



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Legislation Committee

#### *Committee Members:*

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

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

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

---

Friday, April 13, 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. Operations Committee meeting.

#### 1. Roll Call / Confirm Quorum

*Quorum: A quorum of this committee shall be a majority of its regular voting members (4).*

#### 2. Consent Calendar

- 2a.     [18-0181](#)     Minutes of March 9, 2018 Meeting
- Action:         Committee Approval
- Attachments:   [2a\\_MTC LEGIS Minutes\\_MAR 9 2018.pdf](#)
- 
- 2b.     [18-0182](#)     Legislative History
- Action:         Information
- Presenter:     Rebecca Long
- Attachments:   [2b\\_April LegisHistory\\_State and Federal.pdf](#)

### 3. State

- 3a.**     [18-0183](#)     Senate Bill 1119 (Newman): Low Carbon Transit Operations Program
- Modifies the requirements applicable to the use of Low Carbon Transit Operations Program funds.
- Action:**             Support and Seek Amendments / Commission Approval
- Presenter:**        Rebecca Long
- Attachments:**     [3a SB 1119 Newman Support.pdf](#)
- 
- 3b.**     [18-0184](#)     Senate Bill 957 (Lara): High-Occupancy Vehicle (HOV) Lanes- Clean Air Vehicle Access for Low-Income Registered Owners
- Clean Air Vehicle Decal Program: Exception from time limit.
- Action:**             Oppose / Commission Approval
- Presenter:**        Rebecca Long
- Attachments:**     [3b SB 957 CAV Oppose.pdf](#)
- 
- 3c.**     [18-0228](#)     Senate Bill 1014 (Skinner): Transportation Network Companies and Electric Vehicles - Support and Seek Amendments
- Electric Vehicle Target for Transportation Network Companies.
- Action:**             Support and Seek Amendments / Commission Approval
- Presenter:**        Rebecca Long
- Attachments:**     [3c SB 1014 support.pdf](#)

### 4. Federal

- 4a.**     [18-0185](#)     Tom Bulger's Report
- Report from Washington D.C. advocate.
- Action:**             Information
- Presenter:**        Georgia Gann Dohrmann
- Attachments:**     [4a Tom Bulger's DC Report Mar 2018.pdf](#)

### 5. Public Comment / Other Business

### 6. Adjournment / Next Meeting

The next meeting of the Legislation Committee will be Friday, May 11, 2018, 10:10 a.m. the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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

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

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

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

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

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

---

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

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

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

---

**File #:** 18-0181      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Consent  
**File created:** 3/8/2018      **In control:** Legislation Committee  
**On agenda:** 4/13/2018      **Final action:**  
**Title:** Minutes of March 9, 2018 Meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [2a\\_MTC LEGIS Minutes\\_MAR 9 2018.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

**Subject:**  
Minutes of March 9, 2018 Meeting

**Recommended Action:**  
Committee Approval

**Attachments:**

## Meeting Minutes - Draft

### Joint MTC Legislation Committee and ABAG Legislation Committee

---

Friday, March 9, 2018

10:10 AM

Board Room - 1st Floor

---

#### 1. Roll Call / Confirm Quorum

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

**Absent:** 1 - Commissioner Cortese

Non-Voting Members Present: Commissioner Azumbrado and Commissioner Giacomini

Ex Officio Voting Members Present: Commission Chair Mackenzie and

Commission Vice Chair Haggerty

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

ABAG Legislation Committee Members Present: Eklund, Haggerty, Hudson, Pierce, Pine, and Ramos.

Ex Officio Voting Member Present: Scharff

#### 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

##### Approval of the Consent Calendar

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

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

**Absent:** 1 - Commissioner Cortese

- 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](#)

Upon the motion by Vice Chair Liccardo and second by Commissioner Pierce, a support position on AB 3124 (Bloom) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

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

**Absent:** 1 - Commissioner Cortese

**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 and Georgia Gann Dohrmann

**Attachments:**   [6b\\_Handout1-Housing News Clips and Editorials\\_Handout.pdf](#)  
                          [6b\\_Handout2-SB 827-Eligible Areas 3.7.18 \(002\).pdf](#)  
                          [6b\\_Summary of the 2018 Housing Landscape.pdf](#)

Rich Hedges was called to speak.

Roland Lebrun was called to speak.

Jane Kramer was called to speak.

