL, commencing on January 1, 2019, requires a program administrator licensee to preserve certain records relating to a PACE assessment for at least 3 years after the extinguishment of that assessment is recorded in the program administrator's records. This bill would, instead, require a program administrator licensee to preserve the records relating to a PACE assessment for at least 5 years after the extinguishment of that assessment is recorded in those records.		

<u>AB 2065</u> <u>Ting</u>	Introduced 2/7/2018	Assembly Local Government	Local agencies: surplus land. Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines "local agency" for these purposes as every city, county, city and county, and district, including school districts of any kind or class, empowered to acquire and hold real property. This bill would expand the definition of "local agency" to include sewer, water, utility, and local and regional park districts, joint powers authorities, successor agencies to former redevelopment agencies, housing authorities, and other political subdivisions of this state and any instrumentality thereof that is empowered to acquire and hold real property, thereby requiring these entities to comply with these requirements for the disposal of surplus land.		
<u>AB 2077</u> <u>Limón</u>	Introduced 2/7/2018	Assembly U. & E.	Electricity: net energy metering: eligible customer-generators. Current law requires every electric utility, defined to include electrical corporations, local publicly owned electric utilities, and electrical cooperatives, to develop a standard contract or tariff for net energy metering, as defined, for generation by a renewable electrical generation facility, as defined, and to make this contract or tariff available to eligible customer-generators, as defined, upon request on a first-come-first-served basis until the time that the total rated generating capacity used by eligible customer generators exceeds 5% of the electric utility's aggregate customer peak demand. This bill would add a local government to the list of customers of an electric utility or large electrical corporation that are eligible for a net energy metering contract or tariff.		
<u>AB 2118</u> <u>Cooley</u>	Introduced 2/8/2018	Assembly Print	Medi-Cal: ground emergency medical transportation services. Current law requires the State Department of Health Care Services to develop a modified supplemental reimbursement program, with necessary federal approvals, that would seek to increase the reimbursement to certain ground emergency medical transportation providers, as specified. Current law states the Legislature's intent in enacting these provisions to provide the supplemental reimbursement without any expenditure from the General Fund. This bill would make a technical, nonsubstantive change to the statement of the Legislature's intent.		
<u>AB 2127</u> <u>Ting</u>	Introduced 2/8/2018	Assembly C. & C.	electric vehicle infrastructure: assessment and roadmap. Would require the Energy Commission, in consultation with the State Air Resources Board and the PUC, to create a statewide assessment of electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption needed for the state to reduce emissions of greenhouse gases to 40% below 1990 levels by 2030.		

AB 2145 Reyes	Introduced 2/12/2018	Assembly Transportation	Vehicular air pollution. Would remove as an eligible projects for the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program those projects that help to facilitate clean goods movements corridors and instead add as eligible projects those that are on or adjacent to the state's multimodal state freight system and those that support grid integration and integrated storage solutions and charging management demonstration and analytics.		
AB 2162 Chiu	Introduced 2/12/2018	Assembly Housing and Community Development	Planning and zoning: housing development: supportive housing. Would require that supportive housing be a use by right in zones where multiple dwelling uses are permitted, including commercial zones, if the proposed housing development meets specified criteria and would require a local government to approve, within specified periods, a supportive housing development that complies with these requirements. The bill would require that a developer of supportive housing provide the planning agency with a plan for providing supportive services, with documentation demonstrating that supportive services will be provided onsite to residents in the project and describing those services, as provided.		
AB 2167 Chau	Introduced 2/12/2018	Assembly Print	Medical privacy: digital pills. Would state the intent of the Legislature to enact legislation relating to the use of technology that provides an electronic alert when a patient has ingested a prescription pill, also known as a "digital pill," to ensure that medical privacy protections are safeguarded.		
AB 2195 Chau	Introduced 2/12/2018	Assembly Print	Climate adaptation. Current law requires the Natural Resources Agency, by July 1, 2017, and every 3 years thereafter, to update the state's climate adaptation strategy, as provided. Current law requires the agency, by January 1, 2017, and every 3 years thereafter, to release a draft climate adaptation strategy, as provided. Current law states the intent of the Legislature to prioritize the state's response to the impacts resulting from climate change by ensuring all state departments and agencies prepare for and are ready to respond to the impacts of climate change, as specified. This bill would make a technical, nonsubstantive change to that provision.		

AB 2228 Wood	Introduced 2/13/2018	Assembly Education	Education finance: school apportionments: wildfire mitigation. Current law provides that if the average daily attendance of a school district, county office of education, or charter school has been materially decreased during any fiscal year because of specified emergencies, that fact shall be established to the satisfaction of the Superintendent of Public Instruction by affidavits of the members of the governing board or body of the school district, county office of education, or charter school and the county superintendent of schools. This bill would require, if the average daily attendance of an eligible local educational agency has been materially decreased during the 2017–18, 2018–19, or 2019–20 fiscal years, the fact of a material decrease to be established to the satisfaction of the Superintendent by affidavits of the members of the governing board or body of the local educational agency and the county superintendent of schools.		
AB 2238 Aguiar-Curry	Introduced 2/13/2018	Assembly Local Government	Change of organization or reorganization: local agency formation commission review: hazard mitigation plan: safety element. The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 specifies the factors that a local agency formation commission is required to consider in the review of a proposal for a change of organization or reorganization, including, among other things, the proposal’s consistency with city or county general and specific plans. This bill would additionally require the commission to consider any relevant hazard mitigation plan or safety element of a general plan, and the extent to which the proposal will affect any land identified as a very high fire hazard severity zone or land determined to be in a state responsibility area, as provided.		
AB 2241 Rubio	Introduced 2/13/2018	Assembly Print	Sustainable water use and demand reduction: legislative findings and declarations. Current law requires the State Water Resources Board to implement and administer various water conservation and demand reduction programs in the state. Current law makes legislative findings and declarations regarding the need to reduce urban water use statewide by 20% and to effectively measure a water supplier’s efforts to reduce urban water use in its service area. This bill would make nonsubstantive changes in those legislative findings and declarations.		
AB 2272 Mayes	Introduced 2/13/2018	Assembly Print	High-occupancy vehicle lanes. Current law provides that the Department of Transportation has full control of the state highway system. Current law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would make nonsubstantive changes to these provisions relating to exclusive or preferential lanes.		

AB 2304 Holden	Introduced 2/13/2018	Assembly Transportation	Transit pass programs: status report. Current law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. Current law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2022, on the status of transit pass programs statewide, as specified.		
AB 2307 Frazier	Introduced 2/13/2018	Assembly Print	High-speed rail. The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Current law requires the authority to establish an independent peer review group for the purpose of reviewing the planning, engineering, financing, and other elements of the authority's plans and issuing an analysis of the appropriateness and accuracy of the authority's assumptions and an analysis of the viability of the authority's funding plan for each corridor. This bill would correct an inaccurate cross-reference and make a nonsubstantive change in these provisions		
AB 2333 Wood	Introduced 2/13/2018	Assembly Print	Office of Emergency Services: mental health response. Would declare the intent of the Legislature to enact legislation that would bolster the mental health response from the Office of Emergency Services during a state declared emergency.		
AB 2341 Mathis	Introduced 2/13/2018	Assembly Natural Resources	California Environmental Quality Act: aesthetic impacts. The California Environmental Quality Act requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would specify that, except as provided, the aesthetic effects of projects meeting certain requirements are not significant effects on the environment for purposes of CEQA and that the lead agency is not required to evaluate the aesthetic effects of those projects.		
AB 2343 Chiu	Introduced 2/13/2018	Assembly Judiciary	Real property: possession: unlawful detainer. Current law prohibits a lessor who has retaliated against a lessee for exercising his or her rights from recovering possession of a dwelling, increasing the rent, or decreasing services within 180 days of the occurrence of specified events, provided that the lessee is not in default on his or her rent. This bill would provide that these protections apply to a lessee who is in default on his or her rent if he or she lawfully organized or participated in a lessees' association or organization advocating lessees' rights.		

AB 2346 Quirk	Introduced 2/13/2018	Assembly U. & E.	California Renewables Portfolio Standard Program. The California Renewables Portfolio Standard Program requires the Public Utilities Commission to establish a renewables portfolio standard requiring all retail sellers, as defined, to procure a minimum quantity of electricity products from eligible renewable energy resources, as defined, so that the total kilowatthours of those products sold to their retail end-use customers achieves 25% of retail sales by December 31, 2016, 33% by December 31, 2020, 40% by December 31, 2024, 45% by December 31, 2027, and 50% by December 31, 2030. The commission is required to waive enforcement of the renewables portfolio procurement requirements if it finds that a retail seller demonstrates the existence of any of 4 specified conditions. This bill would explicitly authorize the commission to condition waiver of enforcement upon the retail seller purchasing replacement generating resources that result in the least amount of harm to the environment.		
AB 2363 Friedman	Introduced 2/14/2018	Assembly Print	Speed laws: local authority. Current law authorizes a local authority to establish lower speed limits under certain circumstances for specified streets and roadways if the local authority determines on the basis of an engineering and traffic survey that the current speed limit is more than is reasonable or safe. This bill would authorize a local authority to make that determination and establish those lower speed limits on the basis of an accident survey.		
AB 2364 Bloom	Introduced 2/14/2018	Assembly Print	Density bonuses. Current law, known as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the jurisdictional boundaries of that city or county with a density bonus and other incentives or concessions for the production of lower income housing units, or for the donation of land within the development, if the developer agrees to construct a specified percentage of units for very low income, low-income, or moderate-income households or qualifying residents and meets other requirements. This bill would make nonsubstantive changes to that provision.		
AB 2365 Acosta	Introduced 2/14/2018	Assembly Print	Vehicular air pollution: emissions standards. Current law requires the State Air Resources Board to achieve the maximum degree of emission reduction possible from vehicular and other mobile sources to accomplish the attainment of the state standards at the earliest practicable date. This bill would make technical, nonsubstantive changes to that provision.		

<u>AB 2372</u> <u>Gloria</u>	Introduced 2/14/2018	Assembly Housing and Community Development	Planning and zoning: density bonus: floor area ratio bonus. Would authorize a city council or county board of supervisors to establish a procedure by ordinance to grant a developer of an eligible housing development a floor area ratio bonus in lieu of a density bonus awarded on the basis of dwelling units per acre. The bill would define "eligible housing development" as a development that meets specified criteria related to residential use, location, zoning, and affordability. The bill would prohibit the city council or county board of supervisors from imposing any parking requirement on an eligible housing development in excess of specified ratios.		
<u>AB 2407</u> <u>Ting</u>	Introduced 2/14/2018	Assembly Print	Electric Vehicles. Would express the intent of the Legislature to enact legislation relating to electric vehicles.		
<u>AB 2418</u> <u>Mullin</u>	Introduced 2/14/2018	Assembly Print	Transportation: advanced technologies: grant program. Current law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. This bill would state the intent of the Legislature to enact legislation to establish a pilot program that allows municipalities to compete for grant funding, and to leverage both public and private funding to promote flexible innovation and encourage the use of advanced technologies to improve the state's transportation system.		
<u>AB 2433</u> <u>Salas</u>	Introduced 2/14/2018	Assembly Transportation	Department of Transportation: voluntary inspection and testing services. Current law creates the State Highway Account in the State Transportation Fund, and requires all money appropriated, contributed, or made available from any source for expenditure on work within the powers and duties of the department, including sources other than state appropriations, to be transferred to or deposited in the account. This bill would authorize the department to establish a subaccount of the State Highway Account to accommodate deposits and expenditures of moneys relative to voluntary inspection and testing services.		
<u>AB 2434</u> <u>Bloom</u>	Introduced 2/14/2018	Assembly Health	Strategic Growth Council: Health in All Policies Task Force. Would require the Strategic Growth Council to establish a Health in All Policies (HiAP) Task Force for the purposes of incorporating health, equity, and sustainability considerations into decision-making across sectors and policy areas. The bill would require the task force to, among other things, take specified actions to advance the council's goals of improving air and water quality, protecting natural resources and agricultural lands, increasing the availability of affordable housing, improving infrastructure programs, promoting public health, planning sustainable communities, and meeting the state's climate change goals.		

AB 2473 Bonta	Introduced 2/14/2018	Assembly Print	Highway Users Tax Account. Current law authorizes the Controller to use the funds in the Highway Users Tax Account in the Transportation Tax Fund for cashflow loans to the General Fund. This bill would make nonsubstantive changes to these provisions.		
AB 2528 Bloom	Introduced 2/14/2018	Assembly Natural Resources	Climate adaptation. Current law requires the Natural Resources Agency, by July 1, 2017, and every 3 years thereafter, to update the state's climate adaptation strategy to identify vulnerabilities to climate change by sectors, including the water sector, and priority actions needed to reduce the risks in those sectors. To address vulnerabilities identified in the climate adaptation strategy, existing law requires state agencies to maximize specified objectives, including, among others, protecting and enhancing habitat, species strongholds, and wildlife corridors that are critical to the preservation of species that are at risk from the consequences of climate change. This bill would specify that the water sector includes the component of habitat resiliency areas, as defined.		
AB 2530 Melendez	Introduced 2/14/2018	Assembly Transportation	Bonds: transportation. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.		
AB 2535 Oberholte	Introduced 2/14/2018	Assembly Transportation	High-occupancy toll lanes: notice of toll evasion violation. Current law requires the notice of toll evasion violation to include the vehicle license plate number, a clear and concise explanation of the procedures for contesting the violation and appealing an adverse decision, and, if practicable, the registration expiration date and the make of the vehicle. This bill would also require the notice of toll evasion violation to include a copy of all photographic evidence on which the toll evasion determination was based if the vehicle was found, by automated devices, to have evaded the toll through failure to meet occupancy requirements in a high-occupancy toll lane.		