**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:** Rebecca Long

**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.**



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

---

**File #:** 18-0182      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Consent  
**File created:** 3/8/2018      **In control:** Legislation Committee  
**On agenda:** 4/13/2018      **Final action:**  
**Title:** Legislative History  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [2b\\_April LegisHistory\\_State and Federal.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

**Subject:**  
Legislative History

**Presenter:**  
Rebecca Long

**Recommended Action:**  
Information

**Attachments:**





METROPOLITAN  
TRANSPORTATION  
COMMISSION

**LEGISLATIVE HISTORY**  
**2017-18 Session**  
**April 12, 2018**

**Agenda Item 2b**



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
<a href="#">AB 87</a> <a href="#">Ting</a>	Amended 1/3/2018	Senate Desk	<b>Autonomous vehicles.</b> 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.		
<a href="#">AB 419</a> <a href="#">Salas</a>	Amended 8/21/2017	Senate Rules	<b>Greenhouse gases: life cycle emissions profiles.</b> The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act 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.		
<a href="#">AB 636</a> <a href="#">Irwin</a>	Amended 6/27/2017	Senate Rules	<b>Local streets and roads: expenditure reports.</b> Current law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30. This bill would instead require the report to be submitted to the Controller within 7 months after the close of the fiscal year adopted by a county, city, or city and county. The bill would make other conforming changes.		

<a href="#"><b>AB 829</b></a> <a href="#">Chiu</a>	Amended 3/23/2017	Senate Rules	<b>Planning and zoning: annual report.</b> The Planning and Zoning Law requires, after the legislative body of the city or county has adopted all or part of a general plan, that the planning agency provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that includes specified information. This bill would require that this report additionally include the relationship between jobs and housing, including any imbalance between jobs and housing.		
<a href="#"><b>AB 852</b></a> <a href="#">Caballero</a>	Amended 9/7/2017	Senate Rules	<b>Hazardous waste: waste facilities: nonbiodegradable toxic chemicals.</b> 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.		
<a href="#"><b>AB 915</b></a> <a href="#">Ting</a>	Amended 8/21/2017	Senate Appropriations Suspense File	<b>Planning and zoning: density bonus: affordable housing ordinances: City and County of San Francisco.</b> 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.		

<a href="#"><b>AB 1041</b></a> <a href="#">Levine</a>	Amended 1/3/2018	Senate Desk	<b>Bay Area Toll Authority and oversight committee: conflict of interest.</b> 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.		
<a href="#"><b>AB 1250</b></a> <a href="#">Jones-Sawyer</a>	Amended 9/5/2017	Senate Rules	<b>Counties: contracts for personal services.</b> 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.		
<a href="#"><b>AB 1395</b></a> <a href="#">Chu</a>	Amended 1/22/2018	Senate Desk	<b>State highways: Department of Transportation: litter cleanup and abatement: report.</b> 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.		
<a href="#"><b>AB 1421</b></a> <a href="#">Dababneh</a>	Amended 3/22/2017	Senate Rules	<b>Railroads: noise and vibration levels.</b> 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.		

<a href="#"><b>AB 1423</b></a> <a href="#">Chiu</a>	Amended 3/28/2017	Senate Rules	<b>Housing: annual reports: charter cities.</b> Current law requires the planning agency of a city or county, after the adoption of a general plan, to investigate and make recommendations to the legislative body of the city or county regarding reasonable and practical means for implementing the general plan or element of the general plan and to provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that includes, among other things, the status of the plan and progress in its implementation and the progress in meeting its share of regional housing needs, as specified, and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing, as specified. This bill would apply the above report requirement to charter cities.		
<a href="#"><b>AB 1433</b></a> <a href="#">Wood</a>	Amended 4/10/2018	Senate Third Reading	<b>Tribal gaming: compact ratification.</b> Would ratify the tribal-state gaming compact entered into between the State of California and the Elk Valley Rancheria, California, executed on August 31, 2017. The bill would provide that, in deference to tribal sovereignty, certain actions related to that compact are not projects for purposes of CEQA. This bill would declare that it is to take effect immediately as an urgency statute.		
<a href="#"><b>AB 1445</b></a> <a href="#">Reyes</a>	Amended 4/18/2017	Senate Rules	<b>Public contracting: small business goal.</b> 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.		
<a href="#"><b>AB 1531</b></a> <a href="#">Berman</a>	Amended 1/10/2018	Senate Desk	<b>Court fees: electronic filing.</b> 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.		