AB 2548 Friedman	Introduced 2/15/2018	Assembly Transportation	Commute benefit policies: Los Angeles County Metropolitan Transportation Authority: South Coast Air Quality Management District. Current law creates the Los Angeles County Metropolitan Transportation Authority (LACMTA), with various powers and duties with respect to transportation planning, programming, construction, and operations. Current law establishes the South Coast Air Quality Management District vested with the authority to regulate air emissions from stationary sources located in the South Coast Air Basin, which incorporates a specified portion of the jurisdiction of the authority. This bill would authorize the authority, in coordination with the district, to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 entities with a specified number of employees to offer certain employees commute benefits, as specified.		
AB 2549 Stone, Mark	Introduced 2/15/2018	Assembly Natural Resources	Tidelands and submerged lands: exchange agreements. Current law authorizes the State Lands Commission to enter into an exchange, with any person or public entity, of filled or reclaimed tidelands and submerged lands or beds of navigable waterways, or interests in these lands, that are subject to the public trust for commerce, navigation, and fisheries, for other lands or interests in lands, if the commission finds that specified conditions are met. This bill would expressly authorize the commission, with regard to the above described exchange that involves any lands or interests in lands that a public entity holds title to pursuant to a legislative grant, to require that the lands or interest in lands be subject to the same public trust requirements and terms and conditions prescribed in the statute providing for the grant of those lands or interest in lands to the public entity.		
AB 2553 Friedman	Introduced 2/15/2018	Assembly Print	Housing opportunity zones. 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, including, but not limited to, the acquisition, construction, or rehabilitation of housing for persons of low and moderate income for rent or purchase. This bill would express the intent of the Legislature to enact legislation that would authorize the creation of housing opportunity zones to encourage infill development within high transit areas		

AB 2562 Mullin	Introduced 2/15/2018	Assembly Housing and Community Development	Department of Housing and Community Development loans. Current law authorizes the Department of Housing and Community Development to make loans under a multifamily housing program, and to reduce the interest rate on any loan issued by the department to a rental housing development to as low as 0.42% per annum, or a rate determined by the department that is sufficient to cover the costs of project monitoring, if the development meets specified requirements regarding, among other things, debt and household income. This bill would revise these requirements to instead require that the rate change increase the feasibility of the proposed project and will further the goals and purpose of the department and the appropriate loan program.		
AB 2576 Aguiar-Curry	Introduced 2/15/2018	Assembly Print	Emergencies: healthcare. Would authorize the Governor, during a state of emergency, to direct all state agencies to utilize, employ, and direct state personnel, equipment, and facilities for the performance of any and all activities that are designed to allow community clinics and health centers to provide and receive reimbursement for services provided during or immediately following the emergency. The bill would authorize any agency directed by the Governor to perform those activities to expend any of the moneys that have been appropriated to it in order to perform those activities, irrespective of the particular purpose for which the money was originally appropriated.		
AB 2578 Chiu	Introduced 2/15/2018	Assembly Print	Infrastructure financing districts. Current law authorizes the City and County of San Francisco to create infrastructure financing districts, including districts that include specified waterfront property, adopt infrastructure financing plans for those districts, and issue bonds financed by projected increases in ad valorem property taxes to fund certain public facilities, pursuant to a specified procedure. Current law specifies the types of projects a waterfront district may finance. This bill would make a nonsubstantive change to this provision relative to the types of projects a waterfront district may finance.		
AB 2631 Allen, Travis	Introduced 2/15/2018	Assembly Print	Planning and zoning: affordable housing: streamlined approval process. Current law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development, which satisfies specified planning objective standards, that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit. This bill would authorize a development property to submit an application for a development to be subject to a streamlined, ministerial approval process provided that development meet specified objective planning standards, such as that the development contains fewer than 25 residential units and provides housing for persons and families of low or moderate income.		

AB 2638 Gray	Introduced 2/15/2018	Assembly Print	Autonomous vehicles. Current law authorizes the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that are not equipped with a steering wheel, a brake pedal, an accelerator, or an operator inside the vehicle, if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour. Current law requires annual reports to the Department of Motor Vehicles regarding any incidents of unplanned disengagement of the autonomous technology during testing, as specified. This bill would make a technical, nonsubstantive change to those provisions.		
AB 2645 Patterson	Introduced 2/15/2018	Assembly Print	Greenhouse Gas Reduction Fund: forestry and fire prevention. Would, beginning in the 2019–20 fiscal year, continuously appropriate \$74,805,000 from the Greenhouse Gas Reduction Fund annually to the Department of Forestry and Fire Protection for purposes of fire prevention activities that reduce greenhouse gas emissions.		
AB 2650 Lackey	Introduced 2/15/2018	Assembly Print	Public transit buses: illuminated signs. Current law requires the illuminated signs on buses operated by a publicly owned transit system to adhere to certain specifications, including, among others, being limited in size to a display of not greater than 720 square inches, and requiring the illuminated signs to display information directly related to public transit service, including, but not limited to, route number, destination description, run number, and public service announcements. This bill would revise those conditions, to increase the maximum display area of an illuminated sign to 4,320 inches and to allow paid advertising to be displayed on the illuminated sign.		
AB 2655 Gloria	Introduced 2/15/2018	Assembly Print	Judicial Council: minor vehicle infractions. Would direct the Judicial Council to develop a proposal to evaluate and implement civil adjudication of minor vehicle infractions. The bill would require the Judicial Council to conduct at least one public hearing and submit status reports every 6 months, as specified.		
AB 2681 Nazarian	Introduced 2/15/2018	Assembly Print	Seismic safety: potentially vulnerable buildings. Current law establishes a program within all cities and all counties and portions thereof located within seismic zone 4, as defined, to identify all potentially hazardous buildings and to establish a mitigation program for these buildings. This bill would require each building department of a city or county to create an inventory of potentially vulnerable buildings, as defined, within its jurisdiction, based on age and other publicly available information, and submit that inventory to the Office of Emergency Services, as specified. By increasing the duties of local officials, this bill would create a state-mandated local program.		

AB 2712 Allen, Travis	Introduced 2/15/2018	Assembly Print	Bonds: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. 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 2726 Levine	Introduced 2/15/2018	Assembly Print	Transit districts. Current law, the Transit District Law, authorizes the establishment of the Alameda-Contra Costa Transit District. This bill would make nonsubstantive changes to these provisions.		
AB 2730 Harper	Introduced 2/15/2018	Assembly Print	Franchise Tax Board: collection of delinquent amounts: tolls. Current law requires the Franchise Tax Board to collect certain delinquencies related to vehicles, including, but not limited to, unpaid tolls, toll evasion penalties, and any related administrative or service fee, as though the delinquencies are taxes, as specified. This bill would remove that requirement.		
AB 2734 Frazier	Introduced 2/15/2018	Assembly Print	California Transportation Commission. Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes.		
AB 2753 Friedman	Introduced 2/16/2018	Assembly Print	Density bonuses: density bonus application. Current law requires a city or county to adopt procedures and timelines for processing a density bonus application and provide a list of documents and information required to be submitted with the application in order for it to be deemed complete. Current law requires a city or county to notify an applicant whether the application is complete within 30 calendar days or receiving the application, or a resubmittal of that application, and establishes an appeal process for that decision. This bill would recast those requirements, and would require that if a city or county does not determine whether a density bonus application is complete within 30 calendar days after it was submitted, or within 10 days in the case of a resubmitted application, then that application is deemed approved.		

<u>AB 2782</u> <u>Friedman</u>	Introduced 2/16/2018	Assembly Print	California Environmental Quality Act. The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Current law exempts from compliance under CEQA housing projects that satisfy specified criteria. This bill would make a nonsubstantive change to definitions that apply in connection with the latter provision.		
<u>AB 2797</u> <u>Bloom</u>	Introduced 2/16/2018	Assembly Print	Planning and zoning: density bonuses. Would prohibit any density bonus, incentives or concessions, waivers or reductions of development standards, and parking ratios from being a basis for finding a project inconsistent with a specified provision of the California Coastal Act of 1976.		
<u>AB 2856</u> <u>Melendez</u>	Introduced 2/16/2018	Assembly Print	California Environmental Quality Act: housing development projects. CEQA requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would, except as provided, prohibit the court, in an action or proceeding brought alleging a violation of CEQA, from staying or enjoining the siting, construction, or operation of housing development projects, as defined.		
<u>AB 2865</u> <u>Chiu</u>	Introduced 2/16/2018	Assembly Print	High-occupancy toll lanes: Santa Clara Valley Transportation Authority. Current law authorizes the Santa Clara Valley Transportation Authority (VTA) to conduct, administer, and operate a value pricing high-occupancy toll (HOT) lane program on 2 corridors included in the high-occupancy vehicle lane system in the County of Santa Clara and on State Highway Route 101 in the County of San Mateo in coordination with the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority, as prescribed. This bill would make nonsubstantive changes to these provisions.		

<u>AB 2885</u> <u>Rodriguez</u>	Introduced 2/16/2018	Assembly Print	Air Quality Improvement Program: Clean Vehicle Rebate Project. Would require the state board to provide outreach to disadvantaged communities, as defined. The bill would increase rebate payments by \$500 for eligible applicants with vehicles registered in disadvantaged communities and \$1,000 for applicants who are both low income and have an eligible vehicle registered in a disadvantaged community. The bill would require the state board to prioritize rebate payments to both low-income applicants and applicants that have eligible vehicles registered in disadvantaged communities, with the highest priority to be granted to applicants who meet both conditions.		
<u>AB 2890</u> <u>Ting</u>	Introduced 2/16/2018	Assembly Print	Housing. Under current law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership for very low and low-income households, and downpayment assistance for first-time home buyers. This bill would state the intent of the Legislature to enact legislation that would relate to housing.		
<u>AB 2898</u> <u>Gloria</u>	Introduced 2/16/2018	Assembly Print	Emergency services: local emergencies. The California Emergency Services Act prescribes a process for the declaration of a local emergency and permits a local emergency to be proclaimed only by the governing body of a city or county or by an official designated by ordinance adopted by that governing body. Current law requires the governing body to review the need for continuing the local emergency at least once every 30 days until the governing body terminates the local emergency. This bill would instead require review of a local emergency by the governing body, as described above, to occur at least once every 60 days		
<u>AB 2911</u> <u>Friedman</u>	Introduced 2/16/2018	Assembly Print	Fire safety. Would require the State Fire Marshal, no later than January 31, 2019, in consultation with the Director of Forestry and Fire Protection and the Director of Housing and Community Development, to recommend updated building standards that provide for comprehensive site and structure fire risk reduction to protect structures from fires spreading, as specified, based on lessons learned from the wildfires of 2017 and to develop a list of low-cost retrofits that provide for comprehensive site and structure fire risk reduction, as provided.		
<u>AB 2919</u> <u>Frazier</u>	Introduced 2/16/2018	Assembly Print	Transportation: permits. Would state the intent of the Legislature to enact legislation that would require all permitting agencies that interact with the Department of Transportation, including, but not limited to, the Department of Fish and Wildlife, the State Water Resources Control Board, and the California Coastal Commission, to approve and complete permits within a 2-year timeframe.		

<u>AB 2922</u> <u>Gipson</u>	Introduced 2/16/2018	Assembly Print	Income taxes: credits: qualified developer: affordable housing. The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 2019, and before January 1, 2024, in an amount, determined by the California Tax Credit Allocation Committee, that is paid or incurred by a taxpayer to a qualified developer for the development of a qualified project, as defined, not to exceed an aggregate amount of \$5,000,000 per year.		
<u>AB 2923</u> <u>Chiu</u>	Introduced 2/16/2018	Assembly Print	San Francisco Bay Area Rapid Transit District: transit-oriented development. Current law establishes the San Francisco Bay Area Rapid Transit District (BART) with various powers and duties and establishes a board of directors as the legislative body of the district. This bill would require the board to adopt new transit-oriented development (TOD) guidelines by a majority vote at a duly noticed public meeting that establish minimum local zoning requirements for BART-owned land that is located on contiguous parcels larger than 0.25 acres, within 1/2 mile of an existing or planned BART station entrance, in areas having representation on the BART board of directors.		
<u>AB 2925</u> <u>Bonta</u>	Introduced 2/16/2018	Assembly Print	Just cause eviction. Current law provides that a tenant of real property is guilty of unlawful detainer in certain circumstances. This bill would declare the intent of the Legislature to enact legislation relating to just cause evictions of residential tenants.		
<u>AB 2939</u> <u>Ting</u>	Introduced 2/16/2018	Assembly Print	Accessory dwelling units. Would require the local agency to ministerially approve an application for a building permit to create within a multifamily zone at least one accessory dwelling unit within an existing multifamily structure with at least 5 residential units if specified conditions are met. The bill would prohibit an application ministerially approved pursuant to this provision from having a limit on the number of accessory dwelling units created within the existing residential units or accessory structures or both. By increasing the duties of local officials, this bill would create a state-mandated local program.		
<u>AB 2951</u> <u>Gloria</u>	Introduced 2/16/2018	Assembly Print	Commute benefit policies. Current law establishes a program that authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits. Current law requires that the ordinance specify certain matters, including any consequences for noncompliance. This bill would make nonsubstantive changes to this program.		

AB 2966 Aguiar-Curry	Introduced 2/16/2018	Assembly Print	Disaster relief. The California Disaster Assistance Act provides that the state share for disaster project allocations to local agencies is no more than 75% of total state eligible costs, except for specified events for which the state share is up to 100% of state eligible costs. This bill would provide that the state share for the removal of dead and dying trees in connection with the Governor's proclamation of a state of emergency issued on October 30, 2015, is no more than 90% of total state eligible costs.		
AB 2977 Gloria	Introduced 2/16/2018	Assembly Print	Local planning. The Planning and Zoning Law, requires the housing element of a general plan to contain an inventory of land suitable for residential development and a program that sets forth a schedule of actions during the planning period that the local government is undertaking, or intends to undertake, to implement the policies and achieve the goals and objectives of the housing element. Current law requires the program to accommodate 100% of the allocated very low and low-income housing need for which site capacity has not been identified. Current law requires these sites to be zoned with specified minimum density and development standards. This bill would make a nonsubstantive change to these provisions.		
AB 2981 Cervantes	Introduced 2/16/2018	Assembly Print	Utility service franchises: Franchise Act of 1937. The Franchise Act of 1937 provides for the granting of franchises to provide certain utility services by the legislative body of a municipality. This bill would make a nonsubstantive revision to the provision naming the act.		
AB 2999 Bonta	Introduced 2/16/2018	Assembly Print	Income taxes: credits: affordable housing: employer-assisted housing programs. The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 2019, in an amount equal to 50% of the amount of cash paid or incurred, or the equivalent value of land or property donated, by an employer during the taxable year for the construction of affordable housing, as defined, for employees or the investment in an employer-assisted housing program, as defined.		
AB 3000 Friedman	Introduced 2/16/2018	Assembly Print	Land use: new housing developments: parking requirements. Would prohibit a city, county, or city and county from imposing minimum parking requirements for new housing developments where offstreet parking is permitted. By imposing new requirements on local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		

AB 3001 Bonta	Introduced 2/16/2018	Assembly Print	Zero-emissions buildings and sources of heat energy. The Warren-Alquist State Energy Resources Conservation and Development Act requires the State Energy Resources Conservation and Development Commission to adopt building design and construction standards and energy and water conservation standards for new residential and nonresidential buildings to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy and water. Current law requires the Energy Commission, in determining cost effectiveness, to consider certain factors. This bill would additionally require the Energy Commission, in the cost-effectiveness determination, to consider emissions of greenhouse gases from fossil fuel combustion and fugitive emissions that are avoided and progress toward meeting the state's climate goals.		
AB 3012 Gallagher	Introduced 2/16/2018	Assembly Print	State Coastal Conservancy: grants: climate change projects. Would require the conservancy, to the extent allowed, to prioritize projects that reduce flood risk and enhance fish and wildlife habitat, as described.		
AB 3015 Caballero	Introduced 2/16/2018	Assembly Print	Marine terminal operations. Would state the intent of the Legislature to enact legislation, among other things, to require state agencies to maintain a certain executive order issued by the Governor regarding greenhouse gas emissions reduction targets to be met by 2050 and to ensure that the regulations of air emissions from public seaport operations with respect to marine terminal cargo handling equipment and ocean going vessels at-berth, are implemented consistent with various objectives, as specified.		
AB 3037 Chiu	Introduced 2/16/2018	Assembly Print	Redevelopment. Would state the intent of the Legislature to enact subsequent legislation that would authorize a city or county, subject to the approval of the Department of Finance, to form a redevelopment housing and infrastructure agency, and would authorize that agency to exercise powers that are similar to powers previously granted to redevelopment agencies in order to finance housing and infrastructure projects.		
AB 3059 Bloom	Introduced 2/16/2018	Assembly Print	Congestion pricing demonstration pilot projects. Current law provides for the development of a congestion management program for each county that includes an urbanized area by a designated congestion management agency. Current law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits. This bill would authorize 2 congestion pricing demonstration projects in northern California and 2 in southern California.		