<a href="#"><b>AB 1561</b></a> <a href="#">Quirk-Silva</a>	Amended 1/11/2018	Senate Desk	<b>Economic development: infrastructure: logistic hubs.</b> 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.		
<a href="#"><b>AB 1683</b></a> <a href="#">Burke</a>	Amended 4/3/2017	Senate Rules	<b>Transformative Climate Communities Program: report.</b> Current law establishes the Transformative Climate Communities Program, administered by the Strategic Growth Council, to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities, as defined. This bill would require the council, no later than January 1, 2019, to submit a specified report on the program to the Governor and specified committees of the Legislature.		
<a href="#"><b>AB 1740</b></a> <a href="#">Daly</a>	Introduced 1/3/2018	Assembly Insurance	<b>Fire insurance: valuation of loss.</b> 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.		

<a href="#"><b>AB 1745</b></a> <a href="#">Ting</a>	Introduced 1/3/2018	Assembly Transportation	<b>Vehicles: Clean Cars 2040 Act.</b> 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.		
<a href="#"><b>AB 1748</b></a> <a href="#">Steinorth</a>	Introduced 1/3/2018	Assembly Revenue and Taxation	<b>Property taxation: base year value transfer.</b> 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.		
<a href="#"><b>AB 1755</b></a> <a href="#">Steinorth</a>	Amended 4/4/2018	Assembly Appropriations	<b>Bicycle operation.</b> Under current law, a person riding a bicycle or operating a pedicab on a highway has all the rights prescribed in, and is subject to the requirements in, the Vehicle Code that are applicable to the driver of a vehicle. This bill would subject a person riding a bicycle on a Class I bikeway to those rights and requirements of the Vehicle Code that apply if that person is involved in an accident resulting in injury or death of a person other than himself or herself, as specified. Because a violation of those provisions of the Vehicle Code by that person would be a crime, this bill would impose a state-mandated local program.		
<a href="#"><b>AB 1759</b></a> <a href="#">McCarty</a>	Amended 4/9/2018	Assembly Rules	<b>Public trust lands: City of Sacramento.</b> Would grant in trust the Sacramento Waterfront Parcel and the Sand Cove Parcels, as defined, to the City of Sacramento, to be held in trust for the benefit of all the people of the state for public trust purposes, as provided. The bill would authorize the city to use the trust lands for the construction, reconstruction, repair, and maintenance of any transportation, utility, or other infrastructure that is incidental, necessary, or convenient to promote or accommodate uses consistent with the public trust doctrine. The bill would require the city to comply with various requirements regarding the use of the trust lands, including that the city submit a trust lands use plan and a trust lands use report to the State Lands Commission.		

<a href="#">AB 1765</a> <a href="#">Quirk-Silva</a>	Introduced 1/4/2018	Assembly Housing and Community Development	<b>Building Homes and Jobs Act: fee waiver: states of emergency.</b> 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.		
<a href="#">AB 1771</a> <a href="#">Bloom</a>	Amended 3/19/2018	Assembly Local Government	<b>Planning and zoning: regional housing needs assessment.</b> The Planning and Zoning Law requires the appropriate council of governments, or, for cities and counties without a council of governments, the Department of Housing and Community Development, to adopt a final regional housing need allocation plan that allocates a share of the regional housing need to each city, county, or city and county and is consistent with specified objectives, including that the plan increase the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner. This bill would revise the objectives required to be addressed in the regional housing needs allocation plan and additionally require the plan to include an objective to increase access to areas of high opportunity for lower-income residents, while avoiding displacement and affirmatively furthering fair housing.		
<a href="#">AB 1778</a> <a href="#">Holden</a>	Amended 4/10/2018	Assembly Local Government	<b>Transit-Oriented Redevelopment Law of 2018.</b> Current law dissolved redevelopment agencies as of February 1, 2012, and designates successor agencies to act as successor entities to the dissolved redevelopment agencies. This bill, the Transit-Oriented Redevelopment Law of 2018, would authorize a city or county to propose the formation of a redevelopment agency by adopting a resolution of intention that meets specified requirements, and submitting that resolution to each affected taxing entity and to each owner of land within the district.		
<a href="#">AB 1792</a> <a href="#">Frazier</a>	Amended 3/19/2018	Assembly Housing and Community Development	<b>Affordable housing authorities: infrastructure.</b> Current law authorizes a city, county, or city and county to adopt a resolution creating an affordable housing authority. Current law authorizes this authority to, among other things, provide for low- and moderate-income housing and affordable workforce housing, as provided. This bill would additionally authorize an affordable housing authority to provide for infrastructure, as specified, to support the development of affordable housing.		

<a href="#">AB 1796</a> <a href="#">Muratsuchi</a>	Introduced 1/9/2018	Assembly Housing and Community Development	<b>Rental property: electric vehicle charging stations.</b> Current law requires a lessor of a dwelling to approve a written request of a lessee to install an electric vehicle charging station at a parking space allotted for the lessee in accordance with specified requirements. Current law provides exemptions for specified dwellings, including an exemption for a dwelling that is subject to the residential rent control ordinance of a public entity. This bill would eliminate that exemption, thereby requiring a lessor of a dwelling subject to the residential rent control ordinance of a public entity to approve a written request of a lessee to install an electric vehicle charging station in accordance with specified requirements.		
<a href="#">AB 1797</a> <a href="#">Levine</a>	Introduced 1/9/2018	Assembly Insurance	<b>Residential property insurance.</b> 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.		
<a href="#">AB 1800</a> <a href="#">Levine</a>	Introduced 1/9/2018	Assembly Insurance	<b>Fire insurance: indemnity.</b> 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.		



<a href="#"><b>AB 1804</b></a> <a href="#">Berman</a>	Introduced 1/10/2018	Assembly Appropriations	<b>California Environmental Quality Act: categorical exemption: infill development.</b> 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.		
<a href="#"><b>AB 1866</b></a> <a href="#">Fong</a>	Introduced 1/12/2018	Assembly Transportation	<b>Transportation funding.</b> Would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues.		
<a href="#"><b>AB 1901</b></a> <a href="#">Obernolte</a>	Introduced 1/22/2018	Assembly Natural Resources	<b>California Environmental Quality Act: exemption: roadway projects.</b> 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.		
<a href="#"><b>AB 1905</b></a> <a href="#">Grayson</a>	Amended 3/12/2018	Assembly Natural Resources	<b>Environmental quality: judicial review: transportation projects.</b> 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 would reduce total vehicle miles traveled, that is included in a sustainable communities strategy, and for which an environmental impact report has been certified, unless the court makes specified findings.		

<a href="#"><b>AB 1919</b></a> <a href="#">Wood</a>	Introduced 1/24/2018	Assembly Appropriations	<b>Price gouging: state of emergency.</b> 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.		
<a href="#"><b>AB 1923</b></a> <a href="#">Limón</a>	Introduced 1/24/2018	Assembly Insurance	<b>Residential property insurance: wildfires: consolidated debris removal.</b> 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.		
<a href="#"><b>AB 1969</b></a> <a href="#">Salas</a>	Amended 3/19/2018	Assembly Transportation	<b>Transportation funds: transit operators: fare revenues.</b> Current law sets forth alternative ways an transit operator may qualify for funding, including a standard under which the allocated moneys do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified ratio of fare revenues to operating costs. Existing law generally establishes the required fare revenues to operating cost ratio as 20% in urbanized areas and 10% in nonurbanized areas. This bill would authorize an operator that fails to maintain the generally established ratio described above to request an exemption from the California Transportation Commission, and would require the operator to be granted a temporary exemption while the commission reviews the request.		

<a href="#"><u>AB 1970</u></a> <a href="#"><u>Garcia, Eduardo</u></a>	Amended 3/15/2018	Assembly Natural Resources	<b>Low-carbon fuels.</b> Current law requires the State Air Resources Board, in consultation with the Department of Food and Agriculture, to adopt regulations to reduce methane emissions from livestock manure management operations and dairy manure management operations, as specified. Current law requires the state board, the Public Utilities Commission, and the State Energy Resources Conservation and Development Commission to undertake various actions related to reducing short-lived climate pollutants in the state. Current law requires the Department of Resources Recycling and Recovery, in consultation with the state board, to achieve specified targets for reducing organic waste in landfills. This bill would require the state board, the State Energy Resources Conservation and Development Commission, the Department of Resources Recycling and Recovery, and the Department of Food and Agriculture to allocate an unspecified percentage of moneys for fuels and methane mitigation appropriated by the Legislature to those agencies for the development of innovative low-carbon fuels.		
<a href="#"><u>AB 1999</u></a> <a href="#"><u>Chau</u></a>	Introduced 2/1/2018	Assembly Local Government	<b>Local government: public broadband services.</b> Would, except as provided, prohibit a local agency that is authorized to engage in the provision of broadband Internet access service, as defined, in the state from taking certain actions regarding the accessing of content on the Internet by end users. This bill contains other related provisions and other existing laws.		
<a href="#"><u>AB 2006</u></a> <a href="#"><u>Eggman</u></a>	Amended 3/14/2018	Assembly Natural Resources	<b>Agricultural Worker Clean Transportation Investment Program.</b> 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.		
<a href="#"><u>AB 2035</u></a> <a href="#"><u>Mullin</u></a>	Amended 3/20/2018	Assembly Housing and Community Development	<b>Affordable housing authorities.</b> Current law authorizes a city, county, or city and county to adopt a resolution creating an affordable housing authority with powers limited to providing low- and moderate-income housing and affordable workforce housing, as provided, by means of tax increment financing. Current law defines various terms for these purposes. This bill would additionally define the terms "authorizing resolution" and "property tax increment" for these purposes.		