<u>AB 3072</u> <u>Chiu</u>	Introduced 2/16/2018	Assembly Print	Affordable housing. Current law provides reforms and incentives to facilitate and expedite the construction of affordable housing, as specified. This bill would make a nonsubstantive change to these provisions.		
<u>AB 3102</u> <u>Gray</u>	Introduced 2/16/2018	Assembly Print	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 make technical, nonsubstantive changes to those provisions.		
<u>AB 3106</u> <u>Nazarian</u>	Introduced 2/16/2018	Assembly Print	Autonomous vehicles. Current law establishes regulations for the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if the manufacturer meets prescribed requirements. This bill would make technical, nonsubstantive changes to those provisions.		
<u>AB 3124</u> <u>Bloom</u>	Introduced 2/16/2018	Assembly Print	Vehicles: length limitations: buses: bicycle transportation devices. Current law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Current law exempts from this limitation an articulated bus or articulated trolley coach that does not exceed a length of 60 feet, and authorizes the bus or trolley to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles. Current law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus. This bill would increase the lengths described in the exemption above from 36 to 40 inches, and from 42 to 46 inches.		
<u>AB 3132</u> <u>Chau</u>	Introduced 2/16/2018	Assembly Print	Autonomous vehicles. Current law authorizes an autonomous vehicle to be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met, including that the autonomous vehicle is being operated on roads in the state solely by employees, contractors, or other persons designated by the manufacturer of the autonomous technology. Current law defines "autonomous technology" and "autonomous vehicle" for those purposes. This bill would make technical, nonsubstantive changes to those provisions		

<u>AB 3147</u> <u>Caballero</u>	Introduced 2/16/2018	Assembly Print	Fee mitigation act: housing developments. The Mitigation Fee Act requires a local agency that establishes, increases, or imposes a fee as a condition of approval of a development project to, among other things, determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. This bill would prohibit a housing development project, as defined, from being subject to a fee, charge, dedication, reservation, or other exaction that is more than that in effect at the time that the application for the housing development project is determined to be complete.		
<u>AB 3152</u> <u>Chiu</u>	Introduced 2/16/2018	Assembly Print	Property taxation: welfare exemption: rental housing: moderate income housing. Current property tax law, in accordance with the California Constitution, provides for a "welfare exemption" for property used exclusively for religious, hospital, scientific, or charitable purposes and that is owned or operated by certain types of nonprofit entities, if certain qualifying criteria are met. Under current property tax law, property that meets these requirements that is used exclusively for rental housing and related facilities is entitled to a partial exemption, as specified. This bill, on and after January 1, 2019, would provide a similar exemption for qualified property, as defined, that meets the requirements of the welfare exemption that is used exclusively for rental housing and related facilities, equal to that percentage of the value of the property that is equal to the percentage that the number of units serving moderate income households, as defined, represents of the total number of residential units.		
<u>AB 3156</u> <u>Mullin</u>	Introduced 2/16/2018	Assembly Print	Public resources: electric vehicle charging stations. The Electric Vehicle Charging Stations Open Access Act defines "electric vehicle service equipment" as meaning an electric component assembly or cluster of component assemblies designed specifically to charge batteries within electric vehicles by permitting the transfer of electric energy to a battery or other storage device in an electric vehicle. This bill would clarify that equipment that meets this definition is electric vehicle service equipment whether or not it is necessary to tether the equipment to a vehicle to permit the transfer of electric energy.		
<u>AB 3194</u> <u>Daly</u>	Introduced 2/16/2018	Assembly Print	Housing Accountability Act: project approval. Would prohibit a housing development project from being found inconsistent, not in compliance, or not in conformity, with the applicable zoning ordinance, and would prohibit a local government from requiring a rezoning of the project site, if the existing zoning ordinance does not allow the maximum residential use, density, and intensity allocable on the site by the land use or housing element of the general plan.		

AB 3201 Daly	Introduced 2/16/2018	Assembly Print	State Air Resources Board. Would provide that it is the intent of the Legislature to enact legislation to require the State Air Resources Board to develop and conduct a program to accelerate emission reductions from California's public transit fleet.		
AB 3232 Friedman	Introduced 2/16/2018	Assembly Print	Zero-emissions buildings and sources of heat energy. Would require the Energy Commission, by January 1, 2020, to establish a plan to achieve the goal that all new residential and nonresidential buildings built on or after January 1, 2030, to be zero-emission buildings, as defined, and to develop a strategy to achieve a reduction in the emissions of greenhouse gases from the state's residential and nonresidential building stock of 50% below 1990 levels by January 1, 2030.		
AB 3246 Committee on Transportation	Introduced 2/22/2018	Assembly Print	Transportation: omnibus bill. Current law authorizes a county, upon the adoption of a resolution by its board of supervisors, to impose a fee on motor vehicles, as specified, that is paid quarterly to the Controller and continuously appropriated for disbursement to the county, as specified, to be used to fund programs relating to vehicle theft crimes. Current law requires a county that imposes this fee to issue an annual report to the Controller on or before August 31. Existing law requires the Controller to suspend a county's fee for one year if the county fails to submit the report by November 30 and requires the Controller to inform the Department of Motor Vehicles on or before January 1 that a county's authority to collect the fee is suspended. This bill would instead require the Controller to inform the Department of Motor Vehicles on or before February 1 that a county's authority to collect the fee described above is suspended.		
ACA 4 Aguiar-Curry	Introduced 2/17/2017	Assembly Local Government	Local government financing: affordable housing and public infrastructure: voter approval. Local government financing: affordable housing and public infrastructure: voter approval.		
ACA 11 Caballero	Amended 8/21/2017	Assembly Housing and Community Development	California Middle Class Affordable Housing and Homeless Shelter: funding. Would create the California Middle Class Affordable Housing and Homeless Shelter Account in the General Fund for the support of local and state programs that assist in the development or acquisition of housing, as specified. The measure would impose a tax upon all retailers at the rate of 0.25% of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in this state on and after January 1, 2019.		

<u>ACA 19</u> <u>Mayes</u>	Introduced 9/6/2017	Assembly Print	Local government taxation: voter approval. The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters voting on the tax. The California Constitution defines "local government" for these purposes to mean any county, city, city and county, including a charter city or county, any special district, or any other local or regional governmental entity. This measure would specify that the electorate exercising its initiative power is within the definition of "local government."		
<u>ACA 20</u> <u>Steinorth</u>	Introduced 1/3/2018	Assembly Print	Property taxation: base year value: transfer. The California Constitution authorizes the Legislature to provide that a severely disabled person and a person over 55 years of age may transfer the base year value, as defined, of property that is eligible for the homeowner's property tax exemption to a replacement dwelling that is of equal or lesser value located within the same county as the property from which the base year value is transferred, and, if a county ordinance so providing has been adopted, to a replacement dwelling that is located in a different county. This measure, on and after January 1, 2019, would instead allow the base year value of property eligible for the homeowner's exemption of any person aged 55 years or older or who is severely disabled to be transferred to any replacement dwelling, regardless of its value or whether it is located within the same county.		
<u>ACA 24</u> <u>Waldron</u>	Introduced 2/14/2018	Assembly Print	Property taxation: transfer of base year value: disaster relief. Would additionally require the Legislature to provide for the transfer of base year value of property that is substantially damaged or destroyed by a disaster, as declared by the Governor, occurring on or after January 1, 2017, to July 1, 2018, to comparable property located within the same or a different county that is acquired or newly constructed as a replacement for the substantially damaged or destroyed property. The measure would limit this provision to intercounty transfers of base year value that occur on or after the effective date of the measure.		
<u>SB 414</u> <u>Vidak</u>	Amended 1/3/2018	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 760 Wiener	Amended 1/23/2018	Assembly Desk	Bikeways: design guides. Would authorize a city, county, regional, or other local agency, when using the alternative minimum safety design criteria, to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. The bill would authorize a state entity that is responsible for the planning and construction of roadways to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials.		
SB 819 Hill	Introduced 1/3/2018	Senate Energy, Utilities and Communications	Electrical corporations: rates. The Public Utilities Commission has regulatory authority over public utilities, including electrical corporations and gas corporations. Current law authorizes the commission to establish rules for all public utilities, subject to control by the Legislature. Current law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. Current law prohibits a gas corporation from recovering any fine or penalty in any rate approved by the commission. This bill would prohibit an electrical corporation from recovering a fine or penalty through a rate approved by the commission.		
SB 821 Jackson	Introduced 1/3/2018	Senate Rules	Emergency notification: Office of Emergency Services: county jurisdictions. The California Emergency Services Act establishes the Office of Emergency Services in the office of the Governor and provides that the office is responsible for the state's emergency and disaster response services for natural, technological, or manmade disasters and emergencies, including activities necessary to prevent, respond to, recover from, and mitigate the effects of emergencies and disasters to people and property. This bill would specify that the Office of Emergency Services may assist county jurisdictions in developing effective public emergency warning systems.		
SB 822 Wiener	Introduced 1/3/2018	Senate Rules	Broadband Internet access service. Would state the intent of the Legislature to enact legislation to effectuate net neutrality in California utilizing the state's regulatory powers and to prevent Internet service providers from engaging in practices inconsistent with net neutrality, including through 4 described means.		

SB 824 Lara	Introduced 1/3/2018	Senate I., B. & F.I.	Insurance: nonrenewal. Current law requires an insurer to comply with certain procedures relating to the cancellation of insurance policies, except as specified, in the case of a total loss to the primary insured structure under a residential policy. Among other requirements, an insurer may not cancel coverage while the primary insured structure is being rebuilt, as specified, nor use the fact that the primary insured structure is in damaged condition as a result of the total loss as the sole basis for a decision to cancel the policy, and must offer, at least once, to renew the policy, as specified, if the total loss to the primary insured structure was caused by a disaster. This bill would express the intent of the Legislature to clarify that the provision described above is applicable to all insured properties located within a county for which a state of emergency has been declared, as specified.		
SB 827 Wiener	Amended 3/1/2018	Senate Transportation and Housing	Planning and zoning: transit-rich housing bonus. Would require a local government to, if requested, grant a development proponent of a transit-rich housing project a transit-rich housing bonus if that development meets specified planning standards, including complying with demolition permit requirements, local inclusionary housing ordinance requirements, preparing a relocation benefits and assistance plan, any locally adopted objective zoning standards, and any locally adopted minimum unit mix requirements. The bill would define a transit-rich housing project as a residential development project the parcels of which are all within a 1/2 mile radius of a major transit stop or a 1/4 mile radius of a stop on a high-quality transit corridor.		
SB 828 Wiener	Introduced 1/3/2018	Senate Rules	Land use: housing element. Would state the intent of the Legislature to enact legislation that would, among other things, require the department to take certain actions relating to unmet housing needs, including completing a comprehensive assessment on unmet need for each region and including the results of the assessment in regional allocations for the next housing element cycle.		
SB 829 Wiener	Introduced 1/3/2018	Senate Rules	Employee housing: farmworker housing. Would state the intent of the Legislature to enact legislation that would expand the Employee Housing Act to (1) further incentivize the creation of farmworker housing in agricultural communities, (2) authorize the Department of Housing and Community Development to partner private agricultural operators with independent nonprofits that will manage and operate residences, and (3) preserve and protect the civil rights of tenants living in employee housing.		

SB 831 Wieckowski	Introduced 1/4/2018	Senate Transportation and Housing	Land use: accessory dwelling units. The Planning and Zoning Law authorizes a local agency to provide by ordinance for the creation of accessory dwelling units in single-family and multifamily residential zones and sets forth standards the ordinance is required to impose, including, among others, maximum unit size, parking, and height standards. Current law authorizes a local agency, special district, or water corporation to require a new or separate utility connection between the accessory dwelling unit and the utility and authorizes a fee to be charged, except as specified. Current law requires a local agency to submit an ordinance adopted for the creation of accessory dwelling units to the Department of Housing and Community Development and authorizes the department to review and comment on the ordinance. This bill would delete the requirement that the area be zoned to allow single-family or multifamily use.		
SB 833 McGuire	Introduced 1/4/2018	Senate Governmental Organization	Emergency alerts: evacuation orders: operators. Would provide for a red alert system designed to issue and coordinate alerts following an evacuation order, as specified. The bill would require the red alert system to incorporate a variety of notification resources and developing technologies that may be tailored to the circumstances and geography of the underlying evacuation, as appropriate. The bill would require a local government agency or state agency that uses the federal Wireless Emergency Alert (WEA) system to alert a specified area of an evacuation order to use the term "red alert" in the alert and notify OES of the alert.		
SB 881 Wieckowski	Introduced 1/11/2018	Senate Natural Resources and Water	Flood control: County of Santa Clara: South San Francisco Bay Shoreline Project. Would authorize the state to provide subvention funds to the Santa Clara Valley Water District for the South San Francisco Bay Shoreline Project for flood control in areas along the south San Francisco Bay in the County of Santa Clara, as described, at an estimated cost to the state of the sum that may be appropriated for state cooperation by the Legislature upon the recommendation and advice of the Department of Water Resources and upon a determination by the department that the project meets specified financial aid requirements. The bill would provide that the state assumes no liability for damages that may result from the project by authorizing the provision of subvention funds, or by the appropriation of those subvention funds, as specified.		
SB 893 Nguyen	Introduced 1/11/2018	Senate Transportation and Housing	Planning and zoning: density bonus. Would delete these additional vehicular parking ratio provisions. This bill contains other related provisions and other existing laws.		

SB 901 Dodd	Introduced 1/16/2018	Senate Energy, Utilities and Communications	Electrical corporations: local publicly owned electric utilities: electrical cooperatives: wildfire mitigation plans and measures. Would require a wildfire mitigation plan prepared by an electrical corporation, and wildfire mitigation measures prepared by a local publicly owned electric utility or electrical cooperative, to include policies and procedures by which the preparing entity may assess when it may be necessary to deenergize its electrical lines and, if so, which electrical lines should be deenergized. The bill would require those policies and procedures to include relevant meteorological conditions, maps of relevant fire hazard severity zones and high fire risk areas, observations made by individuals and cameras, as applicable, of vegetation conditions near electrical lines, and communication protocols for notifying customers who may be impacted by the deenergizing of electrical lines.		
SB 914 Dodd	Introduced 1/22/2018	Senate Gov. & F.	Local agency contracts. Current law authorizes a county, until January 1, 2023, with approval of the board of supervisors, to utilize construction manager at-risk construction contracts for the erection, construction, alteration, repair, or improvement of any building owned or leased by the county, subject to certain requirements, including that the method may only be used for projects that are in excess of \$1,000,000. This bill would authorize the use of this method of contracting for the erection, construction, alteration, repair, or improvement of any infrastructure, excluding roads.		
SB 957 Lara	Introduced 1/30/2018	Senate Transportation and Housing	Vehicles: high-occupancy vehicle lanes. Current law makes identifiers for ULEVs valid until January 1, 2019, and makes identifiers for SULEVs, enhanced AT PEZEVs, and TZEVs valid until January 1, 2019, January 1, 2022, or January 1 of the 4th year after the year in which they were issued, as specified. Current law, except as specified, prohibits a vehicle from being issued an identifier more than once. This bill would authorize an identifier to be issued to SULEVs, enhanced AT PEZEVs, and TZEVs for a vehicle that had previously been issued an identifier and would make that identifier valid until January 1 of the 4th year after the year in which the identifier was issued if the applicant for the identifier has a household income at or below 80% of the statewide median income, or at or below a specified threshold designated as low income.		
SB 980 Cannella	Introduced 2/1/2018	Senate Rules	High-occupancy vehicle lanes. Under current law, the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, may authorize or permit exclusive or preferential use of highway lanes for high-occupancy vehicles, as specified, and are required to place and maintain signs and other traffic control devices to designate those exclusive or preferential lanes, the applicable vehicle occupancy levels, and the hours of high-occupancy vehicle use, as specified. This bill would make technical, nonsubstantive changes to those provisions.		

SB 1000 Lara	Introduced 2/5/2018	Senate Rules	Charging stations: zero-emission vehicles. Current law provides that it is the policy of the state to promote and encourage the use of electric vehicle charging stations and to limit obstacles to their use. This bill would state the intent of the Legislature to enact legislation to promote neutrality and interoperability in charging stations and zero-emission vehicles.		
SB 1014 Skinner	Introduced 2/6/2018	Senate Energy, Utilities and Communications	Zero-emission vehicles. Would require the Public Utilities Commission, in consultation with the State Air Resources Board, to establish the California Clean Miles Standard and Incentive Program for zero-emission vehicles, as defined, used by participating drivers to provide prearranged transportation services for compensation for a transportation network company with the goal to increase the percentage of passenger miles provided by zero-emission vehicles used on behalf of transportation network companies so that 100% of the passenger miles are provided by zero-emission vehicles by December 31, 2028.		
SB 1015 Allen	Introduced 2/7/2018	Senate Natural Resources and Water	California Climate Resiliency Program. Would establish the California Climate Resiliency Program to increase resiliency to climate change impacts in urban and rural communities throughout the state and to fund the planning and implementation of projects that improve and enhance the climate change resiliency of natural systems, natural and working lands, and developed areas. The bill would require that the program be developed and implemented by the Wildlife Conservation Board.		
SB 1027 Pan	Introduced 2/7/2018	Senate Environmental Quality	Greenhouse gases. The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt a statewide greenhouse gas (GHG) emissions limit equivalent to the statewide GHG emissions level in 1990 to be achieved by 2020. Current law requires specified state agencies to prepare and submit to the Secretary for Environmental Protection specified information for inclusion in an annual greenhouse gas emission reduction report card, including a list of measures that the state agency has adopted or implemented, or that are needed, to meet GHG emission reduction targets, as defined, and information regarding the agency's own GHG emissions. This bill would require the GHG emission reduction targets to also include targets for each employee or category of employees, and would require the information prepared and submitted for the report card to include information about employee GHG emissions.		

SB 1035 Jackson	Introduced 2/8/2018	Senate Gov. & F.	General plans. Current law requires, after the initial revision of a safety element in a general plan of a city or county, to identify flood hazards and address the risk of fire in certain lands upon each revision of the housing element, the planning agency to review and, if necessary, revise the safety element to identify new information relating to flood and fire hazards that was not previously available during the previous revision of the safety element. Current law also requires the safety element to be reviewed and updated as necessary to address climate adaptation and resiliency strategies applicable to the city or county. This bill would require, after the review and update to address climate adaption and resiliency strategies, the planning agency to review and, if necessary, revise the safety element upon each revision of the housing element to identify new information relating to flood and fire hazards and climate adaptation and resiliency strategies applicable to the city or county that was not available during the previous revision of the safety element. element.		
SB 1037 Cannella	Introduced 2/8/2018	Senate Rules	State government finance: Road Maintenance and Rehabilitation Program. Prior to receiving an apportionment of funds under the Road Maintenance and Rehabilitation Program from the Controller in a fiscal year, current law requires a city or county to submit to the California Transportation Commission a list of projects proposed to be funded with these funds. Current law requires the commission to report to the Controller the cities and counties that have submitted a list of projects and requires the Controller, upon receipt of an initial or subsequent report, to apportion funds to cities and counties included in the report, as specified. This bill would make nonsubstantive changes to the provisions requiring the commission to submit the specified reports to the Controller.		
SB 1040 Dodd	Introduced 2/8/2018	Senate Human Services	In-home supportive services: natural disaster resulting in a state of emergency. Would expand the definition of "supportive services" to include all needs and services required during a natural disaster resulting in a declared state of emergency, and authorize, under those same circumstances, a county to allocate additional hours of supportive services, as specified. The bill would require a county to use a void and reissue warrant process for any provider who lost or had damaged an uncashed warrant because of a natural disaster resulting in a state of emergency. The bill would require a county, including a city and county, at the next update to its emergency plan, to integrate and require the assessment and provision of supportive services to IHSS recipients.		

SB 1072 Leyva	Introduced 2/12/2018	Senate Environmental Quality	Regional Climate Collaborative Program: technical assistance. Would establish the Regional Climate Collaborative Program, to be administered by the Strategic Growth Council, to assist under-resourced communities to access statewide public and other grant moneys, as specified, by establishing regional climate collaboratives, as specified. The bill would authorize the council to award specified grants to collaboratives for specified activities. The bill would authorize moneys from the Greenhouse Gas Reduction Fund to be used to implement the program.		
SB 1074 Moore	Introduced 2/12/2018	Senate Rules	Motor vehicle fuel: disclosure of government-imposed costs. Would recast specified provisions, requiring that every service station display, at a conspicuous place on, at, or near the dispensing apparatus or at or near the point of sale, at least one clearly visible sign showing a list of applicable state and federal fuel taxes per gallon of motor vehicle fuel sold from the dispensing apparatus, and would additionally require the sign to display the state sales tax, refinery reformatting costs, state underground storage fee costs, cap-and-trade program compliance costs, Low-Carbon Fuel Standard program compliance costs, and federal renewable fuels standard program compliance costs per gallon of motor vehicle fuel sold from the dispensing apparatus.		
SB 1078 Committee on Transportation and Housing	Introduced 2/12/2018	Senate Transportation and Housing	Housing. Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance. Current law requires the district to require, by recorded covenants or restrictions, that housing units built pursuant to this authority remain available at affordable housing costs to, and occupied by, persons and families of very low, low-, or moderate-income households, as provided. This bill would delete an unnecessary reference to "households" in these provisions.		
SB 1080 Newman	Introduced 2/12/2018	Senate Transportation and Housing	Transportation network companies: driver identification. Would require a transportation network company driver to possess either a valid driver's license issued by the State of California or, in the case of a nonresident active duty military member or a nonresident dependent of an active duty military member, a valid driver's license issued by the other state or territory of the United States in which the member or dependent is a resident. By creating a new crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
SB 1088 Dodd	Introduced 2/12/2018	Senate Rules	Electrical and gas corporations: safety and resilience plans. Would make legislative findings and declarations relative to the need for, and adoption of, safety and resilience plans by electrical and gas corporations, and the approval and enforcement of those plans by the commission, and would state the intent of the Legislature to enact later legislation to implement those findings and declarations.		

SB 1093 Jackson	Introduced 2/13/2018	Senate Public Safety	Department of Motor Vehicles: records: confidentiality. Current law prohibits the disclosure of the home address of certain public employees and officials that appears in records of the Department of Motor Vehicles, except to a court, a law enforcement agency, an attorney in a civil or criminal action under certain circumstances, and certain other official entities. This bill would extend that prohibition, subject to those same exceptions, to the disclosure of the home addresses of an adult abuse investigator or social worker working in protective services within a social services department.		
SB 1111 Beall	Introduced 2/13/2018	Senate Rules	Planning and zoning: housing element. The Planning and Zoning Law, in any action taken to challenge the validity of a housing element, establishes a rebuttable presumption of the validity of the element or amendment if the Department of Housing and Community Development has found that the element or amendment substantially complies with specified law, as provided. This bill would make nonsubstantive changes to this provision.		
SB 1115 Hill	Introduced 2/13/2018	Senate Gov. & F.	Property taxation: welfare exemption: low income housing. Current law limits the total exemption amount allowed to a taxpayer, with respect to a single property or multiple properties for any fiscal year on the sole basis of the application of this criterion, to \$10,000,000 of tax. This bill would delete the \$10,000,000 limitation with respect to lien dates occurring on and after January 1, 2019. The bill would require any outstanding qualified ad valorem property tax in excess of the \$10,000,000 limitation, and related interest or penalty, which was levied or imposed on and after January 1, 2017, and before January 1, 2019, with respect to qualified property for which a qualified claim was filed, to be canceled.		
SB 1117 Beall	Introduced 2/13/2018	Senate Rules	Department of Transportation: highway engineers. Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law specifies certain powers and duties of the department relative to the recruitment and retention of highway engineers, including participation by the department in student loan repayment, offering of salaries above the lowest salary step, and various other provisions. This bill would make a nonsubstantive change to these provisions.		

SB 1119 Newman	Introduced 2/13/2018	Senate Transportation and Housing	Low Carbon Transit Operations Program. Current law requires, for recipient transit agencies whose service areas include disadvantaged communities, as specified, that those recipient transit agencies expend at least 50% of the total moneys they received as part of the Low Carbon Transit Operations Program on projects or services that meet specified requirements and benefit those disadvantaged communities. This bill would authorize a recipient transit agency to satisfy the above-stated requirement by expending at least 50% of program funds received on transit fare subsidies, specified transit connections, or technology improvements that reduce emissions of greenhouse gases.		
SB 1145 Leyva	Introduced 2/14/2018	Senate Gov. & F.	Enhanced infrastructure financing districts: maintenance. Current law authorizes a district to finance, among other things, the purchase, construction, expansion, or rehabilitation of property and related planning and design work. Current law prohibits a district from financing routine maintenance and repair work. This bill, instead, would authorize a district to finance the ongoing or capitalized costs to maintain public capital facilities financed by the district.		
SB 1169 Anderson	Introduced 2/14/2018	Senate Energy, Utilities and Communications	Violations: penalties and fines: wildfire incidents. The Public Utilities Act provides for the assessment of criminal fines and civil penalties for violations of the act or an order, decision, rule, direction, demand, or requirement of the commission. Current law requires that fines and penalties imposed by the Public Utilities Commission pursuant to the act be paid to the General Fund. This bill would require that 10% of any penalty or fine for a violation of the act, or any rule, regulation, general order, or order of the commission, related to the role a utility company, or its facilities or equipment, played in the starting of a wildfire incident shall be deposited into the Wildfire Incident Penalty and Fine Fund, as created by this bill.		
SB 1172 Beall	Introduced 2/14/2018	Senate Transportation and Housing	High-Speed Rail Authority. Current law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Current law authorizes the authority, among other things, to keep the public informed of its activities. This bill would revise that provision to instead authorize the authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority's Internet Web site.		

SB 1182 Glazer	Introduced 2/14/2018	Senate Gov. & F.	Taxation: renters' credit. The Personal Income Tax Law authorizes various credits against the taxes imposed by that law, including a credit for qualified renters in the amount of \$120 for spouses filing joint returns, heads of household, and surviving spouses if adjusted gross income is \$50,000, as adjusted, or less, and in the amount of \$60 for other individuals if adjusted gross income is \$25,000, as adjusted, or less. This bill would, for each taxable year beginning on and after January 1, 2018, contingent upon a specified appropriation, increase the credit amount for a qualified renter to \$240 for spouses filing joint returns, heads of household, and surviving spouses, and to an amount equal to \$120 for other individuals.		
SB 1226 Bates	Introduced 2/15/2018	Senate Transportation and Housing	Building standards: accessory dwelling units. Would, notwithstanding other provisions of law, authorize the enactment of a local ordinance to authorize, when a record of the issuance of a building permit for an accessory dwelling unit does not exist, specified described enforcement officials to make a determination of when the accessory dwelling unit was constructed and apply the State Housing Law, the building standards published in the California Building Standards Code, and other specified rules and regulations in effect when the accessory dwelling unit was determined to be constructed in order to issue a building permit for the accessory dwelling unit.		
SB 1227 Skinner	Introduced 2/15/2018	Senate Transportation and Housing	Density bonuses. Would require a density bonus to be provided to a developer that agrees to construct a housing development that includes at least 20% of the total rental beds for students enrolled at an institution of higher education accredited by the Western Association of Schools and Colleges. The bill would require that these units be subject to a recorded affordability restriction of 55 years and be provided at the same affordability level as very low income units. The bill would set the density bonus at 35% of the number of these units. By increasing the duties of local agencies, this bill would impose a state-mandated local program.		
SB 1251 McGuire	Introduced 2/15/2018	Senate Gov. & F.	Office of Planning and Research: housing elements. Current law requires the Office of Planning and Research to notify a city or county if a general plan, which includes various elements, including a housing element, has not been revised within 8 years and to notify the Attorney General if a general plan of a city or county is not revised within 10 years. This bill would delete these requirements and require the office to notify a city or county and the Attorney General when the housing element of that city or county has not been revised in accordance with a specified housing element revision schedule established in current law.		

SB 1260 Jackson	Introduced 2/15/2018	Senate Natural Resources and Water	Fire prevention and protection: prescribed burns. 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, including a safety element, for the physical development of the county or city, as provided. Current law requires the draft element of, or draft amendment to, the safety element of a county or city's general plan to be submitted to the State Board of Forestry and Fire Protection and to every local agency that provides fire protection to territory within the city or county at least 90 days prior to specified events. This bill would instead require the draft element of, or draft amendment to, the safety element be submitted to the above-described entities 180 days prior to the specified events.		
SB 1262 Newman	Introduced 2/15/2018	Senate Transportation and Housing	Construction Manager/General Contractor project delivery method: Department of Transportation. Would remove the cap on the number of projects for which the Department of Transportation is authorized to use the Construction Manager/General Contractor method, eliminate the minimum construction costs limitation, and make conforming changes to existing provisions. The bill would delete the requirements to use department employees or consultants to perform specified services. The bill would delete the existing report requirements. This bill contains other related provisions and other existing laws.		
SB 1296 Glazer	Introduced 2/16/2018	Senate Transportation and Housing	Department of Housing and Community Development: database of local fees. Current law requires the Department of Housing and Community Development to collect, publish, and make available to the public information about laws regarding housing and community development and authorizes the department to provide a statistics and research service for the collection and dissemination of information affecting housing and community development. Current law also requires the department, by June 30, 2019, to complete a study to evaluate the reasonableness of local fees charged to new developments, as provided. This bill, by December 31, 2019, would additionally require the department to collect, publish, and make available a database of fees, as defined, charged by public agencies to new developments by jurisdiction.		
SB 1307 Galgiani	Introduced 2/16/2018	Senate Rules	High-speed rail. Current law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Current law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. This bill would state the intent of the Legislature to enact legislation relating to high-speed rail.		