<a href="#"><b>AB 2061</b></a> <a href="#">Frazier</a>	Amended 4/2/2018	Assembly Appropriations Suspense File	<b>Near-zero-emission and zero-emission vehicles.</b> 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.		
<a href="#"><b>AB 2063</b></a> <a href="#">Aguiar-Curry</a>	Amended 4/5/2018	Assembly Local Government	<b>California Financing Law: PACE program administrators.</b> The CFL, commencing on January 1, 2019, requires a program administrator to establish and maintain a process for the enrollment, and for the cancellation of that enrollment, of a PACE solicitor and a PACE solicitor agent. This bill would prohibit a person from engaging in the business of a PACE solicitor unless that person is enrolled with a program administrator. The bill would also require the program administrator to maintain the processes as specified in a manner that is acceptable to the Commissioner of Business Oversight .		
<a href="#"><b>AB 2065</b></a> <a href="#">Ting</a>	Introduced 2/7/2018	Assembly Appropriations	<b>Local agencies: surplus land.</b> 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.		
<a href="#"><b>AB 2071</b></a> <a href="#">Bloom</a>	Introduced 2/7/2018	Assembly Local Government	<b>Accessory dwelling units: improvements: liability.</b> Would provide that a public entity, including, but not limited to, a city, county, or city and county; public officer, including, but not limited to, a member of the legislative body of a city, county, or city and county; or an employee of a public entity, is not liable for any personal injury, death, property damage, or inverse condemnation, that has arisen from or is related to the use of an accessory dwelling unit and that is proximately caused by any utility system, including, but not limited to, a water system or electrical system equipment, that the public entity owns, operates, or maintains if the legislative body of a local agency has permitted the water, electrical system equipment, or accessory dwelling unit, to remain in the same location as it existed prior to January 1, 2018.		

<a href="#"><b>AB 2077</b></a> <a href="#">Limón</a>	Amended 4/3/2018	Assembly U. & E.	<b>Electricity: local government renewable energy self-generation program.</b> The local government renewable energy self-generation program authorizes a local government to receive a bill credit to be applied to a designated benefiting account for electricity exported to the electrical grid by an eligible renewable generating facility, as defined, and requires the commission to adopt a rate tariff for the benefiting account. Current law requires specified criteria for these purposes. This bill would provide that it is not required that an eligible renewable generating facility be located on property that is contiguous with the property on which the benefiting account is located and it is permissible that the electricity generated by the eligible renewable generating facility flows through a part of the electrical transmission or distribution system of the electrical corporation that is located upon property that is under the jurisdiction of another local government or that is state-owned property.		
<a href="#"><b>AB 2118</b></a> <a href="#">Cooley</a>	Amended 3/15/2018	Assembly Health	<b>Medi-Cal: ground emergency medical transportation services.</b> 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 exclude from the definition of an "emergency medical transport provider" a county, city, city and county, school district, municipal corporation, district, or political subdivision, or other local agency, as defined.		
<a href="#"><b>AB 2127</b></a> <a href="#">Ting</a>	Introduced 2/8/2018	Assembly Transportation	<b>electric vehicle infrastructure: assessment and roadmap.</b> 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.		
<a href="#"><b>AB 2132</b></a> <a href="#">Levine</a>	Introduced 2/12/2018	Assembly Appropriations	<b>Building permit fees: waiver.</b> The State Housing Law authorizes cities and counties to prescribe fees for permits required or authorized pursuant to the State Housing Law. This bill would authorize these entities to waive or reduce all building permit fees for improvements to the home of a person at least 60 years of age with a qualifying disability that are made to accommodate that disability.		