SB 1328 Beall	Introduced 2/16/2018	Senate Transportation and Housing	Mileage-based road usage fee. Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. Under current law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law requires the technical advisory committee to study RUC alternatives to the gas tax and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified. Current law repeals these provisions on January 1, 2019. This bill would extend the operation of these provisions until January 1, 2023.		
SB 1333 Wieckowski	Introduced 2/16/2018	Senate Gov. & F.	Planning and zoning: general plan: zoning regulations: charter cities. The Planning and Zoning Law additionally authorizes the legislative body to adopt ordinances that, among other things, regulate the use of buildings, structures, and land as between industry, business, residences, and other uses in accordance with specified procedures. Current law specifies that these provisions of the Planning and Zoning Law relating to general plans and zoning ordinances generally do not apply to charter cities, but requires a charter city to adopt, by resolution of the legislative body of the charter city or, if the charter so provides, the planning commission, a general plan that contains the mandatory elements required by that law and to comply with specified additional requirements relating to reporting to the Department of Housing and Community Development and low- and moderate-income housing in the coastal zone. This bill would delete this limitation and instead specify that these provisions of the Planning and Zoning Law apply to charter cities.		
SB 1334 Wilk	Introduced 2/16/2018	Senate Rules	Joint powers agreements. Current law, the Joint Exercise of Powers Act, defines "public agency" for purposes of that act to include, among others, state and local agencies, the federal government, or any federal department or agency. This bill would make a nonsubstantive change to these provisions.		
SB 1340 Glazer	Introduced 2/16/2018	Senate Judiciary	California Environmental Quality Act: housing projects. Would require the Judicial Council, by July 1, 2019, to adopt a rule of court establishing procedures applicable to actions or proceedings seeking judicial review pursuant to CEQA of a lead agency's action, as specified, for a housing project. The bill would prohibit the court, in an action or proceeding brought alleging a violation of CEQA, from staying or enjoining the siting, construction, or operation of a housing project, except as provided.		

<u>SB 1341</u> <u>Glazer</u>	Introduced 2/16/2018	Senate Rules	Environmental quality: judicial review: housing projects. Would state the intent of the Legislature to enact legislation to improve the judicial review process of litigation related to housing projects brought pursuant to CEQA, as specified.		
<u>SB 1342</u> <u>Cannella</u>	Introduced 2/16/2018	Senate Rules	Autonomous vehicles. Current law authorizes an autonomous vehicle to be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met, including that the autonomous vehicle is being operated on roads in the state solely by employees, contractors, or other persons designated by the manufacturer of the autonomous technology. Current law defines "autonomous technology" and "autonomous vehicle" for those purposes. This bill would make technical, nonsubstantive changes to those provisions		
<u>SB 1347</u> <u>Stern</u>	Introduced 2/16/2018	Senate Rules	California Renewables Portfolio Standard Program. Current law establishes California Renewables Portfolio Standards Program, which establishes a target of 50% for the annual amount of electricity generated and sold to customers by retail sellers of electricity from renewable energy resources at by December 31, 2030, and establishes various interim targets. Current law makes various legislative findings and declarations regarding the program. This bill would make a nonsubstantive change to those legislative findings and declarations.		
<u>SB 1350</u> <u>Stern</u>	Introduced 2/16/2018	Senate Rules	Climate change: research, development, and demonstration: financial assistance. Would state the intent of the Legislature to enact legislation to establish a new model for providing agile financial assistance for research, development, and demonstration of climate change mitigation technologies with transformational potential. This bill contains other existing laws.		
<u>SB 1376</u> <u>Hill</u>	Introduced 2/16/2018	Senate Rules	Transportation network companies: accessibility plans. Would express the intent of the Legislature that every transportation network company ensure that it provides full and equal access to all persons with disabilities.		
<u>SB 1384</u> <u>Bates</u>	Introduced 2/16/2018	Senate Rules	Repatriation Infrastructure Fund. Would, until July 1, 2025, require the Department of Finance, in consultation with the Franchise Tax Board, to estimate, on an annual basis by November 1 of each year, the amount of revenue to be received from state taxes in the next fiscal year as a consequence of enactment of a federal corporate repatriation statute pursuant to which foreign earnings of United States-based corporations that are currently invested abroad are moved to the United States.		

SB 1387 Beall	Introduced 2/16/2018	Senate Rules	Peninsula Rail Transit District. Current law, operative under certain conditions, redesignates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers. This bill would repeal the provisions relating to the Peninsula Rail Transit District.		
SB 1399 Wiener	Introduced 2/16/2018	Senate Rules	Renewable energy: shared renewable energy tariffs. Would require the Public Utilities Commission to require each large electrical corporation to establish a tariff or tariffs that provide for bill credits for electricity generated by eligible renewable generating facilities and exported to the electrical grid to be credited to electrical accounts of nonresidential customers of the corporations. The bill would require the commission to ensure that the credit reflects the full value of the electricity from the eligible renewable generating facilities and the credit is established using the same methodology that as used to determined credits under the standard contract or tariff for eligible customer-generators.		
SB 1401 Wieckowski	Introduced 2/16/2018	Senate Rules	Climate change: climate adaptation information: clearinghouse. Current law requires the Office of Planning and Research to coordinate with appropriate entities to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities. The bill would require the office to seek feedback from entities that use the clearinghouse to maximize the efficacy and usefulness of the clearinghouse.		
SB 1415 McGuire	Introduced 2/16/2018	Senate Rules	Building standards: violations. The State Housing Law requires the housing or building department or, if there is no building department, the health department, of every city or county or a specified environmental agency to enforce within its jurisdiction all of the State Housing Law, the building standards published in the California Building Standards Code, and other specified rules and regulations. If there is a violation of these provisions or any order or notice that gives a reasonable time to correct that violation, or if a nuisance exists, an enforcement agency is required, after 30 days' notice to abate the nuisance, to institute appropriate action or proceeding to prevent, restrain, correct, or abate the violation or nuisance. This bill would state that violations of municipal codes and municipal building and fire codes are included within these provisions.		

SB 1416 McGuire	Introduced 2/16/2018	Senate Rules	Business licenses: fees: fire inspections. Would require a city, county, or city and county to collect an additional fee from any applicant for a local business license or equivalent instrument or, in a jurisdiction that does not issue a business license, to collect an additional fee from the applicant for a building permit, to be used by the city, county, or city and county to increase the proactive inspections of commercial buildings for compliance with state and local fire code and building code requirements. The bill would require the local entity to create a fund, entitled the Proactive Building and Fire Inspection Fund, in which to 90% of the fees collected under these provisions would be deposited.		
SB 1427 Hill	Introduced 2/16/2018	Senate Rules	High-occupancy vehicle and high-occupancy toll lanes. Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law authorizes the department to construct exclusive or preferential lanes for high-occupancy vehicles. This bill would provide that it is the intent of the Legislature to enact legislation to improve the performance of HOV and HOT lanes by providing additional resources for, and authorizing new approaches to, the enforcement of lane occupancy requirements.	Sponsor	
SB 1450 Gaines	Introduced 2/16/2018	Senate Rules	Vehicle weight fees: exemptions: pick-up trucks. Under current law, in addition to vehicle registration fees, an annual fee based upon vehicle weight is imposed on commercial motor vehicles. Current law applies these provisions to pickup trucks and provides that whenever a camper is temporarily attached to a motor vehicle, as specified, it is deemed a load and the fees imposed are based on the unladen weight of the motor vehicle, exclusive of the camper. This bill would exempt pick-up trucks from weight fee requirements, and would make conforming changes.		
SB 1463 Moorlach	Introduced 2/16/2018	Senate Rules	Emissions of greenhouse gases: California Global Warming Solutions Act of 2006. 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 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 make a nonsubstantive change to these provisions.		
SB 1478 Leyva	Introduced 2/16/2018	Senate Rules	California Global Warming Solutions Act of 2006. The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with the act. This bill would make a technical, nonsubstantive change to that provision.		

SB 1479 Stern	Introduced 2/16/2018	Senate Rules	Los Angeles County Metropolitan Transportation Authority. Current law provides that the Los Angeles County Metropolitan Transportation Authority is the successor agency to the Southern California Rapid Transit District and the Los Angeles County Transportation Commission. Existing law provides that the authority, at a minimum, reserves to itself exclusively specified powers and responsibilities, including, among other things, approval of labor contracts covering employees of the authority and organizational units of the authority and the approval of transportation zones. This bill would make nonsubstantive changes to these provisions.		
SB 1487 Stern	Introduced 2/16/2018	Senate Rules	Electrical corporations: transportation electrification programs and investments. Current law, enacted as part of the Clean Energy and Pollution Reduction Act of 2015, requires the PUC, in consultation with the State Energy Resources Conservation and Development Commission and State Air Resources Board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, achieve the goals set forth in the Charge Ahead California Initiative. That law requires that the programs proposed by electrical corporations seek to minimize overall costs and maximize overall benefits. This bill would make a nonsubstantive revision to legislative findings and declarations that accompany these requirements of the Clean Energy and Pollution Reduction Act of 2015.		
SCA 6 Wiener	Amended 5/1/2017	Senate Appropriations Suspense File	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

United States House of Representatives					
Bill Number (Author)	Topic	Current Version	Status	Summary	MTC Position
H.R. 100 (Brownley)	Support Local Transportation Act	1/4/17	House Transportation & Infrastructure Committee	Increases share of the Surface Transportation Block Grant (STBG) Program that is suballocated on the basis of population from 55% to 65% by fiscal year 2020.	
H.R. 482 (Gozar)	Fair Housing	1/12/17	House Financial Services Committee	Prohibits the Department of Housing and Urban Development from implementing the 2015 Affirmatively Furthering Fair Housing rule.	
H.R. 537 (DeLauro)	National Infrastructure Development Bank Act of 2017	1/17/17	House Energy & Commerce, Transportation & Infrastructure, Financial Services and Ways and Means Committees	Establishes a National Infrastructure Development Bank, sets project eligibility criteria parameters to include consideration of economic, environmental, social and job creation benefits; and establishes a National Infrastructure Development Bank Trust Fund funded with the newly-authorized American Infrastructure Bond program.	
HR 824 (Smith)	No Transportation Funds for Sanctuary Cities	2/3/17	House Transportation & Infrastructure Committee	Prohibits federal highway funding and national infrastructure investment grant awards for projects located in a "sanctuary jurisdiction."	Oppose
H.R. 891 (Meadows)	Federal Transit Modernization Act of 2017	2/7/17	House Transportation & Infrastructure Committee	Repeals requirements that condition certain financial assistance for public transportation projects upon employee protective arrangements approved by the Secretary of Labor. The intent is to support private partnerships with public transit agencies.	
H.R. 932 (Ellison)	Mobility Opportunity and Vocation Enabling Act	2/8/17	House Transportation & Infrastructure Committee	Directs the Department of Transportation to establish multimodal transportation connectivity and accessibility performance measures.	
H.R. 948 (Ellison)	Common Sense Housing Investment Act of 2017	2/7/17	House Ways & Means and House Financial Services Committees	Phases out the mortgage interest deduction and directs savings to the Housing Trust Fund, rental assistance programs, and the Public Housing Capital Fund.	
H.R. 1028 (Sires)	Commute Less Act of 2017	2/14/17	House Transportation & Infrastructure Committee	Requires each metropolitan planning organization serving a transportation management area to establish an employer advisory council, which shall develop and maintain a commuter trip reduction plan.	

H.R. 1346 (Lipinski)	MPO coordination rule repeal legislation	4/6/17	Senate companion bill passed and presented to the President	Repeals the rule issued by the Federal Highway Administration and Federal Transit Administration entitled "Metropolitan Planning Organization Coordination and Planning Area Reform."	Support
H.R. 1458 (Blumenauer)	Raise and Index to Sustainably and Efficiently Invest in Transportation Act	3/9/17	House Ways & Means Committee	Increases the federal excise tax on gasoline and diesel fuel to 33.3 cents and 39.3 cents, respectively.	
H.R. 1664 (DeFazio)	Investing in America: A Penny for Progress Act	3/23/17	House Transportation & Infrastructure and Ways & Means Committees	Indexes the gas and diesel tax to inflation and directs the proceeds to new "Invest in America" bonds. Distributes the resulting revenue to highway and transit programs authorized in the Fixing America's Surface Transportation Act, including the Capital Investment Grant 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. 2241 (Holding)	Commuter Benefits	4/28/17	House Ways & Means Committee	Amends the Internal Revenue Code of 1986 to treat qualified alternative commuter programs, including commutes facilitated through transportation network company providers, as an excludable qualified transportation fringe benefit.	
H.R. 2347 (Torres)	Regional Infrastructure Accelerator Program	5/03/17	House Transportation & Infrastructure Committee	Directs the Secretary of the Treasury to establish a regional infrastructure accelerator program to facilitate certain infrastructure projects.	
H.R. 2391 (Sanford)	Highway Restoration Act of 2017	5/04/17	House Ways & Means Committee	Phases out the Mass Transit Account by 2021. Beginning in FY 2022, no funds would be transferred to the Mass Transit Account from the Highway Trust Fund.	
H.R. 2559 (Crowley)	Bike to Work Act of 2017	5/19/17	House Ways & Means Committee	Amends the Internal Revenue Code to include a bicycle sharing system as a mass transit facility for purposes of the tax exclusion of employer-paid commuting expenses.	
H.R. 3001 (Lowenthal)	National Multimodal and Sustainable Freight Infrastructure Act	6/22/17	House Transportation & Infrastructure and Ways & Means Committees	Establishes a Multimodal Freight Funding Formula Program and a National Freight Infrastructure Competitive Grant Program funded through a one percent waybill fee on the cost of transporting goods.	

H.R. 3388 (Latta)	Safely Ensuring Lives Future Deployment and Research In Vehicle Evolution Act	9/07/17	Senate Commerce, Science & Transportation Committee	Memorializes the Federal role in ensuring the safety of highly automated vehicles as it relates to design, construction and performance by encouraging the testing and deployment of such vehicles.	
H.R. 4241 (Etsy)	Transportation Access and System Connection Act of 2017	11/06/17	House Transportation & Infrastructure Committee	Directs the Secretary of Transportation to carry out a pilot program to improve performance-based transportation planning.	
H.R. 4739 (Hastings)	Build America Act of 2018	1/09/18	House Transportation & Infrastructure Committee	Authorizes the national infrastructure investment program (also known as TIGER) and provides dedicated funding for both TIGER and the capital investment grant program.	
H.R. 4766 (DeFazio)	Positive Train Control Implementation and Financing Act of 2018	1/12/18	House Transportation & Infrastructure Committee	Prohibits extending the requirement to implement positive train control (PTC) past December 31, 2018 and authorized grant funding to support PTC implementation along intercity and commuter rail lines.	
H.R. 4800 (Eshoo)	Broadband Conduit Deployment Act of 2018	1/17/18	House Transportation & Infrastructure Committee	Requires states to evaluate and, if needed, include as part of a highway expansion project the installation of broadband conduit infrastructure.	
H.R. 4889 (Beyer)	Healthy Climate and Family Security Act of 2018	1/29/18	House Energy & Commerce and Ways & Means Committees	Authorizes a federal cap-and-trade program and distributes auction revenues and penalty fees to eligible individuals. The new program would not preempt state or regional greenhouse gas initiatives.	
H.R. 4926 (Blumenauer)	American Opportunity Carbon Fee Act of 2018	2/06/18	House Education and the Workforce, Energy & Commerce, Transportation & Infrastructure, Veterans' Affairs and Ways & Means Committees	Amends the Internal Revenue Code of 1986 to provide for carbon dioxide and other greenhouse gas emission fees, reduce the rate of the corporate income tax, provide tax credits to workers and deliver additional benefits to retired and disabled Americans.	
H.R. 5003 (Hultgren)	Advance Refunding Bonds	2/13/18	House Ways & Means Committee	Reinstates advance refunding bonds.	
HR. 5032 (Lipinski)	Toll Credit Marketplace Act	2/15/18	House Transportation & Infrastructure Committee	Establishes a pilot toll credit marketplace program for states to buy and sell toll credits.	

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

S. 967 (Enzi)	Marketplace Fairness Act of 2017	4/27/17	Senate Banking, Housing & Urban Affairs Committee	Enables enable state governments to collect state and local sales and use taxes from remote retailers with no physical presence in their state.	
S. 1168 (Warner)	Building and Renewing Infrastructure for Development and Growth in Employment Act	5/17/17	Senate Finance Committee	Establishes a national Infrastructure Financing Authority to provide loans and loan guarantees to states and localities for transportation, broadband, energy and water infrastructure projects.	
S. 1229 (Hoeven)	Move America Act of 2017	5/25/17	Senate Finance Committee	Expands tax-exempt private activity bonds and creates a new infrastructure tax credit program to increase investment in public-use transportation, water or broadband infrastructure.	
S. 1607 (Hatch)	Federal Highway Aid Performance-Based Improvement Act of 2017	7/20/17	Senate Environment & Public Works Committee	Establishes a pilot program to transform the Federal-aid highway program to a performance- and outcome-based program.	
S. 1885 (Thune)	American Vision for Safer Transportation through Advancement of Revolutionary Technologies Act	11/28/17	Senate Legislative Calendar under General Orders	Clarifies the Federal role in the regulation of highly automated vehicles and authorizes other provisions to support the development of highly automated vehicle technologies.	
S. 1996 (Booker)	Environmental Justice Act of 2017	10/24/17	Senate Environment & Public Works Committee	Requires Federal agencies to address environmental justice and consider cumulative impacts in permitting decisions for infrastructure, including for housing and transportation.	
S. 2352 (Van Hollen)	Healthy Climate and Family Security Act of 2018	1/29/18	House Energy & Commerce and Ways & Means Committees	Authorizes a federal cap-and-trade program and distributes auction revenues and penalty fees to eligible individuals. The new program would not preempt state or regional greenhouse gas initiatives.	
S. 2368 (Whitehouse)	American Opportunity Carbon Fee Act of 2018	2/5/18	Senate Finance Committee	Amends the Internal Revenue Code of 1986 to provide for carbon dioxide and other greenhouse gas emission fees, reduce the rate of the corporate income tax, provide tax credits to workers and deliver additional benefits to retired and disabled Americans.	
S. 2381 (Klobuchar)	Streamlining and Investing in Broadband Infrastructure	2/6/18	Senate Environment & Public Works Committee	Requires that states incorporate into certain highway projects the instillation of broadband conduits.	

California State Legislative Calendar 2018

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

Source: Senate & Assembly websites.

*Dates are subject to change.

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

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

Source: Senate & House of Representatives websites.

*Dates are subject to change.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 18-0167 **Version:** 1 **Name:**

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

File created: 2/23/2018 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 3/9/2018 **Final action:**

Title: AB 3124 (Bloom): Three-Position Bike Rack on 60 ft. Buses

Allows three-position bicycle racks to be used on 60 ft. articulated buses.

Sponsors:

Indexes:

Code sections:

Attachments: [6a_AB 3124 Bloom_Support.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
AB 3124 (Bloom): Three-Position Bike Rack on 60 ft. Buses

Allows three-position bicycle racks to be used on 60 ft. articulated buses.

Presenter:
Rebecca Long

Recommended Action:
Support / MTC Commission Approval

Attachments:



ASSOCIATION OF BAY AREA GOVERNMENTS

BayAreaMetro.gov

Memorandum

TO: Joint MTC Legislation Committee and

DATE: March 2, 2018

ABAG Legislation Committee

FR: Executive Director

RE: AB 3124 (Bloom): Three-Position Bike Rack on 60 ft. Buses

Background

Assembly Bill 3124 (Bloom) would allow the use of three-position bike racks on 60-foot articulated buses. Currently, due to restrictions on how far the bike rack and handlebars can extend beyond the front of the bus, only 40-ft. buses are allowed to use the three-position bike racks, which can accommodate three bikes. In 2014, after numerous agency-specific bills were enacted authorizing three-position bike racks on 40-ft buses, the Legislature enacted (and MTC supported) AB 2707 (Chao), allowing three-position bike racks on 40-ft. buses statewide. The addition of a third rack for storage can make a big difference for the many transit riders who want to bring their bicycle on the bus to reach their final destination. A transit rider who can't reliably board a bus due to the lack of bicycle storage is likely to give up on that bus route.

Recommendation: Support (MTC Action)

Discussion

This bill improves access to transit by riders who rely on bicycles as part of their overall trip. The bill recognizes that as more transit riders seek to bring their bicycles on transit, buses need to be able to safely accommodate them to the extent feasible. Because 60-foot buses carry more people than a 40-ft. bus and are typically used on the most popular routes, it is that much more important for transit agencies to be able to accommodate three bicycles on these larger buses.

The bill is consistent with two Plan Bay Area 2040 goals where the region is currently falling short of our targets, namely, increasing non-auto mode share and reducing adverse health impacts partly associated with physical inactivity. Additionally, by enhancing access to transit and encouraging bicycling to final destinations the bill is also likely to contribute to lower greenhouse gas emissions.

AB 3124 simply extends the distance the bike rack may extend from the front of the vehicle by four inches. Despite the longer vehicle length, according to the California Transit Association, the turning radius of a 60-ft. articulated bus with a three-position rack is very similar to that of a 40-ft. bus due to the articulated center joint of the 60-ft. vehicles.

For all of these reasons, staff recommends a support position on the bill.

Known Positions

Support: California Transit Association (sponsor)

Oppose: None on File



Steve Heminger

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Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 18-0054 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 1/12/2018 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 3/9/2018 **Final action:**

Title: Summary of the 2018 Housing Landscape

Analysis of potential Bay Area impacts from housing-related bills, including, but not limited to SB 827 and SB 828, both authored by Senator Scott Wiener.

Sponsors:**Indexes:****Code sections:**

Attachments: [6b Summary of the 2018 Housing Landscape.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Summary of the 2018 Housing Landscape

Analysis of potential Bay Area impacts from housing-related bills, including, but not limited to SB 827 and SB 828, both authored by Senator Scott Wiener.

Presenter:

Rebecca Long

Recommended Action:

Information

Attachments:

Memorandum

TO: Joint MTC Legislation Committee and
ABAG Legislation Committee

DATE: March 2, 2018

FR: Executive Director

RE: Summary of the 2018 Housing Landscape

Although 2017 was a banner year for housing legislation – and in particular affordable housing funding – the Legislature appears eager to take further action on housing policy in 2018. Many of the legislators who authored bills that were enacted as part of last year's housing package have introduced new bills this year. In addition, a number of organizations are pursuing housing-related ballot initiatives to place on the November 2018 statewide ballot.

Staff has provided a summary and analysis of some of the key housing bills, along with housing-related ballot initiatives under consideration, attached. The bills are grouped into the following categories:

- State Zoning Preemption and Housing Production
- Regional Housing Needs Allocation (RHNA)
- Fiscalization of Land Use/Property Taxes
- Rent Control, Tenant Protections and Anti-Displacement

A number of the bills listed here are in spot bill form and are likely to change substantively in the coming months. Staff will provide any additional updates at your March committee meeting.

Discussion Questions

Our 2018 Joint Advocacy Program charts a course for MTC and ABAG to support policy changes in Sacramento that will increase housing production, improve access to affordable housing units for all income levels, encourage transit-oriented development, mitigate displacement of existing residents, and update RHNA. Each of these items is relatively easy to support in the abstract, but much harder when it comes to the details. To help guide staff's analysis and engagement on housing this year, it would be useful to hear your feedback on the following questions:

- 1) Given the state's policy and fiscal interest in promoting public transit (e.g. key to state's greenhouse gas reduction strategy, ongoing and significant investment of state funding), to what extent should the state have a say in zoning-related subjects in close proximity to public transit hubs and corridors in order to maximize ridership (and thereby, all the mobility and environmental benefits of the system)?

- 2) To what extent is ABAG willing to support additional state oversight of the RHNA process? What areas of RHNA reform are non-starters and what are negotiable in exchange for getting reforms that ABAG supports, such as additional flexibility in the types of units that are counted by the State Department of Housing and Community Development (HCD)?
- 3) To what extent would addressing changes to the current property tax system under Proposition 13, such as a so-called “split roll,” (whereby commercial property assessed value would be allowed to adjust with the market, but residential property would remain capped) change the calculus for local governments when thinking about whether to approve new housing? Could new funding for schools or infrastructure be a sufficient “carrot” for some cities to approve additional housing units that would otherwise be rejected out of concern about the financial impact on the local jurisdiction?
- 4) Legislation to repeal the Costa-Hawkins statute pre-empting certain forms of local rent control has stalled in Sacramento. An initiative measure on this subject may appear on a forthcoming statewide ballot. What, if any, role should ABAG play on legislative or initiative measures to enhance tenant protections and anti-displacement strategies?

We know these questions are provocative and may lead to some difficult discussions. We also believe we can't shy away from them as they relate to numerous bills that are actively in play in Sacramento, as described in Attachments A and B. We look forward to hearing your ideas at the March meeting. We plan to return with proposed positions on a subset of these bills at another Joint Legislative Committee meeting in May.



Attachments:

- Attachment A: Overview of California's 2018 Housing Policy Landscape
- Attachment B: Overview of 2018 Proposed California Housing Legislation

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Overview of California’s 2018 Housing Policy Landscape

Below is a summary of key housing bills that have been introduced in 2018 and housing-related initiatives that may appear on the statewide ballot this November. Staff’s impact analysis is also included, where applicable. Bills and ballot measures have been grouped as follows:

- State Zoning Preemption and Housing Production
- Regional Housing Needs Allocation (RHNA)
- Fiscalization of Land Use/Property Taxes
- Rent Control, Tenant Protections and Anti-Displacement

State Zoning Preemption and Housing Production

SB 827 (Wiener)

This bill would authorize “transit-rich housing projects,” defined as housing developments located within a ½ mile of a major transit stop or within a ¼ mile of a bus stop on a high-quality transit corridor– to receive a “transit-rich housing bonus.” Projects receiving such a bonus would be exempt from locally-adopted residential density and floor area ratio maximums, parking minimums, and any design standards that restrict the developer’s ability to construct the maximum number of units consistent with any applicable building code. In transit-rich locations, the bill would establish new height maximums of 45 to 85 feet (equivalent to approximately four to eight stories), depending on the width of the street and proximity to a major transit stop or high-quality transit corridor as detailed in the chart below.

Table 1

SB 827 Proposed Minimum Height Limits by Proximity to Transit and Street Width			
Radius Affected	Transit Type	Street Width (Right of Way)	
		≥ 70 feet	< 70 feet
1/4 mile	High-quality transit corridor stop*	85-foot minimum height limit	55-foot minimum height limit
1 block	Major transit stop**		
1/2 mile	Major transit stop	55-foot minimum height limit	45-foot minimum height limit

*A bus stop on a corridor with fixed-route bus service with service intervals no longer than 15 minutes during peak commutes.

**A site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

Senator Wiener recently amended SB 827 to include affordability, anti-demolition and anti-displacement provisions, largely in response to concerns raised by a range of affordable housing developer, tenant advocates and equity organizations. The amendments clarify that locally-adopted inclusionary housing policies and demolition controls would apply to transit-rich housing projects. Additionally, developers would be required to guarantee existing tenants a “right to remain” as a condition of approval of any demolition permit for a transit-rich housing project.

Staff is currently developing a map to identify the locations within the Bay Area that could be affected by SB 827. Based on the presence of major transit stops and high quality transit corridors, they include significant portions of San Francisco and Oakland, areas around major AC Transit corridors and BART stations in the East Bay, Caltrain and Santa Clara VTA corridors in the Peninsula and the South Bay, and North Bay commuter rail stations. The map will be distributed at your March 9 meeting.

SB 831 (Wieckowski)

This bill is aimed at further increasing the state's housing stock by removing remaining barriers to accessory dwelling units (ADU) development. Specifically, the bill would lower the cost of building ADUs by exempting them from local impact fees, connection fees, capacity charges or other fees levied by a local agency, school district, special district or water corporation. In addition, the bill would deem an ADU permit application constructively approved after 120 days. SB 831 would also create a temporary amnesty program to incentivize owners of existing unpermitted ADUs to obtain the building permits and inspections necessary to legalize the units.

Recent reforms to ADU law appear to be having an effect on production levels. A recent report from UC Berkeley's Turner Center for Housing Innovation found that ADU streamlining bills enacted beginning in 2016 contributed to a rise in applications in cities throughout the Bay Area. In Oakland, there were 247 permit applications in 2017 – a sevenfold increase from 2015 – and San Francisco and San Jose saw similar increases. Smaller Bay Area cities like Mountain View also saw a significant gain, with 14 applications submitted in 2017, up from just four in 2015. Despite this increase in production, cost can still be a barrier to ADU development.

SB 1227 (Skinner)

This bill would expand the state density bonus law to include incentives for developers to build student housing in addition to the existing incentives for inclusion of affordable and senior units in a housing development. Eligible projects would be required to reserve at least 20% of the total rental beds would be reserved for students enrolled at an institution of higher education accredited by the Western Association of Schools and Colleges.

AB 2162 (Chiu)

This bill would require that qualified supportive housing developments be approved by right in zones where multiple dwelling uses are permitted, including commercial zones, if the proposed housing development meets specified criteria. Qualified developments would be required to be 100 percent affordable with units available to households earning 80 percent area median income. Additionally, at least 35 percent or 15 units, whichever is greater, would be required to be restricted to residents in supportive housing. The bill would require that a developer of supportive housing provide the planning agency with a plan for providing supportive services, with documentation demonstrating that supportive services will be provided onsite to residents in the project and describing those services. The bill would limit parking minimums to employee parking if a qualified project is located within ½ mile of a public transit stop.

AB 2372 (Gloria)

This bill would authorize a new floor area ratio (FAR) bonus for eligible housing developments located near transit. Jurisdictions would be authorized to adopt an ordinance granting developers of multifamily housing projects that meet certain location and affordability criteria to exceed maximum zoned FARs in lieu of a density bonus awarded on the basis of housing units per acre. In order to utilize an FAR bonus, the bill would require that at least 20 percent of the project's units be affordable, that the project be in an area zoned for high density (minimum of 20 units per acre) and that the project be located within ½ mile of a major transit stop or ¼ mile from a high-quality transit corridor. Parking requirements would be capped at 0.1 or 0.5 parking spaces per unit for affordable and market rate units, respectively.