<a href="#"><b>AB 2145</b></a> <a href="#">Reyes</a>	Amended 3/15/2018	Assembly Appropriations	<b>Vehicular air pollution.</b> Would add as eligible projects for the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program those projects that support grid integration and integrated storage solutions and charging management demonstration and analytics. The bill would additionally require the energy commission, as part of the guidance developed for the program, to advise the State Air Resources Board on to how to allocate moneys for vehicle charging infrastructure consistent with the energy commission's investment plan strategies on charging infrastructure that is part of the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007. The bill instead would require the guidance to promote projects that assist the state in reaching its climate goals beyond 2030.		
<a href="#"><b>AB 2162</b></a> <a href="#">Chiu</a>	Amended 4/10/2018	Assembly Local Government	<b>Planning and zoning: housing development: supportive housing.</b> The Planning and Zoning Law requires the housing element to contain, among other things, an assessment of housing needs and an inventory of resources and constraints relevant to meeting those needs and a program that sets forth a schedule of actions during the planning period, each with a timeline for implementation. That law specifies that transitional housing and supportive housing are a residential use of property, subject only to those restrictions that apply to other residential dwellings of the same type in the same zone. This bill would make a nonsubstantive change to this requirement.		
<a href="#"><b>AB 2167</b></a> <a href="#">Chau</a>	Amended 3/23/2018	Assembly P. & C.P.	<b>Information privacy: digital health feedback systems.</b> Would define "medical information" for purposes of the Confidentiality of Medical Information Act to include any information, regardless of whether individually identifiable, in possession or derived from a digital health feedback system, which the bill would define. The bill would also require a manufacturer that sells or offers to sell a digital health feedback system to a consumer in California to equip the system with reasonable security features appropriate to the nature of the system and the information it may collect, contain, or transmit, that protect the system and any information contained therein from unauthorized access, destruction, use, modification, or disclosure.		

<a href="#"><b>AB 2195</b></a> <a href="#">Chau</a>	Amended 3/15/2018	Assembly Natural Resources	<b>Natural gas: out-of-state sources: greenhouse gases.</b> Current law requires the State Air Resources Board to prepare, adopt, and update an inventory of greenhouse gas emissions that, prior to January 1, 2007, was required to be adopted and updated by the State Energy Resources Conservation and Development Commission. This bill would additionally require the state board to quantify, report, and continually update in that inventory of greenhouse gas emissions the amount of greenhouse gas emissions from natural gas leakage and venting during the production, processing, and transporting of natural gas imported into the state from out-of-state sources.		
<a href="#"><b>AB 2228</b></a> <a href="#">Wood</a>	Amended 4/3/2018	Assembly Appropriations	<b>Education finance: school apportionments: wildfire mitigation.</b> Would require, if the average daily attendance of an eligible local educational agency has been materially decreased during the 2018–19 and 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. The bill, for purposes of these provisions, would define “eligible local educational agency” to mean a school district, county office of education, or charter school that is located within a county for which a state of emergency was declared by the Governor during the 2017 calendar year in response to wildfires, and, for purposes of these provisions, would define “material decrease” to mean a decrease in average daily attendance attributable to the dislocation of pupils’ families due to the conditions that led to the declaration of a state of emergency.		
<a href="#"><b>AB 2238</b></a> <a href="#">Aguiar-Curry</a>	Amended 4/3/2018	Assembly Local Government	<b>Local agency formation: regional housing need allocation: fire hazards: local health emergencies: hazardous and medical waste.</b> 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 require the commission to consider information contained in a local hazard mitigation plan, information contained in a safety element of a general plan, and any maps that identify land as a very high fire hazard zone or maps that identify land determined to be in a state responsibility area if it is determined that such information is relevant to the area that is the subject of the proposal.		