This bill has the potential to spur more affordable housing production near transit by creating an alternative to the existing state density bonus incentive. Currently, a density bonus may be used to add units to a project meeting certain affordability requirements. The density bonus is capped at 35 percent over the maximum allowable units per acre, regardless of the size of the unit. This FAR bonus would provide flexibility for jurisdictions to incentivize compact, affordable housing units near transit. Whereas the density bonus currently offers a maximum net increase of 35 percent more units per acre, under SB 2372 there would be no FAR cap, but the developer would have to comply with the existing local height requirements. Thus, the proposed FAR bonus has the potential to allow more units per lot than a traditional density bonus.

AB 2923 (Chiu)

This bill would require the Bay Area Rapid Transit (BART) district to establish transit-oriented development (TOD) zoning standards that support established goals for TOD projects on BART-owned land within ½ mile of existing or planned BART stations located in the City and County of San Francisco, Alameda County or Contra Costa County. The bill requires that local zoning for BART-owned land be consistent with these TOD zoning standards within two years of the TOD policy adoption. Residential and mixed-use projects consistent with TOD zoning standards would be eligible for ministerial approval.

TOD projects would need to comply with minimum affordability requirements (20 percent of a project's units would be required to be affordable to very low, low-, and moderate-income households) as well as prevailing wage, skilled and trained workforce requirements, and any other applicable BART labor policies.

The attached map (Attachment A-1), excerpted from [BART's Transit Oriented Development Guidelines](#) adopted in 2017 illustrates the amount of BART-owned property adjacent to its existing stations, providing a snapshot of the land that could be subject to the provisions of AB 2923. BART is working on providing additional details to the Legislature on the bill's potential impact and staff will share those as soon as they are available.

Regional Housing Needs Allocation

SB 828 (Wiener)

This bill aims to make changes to the statewide regional housing needs assessment process. Though SB 828 is still in spot bill form, it is expected to include provisions directing the Department of Housing and Community Development (HCD) to complete a one-time assessment of statewide unmet housing needs and incorporate those unmet needs numbers into regional allocations for the next housing cycle. The bill is expected to require that a local jurisdiction's unmet housing production from the previous allocation cycle (regional housing needs allocation, or RHNA) be added, or "rolled over," to the next allocation and to require localities to zone for 200 percent of their housing obligation each RHNA cycle. SB 828 is also expected to reduce flexibility at the regional level with respect to how the RHNA allocations are distributed to individual local jurisdictions.

AB 1771 (Bloom)

Assemblymember Bloom has also introduced AB 1771, a spot bill, which is expected to make changes to the process of allocating regional housing needs to jurisdictions.

Fiscalization of Land Use/Property Taxes

Proposition 13 Ballot Initiatives and AB 1748 (Steinorth)

As you know, Proposition 13, passed by the state's voters in 1978, caps the statewide property tax rate at 1 percent for residential and commercial property owners and limits annual increases on assessed value. While long considered a "third rail" subject, it appears likely that voters will see at least one Proposition 13-related measure on the ballot in November and a number of measures are under consideration in Sacramento as well.

The California Association of Realtors is gathering signatures for an initiative that would allow senior homeowners, defined as 55 years of age and above, the option to carry their current low assessed value with them anywhere in the state as many times as they move. This expands existing property tax portability provisions that allow seniors to transfer their property tax one time to a new home of equal or lesser value if the new home is either located in the same county, or to another county that has opted in to accept an intercounty property tax transfer. In the Bay Area, Alameda County, Santa Clara County and San Mateo County accept intercounty transfers.

AB 1748 (Steinorth) would take this further by also allowing younger homeowners under the age of 55 a onetime tax base transfer to a new home. Proponents argue that these measures could free up housing stock by removing the strong financial incentive for homeowners to stay put, which is especially high in the Bay Area given the housing market. On the other hand, the fiscal impact could be significant. The state's official estimate for the realtors' more limited measure is \$150 million per year in local property tax losses in the near term, growing to \$1 billion or more per year over time. The property tax loss estimate is the same for school districts.

A “split-roll” proposal, which would assess commercial and residential property values differently, has also been submitted to the Attorney General’s office. The proposal would require annual assessments on commercial and industrial properties to keep pace with market value, while retaining the cap on residential property assessment growth. The state estimates that this initiative would result in a net increase in annual property tax revenues of \$6.5 billion to \$10.5 billion annually, depending on the strength of real estate markets. After paying for county administrative costs and backfilling state income tax losses related to the measure, the remaining \$6 billion to \$10 billion would be allocated to local governments (60 percent) and schools (40 percent).

AB 3037 (Chiu)

This bill is a spot bill intended to authorize a city or county, subject to the approval of the Department of Finance, to form a redevelopment housing and infrastructure agency. The agency would be authorized to exercise similar powers to those previously granted to redevelopment agencies in order to finance housing and infrastructure projects.

Rent Control, Tenant Protections and Anti-Displacement

Rent Control

Tenant advocates and the AIDS Healthcare Foundation are gathering signatures to qualify a 2018 ballot initiative to reinstate authority for localities to adopt rent control ordinances. The measure would repeal the Costa-Hawkins Rental Housing Act, which prohibits cities from applying rent-control policies to multifamily developments built after 1995 or to single-family homes.

Currently, 14 Bay Area jurisdictions utilize rent stabilization policies as an anti-displacement strategy, as shown below. If Costa-Hawkins is repealed, this list could expand.

Table 2: Bay Area Rent Stabilization & Just Cause Eviction Policies

Alameda	Rent Stabilization & Just Cause
Berkeley	Rent Stabilization & Just Cause
Concord	Rent Stabilization
East Palo Alto	Rent Stabilization & Just Cause
Emeryville	Just Cause
Fremont	Rent Stabilization
Hayward	Rent Stabilization & Just Cause
Los Gatos	Rent Stabilization
Mountain View	Rent Stabilization & Just Cause
Oakland	Rent Stabilization & Just Cause
Richmond	Rent Stabilization & Just Cause
San Francisco	Rent Stabilization & Just Cause
San Jose	Rent Stabilization & Just Cause
Sebastopol	Rent Stabilization
Union City	Rent Stabilization & Just Cause

In the beginning of the 2018 legislative session, a Costa-Hawkins repeal proposal – AB 1506 (Bloom) — died in committee. Though this makes it more likely that advocacy efforts around rent control will be focused on the statewide ballot, the prospect of a ballot measure may prompt a legislative compromise.

Tenant Protection and Anti-Displacement Legislation

SB 1182 (Glazer)

This bill would double the state’s renter’s tax credit, raising it to \$240 for households and \$120 for individual filers. The renter’s tax credit has not increased in 25 years, and renters are under increasing financial pressure as housing costs in the Bay Area are at historic highs. The credit is currently available to low-income renters – adjusted gross income limits are approximately \$40,000 for individual filers and \$80,000 for households. The increase in the credit would be subject to appropriation. A substantially similar bill introduced last year (AB 181, Lackey) would have resulted in General Fund losses of approximately \$220 million annually.

AB 2343 (Chiu)

This bill would give tenants more time to respond to eviction proceedings and make other changes to the tenant notice and eviction process. It would extend the time tenants have to pay rent or comply with other terms of a lease from three days to 10 days before a landlord can begin the eviction process. For serious lease violations, such as waste or nuisance, the time would only be extended to five days. The bill would also give tenants two weeks to respond to an eviction court filing, up from the current five-day timeframe.

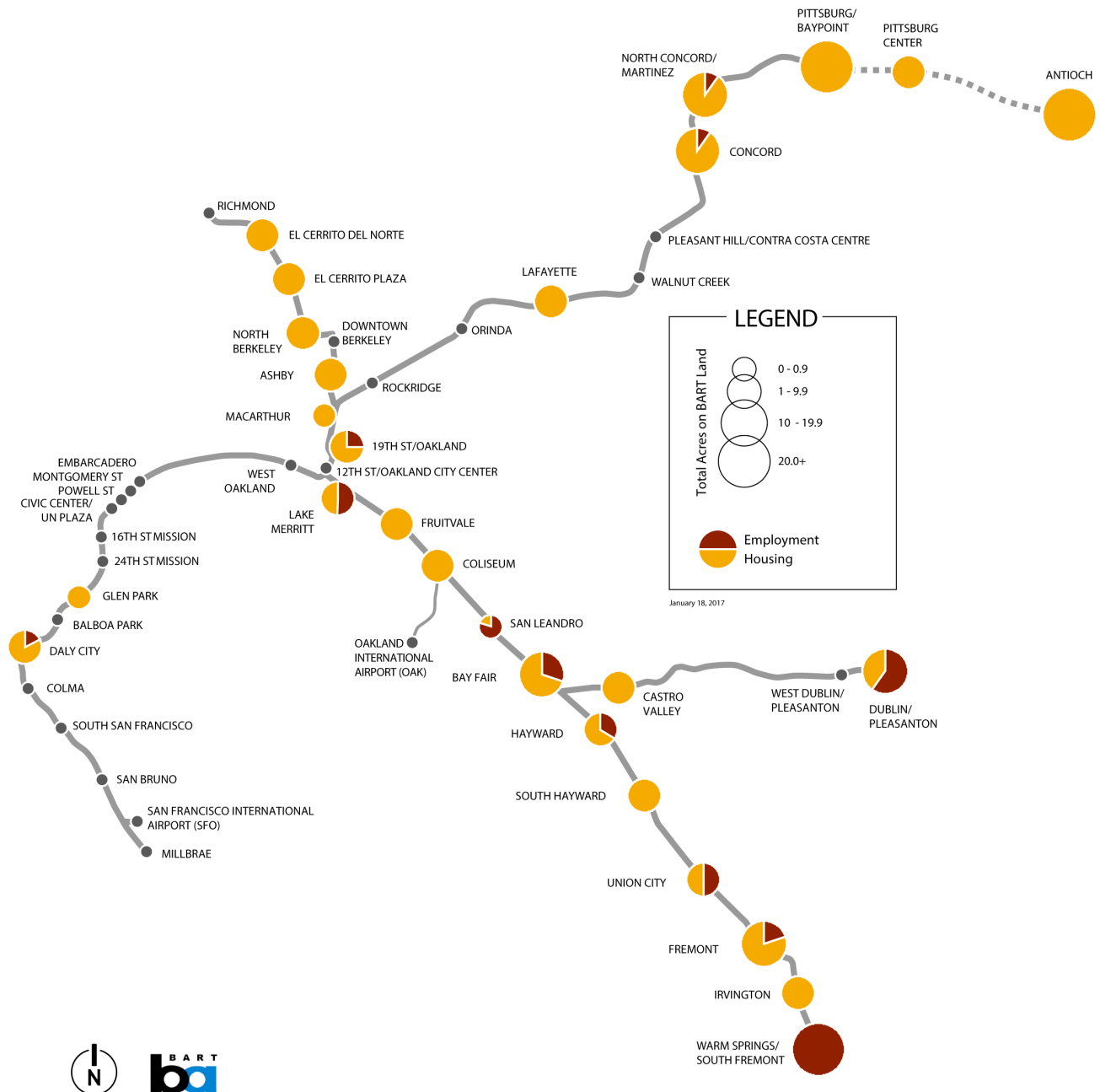
AB 2364 (Bloom)

This bill is a spot bill intended make changes to the Ellis Act, the state housing law that allows landlords to evict tenants from rent-controlled apartments if they are tearing down a building or withdrawing from the rental market. Amendments to the bill are expected that would clarify that landlords may not return vacated units to the rental market and that would make it harder for landlords to evict tenants by extending the amount of notice a landlord must give all tenants when evicting them under the Ellis Act from four months to one year. Currently, elderly and disabled tenants are given one year’s notice.

AB 2925 (Bonta)

This is a spot bill intended to create a statewide “just cause eviction” policy. Just cause eviction policies typically outline conditions or “just causes” under which a tenant can be evicted and require landlords to reference a specific and valid reason for each eviction. For example, a just cause eviction ordinance in East Palo Alto provides a list of reasons that are grounds for an eviction, including not paying rent, causing substantial damage to a unit and creating a nuisance. Assemblymember Bonta intends to introduce more detailed legislative language in the coming weeks, which is expected to include provisions to ensure that local just cause eviction ordinances would continue to apply, so long as those locally-adopted ordinances exceed the state’s baseline just cause eviction policy. As shown on Table 2 on page 5, 11 Bay Area jurisdictions have just cause eviction ordinances in place, including Berkeley, Hayward, Mountain View, Oakland, Richmond, San Francisco and San Jose.

Figure 2. Potential Allocation of Developable BART Land for Employment and Housing



Overview of 2018 Proposed California Housing Legislation

Bill Number/ Ballot Initiative	Summary
State Zoning Preemption and Housing Production	
SB 827 (Wiener)	Authorizes transit-rich housing projects – or qualified housing developments located within ½ mile of a major transit stop or within ¼ mile of a bus stop on a high-quality transit corridor – to receive a “transit-rich housing bonus.” Projects receiving a transit-rich housing bonus would be exempt from locally adopted residential density and floor area ratio maximums and parking minimums. The bill would also establish new minimum height limits for transit-rich housing projects.
SB 831 (Wieckowski)	Removes barriers to accessory dwelling unit (ADU) development, including exempting ADUs from local impact fees and creating an amnesty program for homeowners to legalize existing unpermitted ADUs.
SB 1227 (Skinner)	Expands the state density bonus law to include incentives for developers to build student housing.
AB 2167 (Chiu)	Requires that qualified supportive housing developments be approved by right in zones where multiple dwelling uses are permitted, including commercial zones, if the proposed housing development meets specified criteria.
AB 2372 (Gloria)	Authorizes a new floor area ratio bonus for eligible housing developments located near transit.
AB 2923 (Chiu)	Requires the Bay Area Rapid Transit (BART) district to establish transit-oriented development (TOD) zoning standards that support established goals for TOD projects on BART-owned land within ½ mile of existing or planned BART stations.
Regional Housing Needs Assessment and Allocation	
SB 828 (Wiener)	A spot bill intended to make changes to the statewide regional housing needs assessment processes and revise requirements related to regional housing needs allocations.
AB 1771 (Bloom)	A spot bill intended to make changes to the process of allocating regional housing needs to jurisdictions.
Fiscalization of Land Use/Property Taxes	
AB 1748/ACA 20 (Steinorth)	Amends Proposition 13-related property tax law and constitutional provisions to allow homeowners age 55 and above to carry their current low assessed value with them anywhere in the state as many times as they move. In addition, younger homeowners would be allowed a onetime base tax transfer to a new home.
Proposition 13 Ballot Initiative	The California Association of Realtors is gathering signatures for an initiative that would allow homeowners age 55 and above the option to carry their current low assessed value with them anywhere in the state as many times as they move.
"Split-Roll" Ballot Initiative	A coalition of civil rights groups and community organizations are gathering signatures for an initiative to require annual assessments on commercial and industrial properties to keep pace with market value, while retaining the Proposition 13 cap on residential property assessment growth.
AB 3037 (Chiu)	A spot bill intended authorize a city or county to form a redevelopment housing and infrastructure agency with similar powers to those previously granted to redevelopment agencies in order to finance housing and infrastructure projects.