<a href="#"><b>AB 2241</b></a> <a href="#">Rubio</a>	Amended 3/15/2018	Assembly Water, Parks and Wildlife	<b>The Open and Transparent Water Data Act.</b> The Open and Transparent Water Data Act requires the Department of Water Resources, the State Water Resources Control Board, and the Department of Fish and Wildlife to coordinate and integrate existing water and ecological data from local, state, and federal agencies. This bill would require the Department of Water Resources, the board, and the Department of Fish and Wildlife to work to improve the open and transparent access to data by reducing the fractured or duplicative reporting of the same or similar data to multiple governmental agencies or departments, and by reducing the reporting burden on entities providing data to governmental agencies.		
<a href="#"><b>AB 2246</b></a> <a href="#">Friedman</a>	Amended 3/15/2018	Assembly Judiciary	<b>Rental passenger vehicles: personal vehicle sharing programs.</b> Current law defines various terms including "rental company" and "rental car company" for purposes of provisions regulating rental passenger vehicle business and usage. Current law provides various rules and regulations that govern those businesses. In addition, the Consumer Automotive Recall Safety Act in the Vehicle Code prohibits a rental car company with a fleet of 34 or fewer loaner or rental vehicles from loaning, renting, or offering for loan or rent a vehicle subject to a manufacturer's recall, as specified. This bill would provide that specified provisions of law that refer to the terms "rental company," "rental car companies," or similar specified terms, are deemed to include personal vehicle sharing programs, as defined.		
<a href="#"><b>AB 2267</b></a> <a href="#">Wood</a>	Amended 3/5/2018	Assembly Natural Resources	<b>California Environmental Quality Act: exemption: disaster-stricken area.</b> CEQA exempts from its requirements projects undertaken, carried out, or approved by a public agency to maintain, repair, restore, demolish, or replace property or facilities damaged or destroyed as a result of a disaster in a disaster-stricken area, in which a state of emergency has been proclaimed by the Governor. This bill would provide that those projects described above may be at a higher intensity of use as compared to the property or facilities being replaced.		
<a href="#"><b>AB 2272</b></a> <a href="#">Mayes</a>	Amended 4/2/2018	Assembly Appropriations	<b>State highways: relinquishment.</b> Would authorize the California Transportation Commission to relinquish to the City of Palm Springs any portion, or the entirety, of Route 111 within its city limits, upon terms and conditions the commission finds to be in the best interests of the state, if the department and the city enter into an agreement providing for that relinquishment.		



<a href="#"><b>AB 2304</b></a> <a href="#">Holden</a>	Amended 4/2/2018	Assembly Appropriations	<b>Reduced fare transit pass programs: report.</b> Would request the University of California Institute of Transportation Studies to prepare and submit a report to the Governor and specified committees of the Legislature on or before January 1, 2020, that details the reduced fare transit pass programs in California that are administered by a public transit operator, California college or university, or any other entity, as specified. This bill contains other existing laws.		
<a href="#"><b>AB 2307</b></a> <a href="#">Frazier</a>	Amended 3/15/2018	Assembly Transportation	<b>High-Speed Rail Authority: Senate confirmation.</b> Current law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.		
<a href="#"><b>AB 2333</b></a> <a href="#">Wood</a>	Amended 4/3/2018	Assembly Governmental Organization	<b>Office of Emergency Services: behavioral health response.</b> Would establish a behavioral health deputy director within the Office of Emergency Services to ensure individuals have access to necessary mental and behavioral health services and supports in the aftermath of a natural disaster or declaration of a state of emergency and would require the deputy director to collaborate with the Director of Health Care Services to coordinate the delivery of trauma-related support to individuals affected by a natural disaster or state of emergency.		
<a href="#"><b>AB 2341</b></a> <a href="#">Mathis</a>	Introduced 2/13/2018	Assembly Natural Resources	<b>California Environmental Quality Act: aesthetic impacts.</b> 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.		
<a href="#"><b>AB 2343</b></a> <a href="#">Chiu</a>	Introduced 2/13/2018	Assembly Judiciary	<b>Real property: possession: unlawful detainer.</b> 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.		

<a href="#">AB 2346</a> <a href="#">Quirk</a>	Introduced 2/13/2018	Assembly U. & E.	<b>California Renewables Portfolio Standard Program.</b> 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.		
<a href="#">AB 2363</a> <a href="#">Friedman</a>	Amended 4/2/2018	Assembly Transportation	<b>Vehicles: speed laws.</b> Would require the department to revise the California Manual on Uniform Traffic Control Devices, as it read on January 1, 2018, to authorize the department or a local authority to round speed limits to within 5 miles per hour of the 85th-percentile of the free-flowing traffic. The bill would also authorize the department or local authority to reduce the speed limit an additional 5 miles per hour for any of the factors described in paragraph (1) above. This bill contains other existing laws.		
<a href="#">AB 2364</a> <a href="#">Bloom</a>	Amended 3/22/2018	Assembly Housing and Community Development	<b>Rental control: withdraw from accommodation.</b> Would extend the requirement that accommodations be offered and rented or leased at the lawful rent in effect at the time any notice of withdraw is filed to the 10-year period after any notice of intent to withdraw accommodations is filed or within the 10-year period after the accommodations are withdrawn. This bill would also prescribe a meaning for the term "lawful rent" that would apply if a unit is vacant when a notice to withdraw is filed.		
<a href="#">AB 2365</a> <a href="#">Acosta</a>	Amended 3/22/2018	Assembly Transportation	<b>Vehicular air pollution: emissions standards: exemption.</b> Would exempt from any regulation requiring the installation of air pollution control technology the engines used to power a crane that is part of a fleet of 25 or less cranes.		
<a href="#">AB 2372</a> <a href="#">Gloria</a>	Introduced 2/14/2018	Assembly Local Government	<b>Planning and zoning: density bonus: floor area ratio bonus.</b> 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.		