Rent Control, Tenant Protections and Anti-Displacement

AB 1506 (Bloom)	Repeals the Costa-Hawkins Rental Housing Act, which prohibits cities from applying rent-control policies to multifamily developments built after 1995 or to single-family homes. The bill died in committee earlier this year.
Rent Control Ballot Initiative	Tenant advocates and the AIDS Healthcare Foundation are gathering signatures to qualify a 2018 ballot initiative to reinstate authority for localities to adopt rent control ordinances.
SB 1182 (Glazer)	Doubles the state's renter's tax credit, raising it to \$240 for households \$120 for individual filers.
AB 2343 (Chiu)	Gives tenants more time to respond to eviction proceedings and make other changes to the eviction process.
AB 2364 (Bloom)	A spot bill intended make it more challenging for landlords to evict tenants under the Ellis Act, the state housing law that allows landlords to evict tenants from rent-controlled apartments if they are tearing down a building or leaving the rental market.
AB 2925 (Bonta)	A spot bill intended to create a statewide "just cause eviction" policy.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	18-0169	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	2/23/2018	In control:		Joint MTC Legislation Committee and ABAG Legislation Committee	
On agenda:	3/9/2018	Final action:			
Title:	Federal Transportation and Housing Funding Update				
	Overview of the Trump Administration's proposed FY 2019 Federal Budget and the White House Infrastructure Initiative.				

Sponsors:**Indexes:****Code sections:****Attachments:** [7a_Federal Transportation and Housing Funding Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Federal Transportation and Housing Funding Update

Overview of the Trump Administration's proposed FY 2019 Federal Budget and the White House
Infrastructure Initiative.**Presenter:**

Georgia Gann Dohrmann

Recommended Action:

Information

Attachments:



Memorandum

TO: Joint MTC Legislation Committee and
ABAG Legislation Committee

DATE: March 2, 2018

FR: Executive Director

RE: Federal Transportation and Housing Funding Update

Last month, President Trump released both a \$4.4 trillion federal budget for fiscal year (FY) 2019 and his long-awaited White House infrastructure plan. The infrastructure plan would invest \$200 billion in federal funds over ten years into roads, bridges, ports, energy, water and other infrastructure. Despite this plan, the President's budget proposes to reduce near-term federal transportation and housing funding.

The attached summaries provide overviews of the proposed infrastructure plan, the transportation and housing portions of the President's FY 2019 budget and a staff analysis of potential Bay Area impacts.



Steve Heminger

Attachments:

- Attachment A: FY 2019 Budget Request & Congressional Budget Deal
- Attachment B: White House Infrastructure Proposal

SH:gd

Fiscal Year 2019 Budget Request and Congressional Budget Deal

Despite the White House Infrastructure Plan's proposal to increase funding for a wide range of infrastructure, the President's FY 2019 budget would actually reduce federal support for transportation, slashing rail and transit programs that help the Bay Area relieve congestion and improve mobility. It would also eliminate housing funding for local governments to revitalize communities and provide shelter to vulnerable households. Unfortunately, neither the FY 2019 budget nor the White House infrastructure plan proposes a solution to the impending insolvency of the Highway Trust Fund, which is set to run out of money in FY 2021.

Importantly, Congress recently approved a bipartisan two-year deal to raise topline spending levels by \$300 billion. This budget deal will make it easier for Congress to reject the President's proposal for deep transportation and housing cuts in FY 2019 spending bills. Highlights from the President's FY 2019 budget are below.

Transportation in the FY 2019 Budget

The budget proposes to reduce funding for federal transit, rail and multimodal grant programs by \$3 billion from FY 2017 levels, which is a significant cut from the funding levels authorized in the current long term federal transportation bill, the FAST Act. Of particular concern, the budget proposes to wind down the Capital Investment Grant program by only funding projects with existing full funding grant agreements. Importantly, it does request \$100 million for Caltrain electrification, which received a signed grant agreement in 2017. The budget would cut Amtrak funding in half and end the Transportation Investment Generating Economic Recovery (TIGER) program. It would honor FAST Act highway and transit formula increases. The budget requests \$77 billion in total for federal transportation programs.

Housing in the FY 2019 Budget

The budget also proposes a 14 percent cut to federal housing programs, reducing housing funding by \$7 billion. It would eliminate the Community Development Block Grant (CDBG) and HOME Investment Partnerships Programs – the programs that provide flexible housing and community development funding directly to state and local governments – and ends funding for public housing capital investments. California has 30,000 households living in public housing and an average 51-month waiting list. The chart below compares funding levels for select housing and transportation programs in the President's FY 2019 budget with actual FY 2017 spending and FAST Act funding levels.

President's Fiscal Year 2019 Budget Request (Dollars in millions)				
Program	FY 2017 Funding Level	FAST Act Authorized Level	FY 2019 Budget Request	California and/or Bay Area Impact
<i>U.S. Department of Transportation</i>				
Highway (FHWA) Formula	\$43,266	\$45,268	\$45,268	California receives an estimated 9 percent of authorized program funding.
Transit (FTA) Formula	\$9,534 ¹	\$9,939	\$9,939	California receives an estimated 15 percent of authorized program funding.
Capital Investment Grants (New Starts, Small Starts and Core Capacity grants)	\$2,530	\$2,302	\$1,000	California projects make up approximately 25 percent of the CIG pipeline, with nine projects in the Bay Area anticipating \$4.5 billion in future program commitments.
Transportation Investment Generating Economic Recovery (TIGER)	\$500	N/A	\$ 0	In 2016, California received 8 percent of the TIGER program. The Bay Area received 1 percent.
Amtrak (total)	\$1,495	\$1,700	\$738	California has 102 stations and more than 5 million annual riders on both state-supported and long-distance routes.
Rail State of Good Repair Partnership Grants	\$25	\$300	\$ 0	Grants can reduce the state of good repair backlog on publically-owned or Amtrak-owned rail infrastructure.
Rail Infrastructure and Safety Improvements Grants	\$68	\$255	\$ 0	Grants can support California's intercity passenger rail infrastructure and implementation of positive train control, highway-rail grade crossings, and congestion mitigation.
<i>U.S. Department of Housing and Urban Development (HUD)</i>				
Community Development Block Grant (CDBG)	\$3,000	N/A	\$ 0	California received \$357 million in 2017; Entitlement communities (i.e. jurisdictions that receive HUD funds directly) in the Bay Area received \$67 million in 2017.
HOME Investment Partnerships	\$950	N/A	\$ 0	California received \$129 million in 2017; Entitlement communities in the Bay Area received \$20 million in 2017.
Section 8 Rental Assistance Voucher Renewals	\$18,355	N/A	\$18,749	Housing vouchers help approximately 300,000 low-income California families afford rent, more than all other state and federal rental assistance programs combined. ²
Homeless Assistance Grants	\$2,383	N/A	\$2,383	Entitlement communities in the Bay Area received \$4 million in Emergency Solutions Grants in 2017.
Public Housing Capital Fund	\$1,942	N/A	\$0	California has 30,000 households and 79,000 residents living in public housing and an average 51-month waiting list.

¹ FY 2017 Appropriations Bill (HR 244) funded FTA core transit programs at \$9.7 billion (\$9.5 billion from the Transit Account for core formula programs and \$199 million for FTA positive train control funded from the Highway Trust Fund).

² <http://www.cbpp.org/research/housing/how-housing-vouchers-can-help-address-californias-rental-crisis>

White House Infrastructure Proposal

On February 12, President Trump released his long-delayed White House infrastructure plan. The plan recommends \$200 billion in federal infrastructure investment over ten years. The White House predicts this will result in \$1.5 trillion in investment through leveraging local, state and private funds. Direct investment in housing would not be eligible for funding under this plan. To put the proposed average \$20 billion per year increase in context, the fiscal year 2017 budget for the U.S. Department of Transportation is \$77 billion, including \$42 billion for the Federal Highway Administration, \$12 billion for the Federal Transit Administration and \$1.5 billion for Amtrak.

The White House plan includes few details, instead deferring to Congress to develop legislative language and identify revenues to pay for the proposed federal investment. On February 14, 2018, President Trump spoke favorably of a 25-cent/gallon gas tax increase during a meeting with Members of Congress. However, this tax proposal was not included in the official plan. Such a proposal could address a major omission in the infrastructure plan, namely the lack of a solution to the impending insolvency of the Highway Trust Fund, which is set to run out of money in FY 2021.

The plan would allocate the \$200 billion to the programs below. None of the funding would be reserved for surface transportation investments. Except where noted, highway and transit projects would compete for funding with other categories of infrastructure projects, including airports, ports, energy, water and broadband infrastructure.

- **\$100 billion – Incentive Grants Awards:** Funds from this new Department of Transportation, Environmental Protection Agency and Army Corps of Engineers discretionary grant program would be awarded primarily based on the applicant's ability to secure non-federal match. A discretionary three-year look back period could be considered to account for previously approved self-help measures. The program would require an 80 percent funding match and each state's share of the program would be capped at 10 percent, which is roughly California's share of the regular highway program. Transportation, water and land revitalization projects would be eligible to compete for grants.
- **\$50 billion – Rural Infrastructure Program:** Of the total, 80 percent would be awarded as a block grant to states via a formula based on population and lane miles. The remainder would be awarded to states through a competitive grant program. Unspecified amounts of funding would be reserved for U.S. Territories and Tribes.
- **\$20 billion – Transformative Projects Program:** This new discretionary program to be administered by the Commerce Department would fund nationally significant projects that are commercially viable but too high-risk to secure private sector investment. Grants could fund project planning, demonstrations or construction. As a condition for receiving capital funds, an applicant would be required to commit to a value share agreement with the federal government.

- **\$20 billion – Infrastructure Financing Programs:** The proposal provides \$14 billion to expand federal credit programs like Transportation Infrastructure Finance and Innovation Act (TIFIA) and its water, rail and utility counterparts (WIFIA, RRIF and RUS). TIFIA eligibility would be expanded to include airport, port and waterway projects in addition to surface transportation projects. WIFIA would also be expanded to allow for Brownfield and Superfund site remediation which may create opportunities to build new housing on reclaimed land. The proposal also includes \$6 billion for private activity bonds (PABs) and makes changes intended to increase their use for transportation and water projects.
- **\$10 billion – Federal Capital Financing Fund:** This fund would allow the federal government to purchase property without waiting for upfront funding from Congress. Unlike the other programs, surface transportation projects are not eligible for funding.

The plan also proposes a variety of changes to existing infrastructure programs that could impact funding and project delivery for highway and transit projects. Key provisions are bulleted below:

Funding Provisions

- Remove restrictions on tolling existing interstate highways. Current limitations on the use of toll revenues for debt service, payments to partners, and surface transportation projects would remain.
- Require value capture financing as a condition of receipt of Capital Investment Grant funds (commonly referred to as “New Starts”) for major transit projects.
- Expand credit assistance to state infrastructure banks (SIBs) and provide incentives to use SIBs, such as limiting federalization requirements for projects funded through SIBs. No specific funding increase is identified.
- Authorize states to repay federal investment to relieve highway projects from ongoing federal standards and requirements, such as restrictions on tolling, high-occupancy vehicle lane operation standards and compliance with size and weight standards

Project Delivery Provisions

- Exempt highway and transit projects with a “de minimis” federal share from complying with federal requirements. The plan does not define “de minimis” or specify which requirements would be waived.
- Authorize utility relocation to take place prior to National Environmental Policy Act (NEPA) completion for highway and transit projects on an “at risk” basis; relocation costs would only be reimbursed if a project were completed.
- Exempt small scale transportation projects from federal procurement and other requirements. The plan does not define a small-scale project.
- Raise the cost threshold for “major projects” subject to additional federal highway oversight from \$500 million to \$1 billion.



Metropolitan Transportation Commission

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Legislation Details (With Text)

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Report from Washington D.C. advocate.

Sponsors:

Indexes:

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Attachments: [7b_Tom Bulger's DC Report_Feb 2018.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Tom Bulger's Report

Report from Washington D.C. advocate.

Presenter:

Randy Rentschler

Recommended Action:

Information

Attachments:

February 2018 Monthly Washington, D.C. Report



To: Steve Heminger, Executive Director

From: Tom Bulger, President GRI

Date: March 1, 2018

RE: Monthly Report for February 2018

- Washington March 2018 Meetings
- Annual Congressional Transportation Reception
- President's Infrastructure Proposal
- President's Budget
- Senate Committee on Environment and Public Works (EPW) Hearing on Administration's Infrastructure Plan
- Coming and Going
- Meetings

Washington March 2018 Meetings

The bulk of this past month's efforts were to schedule meetings for March 12 to March 14th. Thus far, dozens of meetings have been arranged with Members of Congress, Congressional Staff, Key Committees, the Federal Transit Administration (FTA) and numerous partner organizations.

Meeting scheduling continues as we approach the dates the Commission and staff will be in Washington, DC. It should be noted that the Congress will be returning to Washington, D.C. on the afternoon of Tuesday, March 13th.

Annual Congressional Transportation Reception

During February 2018, we have been working closely with MTC Staff Rebecca Long, our Southern California partners as well as our Public Relations contractor to promote our annual reception on March 13th at 5:50 PM in the House Transportation and Infrastructure Committee Room, 2167 Rayburn House Office Building.

President's Infrastructure Proposal

It has been two weeks since the Trump Administration released their infrastructure proposal. The debate has centered on how their ideas will mechanically work and which components could become law. The Administration has put forward a broad set of ideas. However, I expected much more. The Administration touted large funding amounts while proposing very little federal funding and proposing cuts to FTA and AMTRAK.

President' Budget

The President's Budget was submitted on February 12, 2018. The United States Department of Transportation FY 2019 request is \$77.3 billion, which is a reduction of \$1.7 billion or 2.2 percent from the average of the House and Senate, not yet finished, FY 2018 appropriations bills. The President's budget does not include the \$200 billion as contained in the Administration's Infrastructure plan.

Key elements of the FY 2019 budget include:

- No fix to the Highway Trust Fund which is estimated to run out of money in FY 2021.
- Fully funds the Fixing America's Surface Transportation Act highway Trust Fund obligations for FY 2019.
- Eliminate future FTA future full funding agreements but honor existing agreements and defund the Transportation Investment Generating Economic Recovery program.

Senate Committee on Environment and Public Works (EPW) Hearing on Administration's Infrastructure Plan

On March 1st, the EPW Committee held a hearing on the Administration's Infrastructure Plan. The Secretary of Transportation Elaine Chao was the primary witness. Senators from both sides the aisle expressed their desire to enact infrastructure legislation. Secretary Chao repeatedly stated that the Administration wants to accomplish an infrastructure initiative on a bipartisan process. Most of the hearing centered on how the plan's proposed incentive program would work, specifically a proposed "look back" provision for rewarding new state, regional and local funding. In addition, Senators spent the bulk of their time discussing important and expensive projects in their respective states.

Coming and Going

On February 12th, President Trump nominated Thelma Drake to lead the FTA. She is a former Congresswoman and Virginia State Delegate from the Tidewater region of Virginia. She is the Assistant Director of Transportation for Norfolk, Virginia.

The Senate confirmation process has not been scheduled.

Meetings

On-going meetings with our public relations contractor, caterer, etc. concerning the Annual Transportation Congressional Reception.