<a href="#">AB 2407</a> <a href="#">Ting</a>	Amended 3/23/2018	Assembly Environmental Safety and Toxic Materials	<b>Recycling: lithium-ion vehicle batteries: advisory group.</b> Would require the Secretary for Environmental Protection, on or before April 1, 2019, to convene the Lithium-Ion Car Battery Recycling Advisory Group to review, and advise the Legislature on, policies pertaining to the recovery and recycling of lithium-ion batteries sold with motor vehicles in the state, and would require the secretary to appoint members to the committee from specified departments, vocations, and organizations. The bill would require the advisory group to consult with specified entities and, on or before April 1, 2020, to submit policy recommendations to the Legislature aimed at ensuring that 90% of end-of-life lithium-ion batteries discarded in the state are recycled in a safe and cost-effective manner in the state.		
<a href="#">AB 2418</a> <a href="#">Mullin</a>	Amended 4/9/2018	Assembly Transportation	<b>Transportation: emerging transportation technologies: California Smart Cities Challenge Grant Program.</b> Would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the commission to form the California Smart City Challenge Workgroup on or before July 1, 2019, to provide the commission with guidance on program matters, as specified.		
<a href="#">AB 2433</a> <a href="#">Salas</a>	Introduced 2/14/2018	Assembly Transportation	<b>Department of Transportation: voluntary inspection and testing services.</b> 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.		
<a href="#">AB 2434</a> <a href="#">Bloom</a>	Amended 3/21/2018	Assembly Natural Resources	<b>Strategic Growth Council: Health in All Policies Program.</b> Current law establishes the Strategic Growth Council, prescribes the membership of the council, and requires the council to, among other things, recommend policies and investment strategies and priorities, as specified, to encourage the development of sustainable communities. This bill would establish the Health in All Policies Program, to be administered by the council, for the purposes of incorporating health, equity, and sustainability considerations into decision-making across sectors and policy areas, as specified.		

<a href="#"><b>AB 2447</b></a> <a href="#">Reyes</a>	Amended 4/10/2018	Assembly Natural Resources	<b>California Environmental Quality Act: land use: environmental justice.</b> 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 prohibits a lead agency from approving or carrying out a project for which a certified EIR identifies one or more significant effects on the environmental unless the lead agency makes certain findings. This bill would require the Office of Environmental Health Hazard Assessment, by June 30, 2019, to publish a list of subject land uses, as specified, and a map that identifies disadvantaged communities and areas within 1/2 mile radius of the disadvantaged communities.		
<a href="#"><b>AB 2473</b></a> <a href="#">Bonta</a>	Amended 3/22/2018	Assembly Appropriations	<b>State Highway Route 185: relinquishment: City of San Leandro.</b> Would authorize the commission to relinquish all or a portion of Route 185 in the City of San Leandro to that city, as specified.		
<a href="#"><b>AB 2528</b></a> <a href="#">Bloom</a>	Amended 4/4/2018	Assembly Natural Resources	<b>Climate adaptation.</b> Current law requires the Natural Resources Agency, by July 1, 2017, and every 3 years thereafter, to update the state's climate adaptation strategy to identify vulnerabilities to climate change by sectors, including the biodiversity and habitat sector, and priority actions needed to reduce the risks in those sectors. This bill would specify that the biodiversity and habitat sector includes habitat resilience areas, as defined. The bill would also require state agencies to maximize the objective of protecting and enhancing habitat resilience areas.		
<a href="#"><b>AB 2530</b></a> <a href="#">Melendez</a>	Introduced 2/14/2018	Assembly Transportation	<b>Bonds: transportation.</b> Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 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.		

<a href="#">AB 2535</a> <a href="#">Obernolte</a>	Amended 3/19/2018	Assembly Consent Calendar	<b>High-occupancy toll lanes: notice of toll evasion violation.</b> Current law requires the notice of toll evasion violation to include the vehicle license plate number, a clear and concise explanation of the procedures for contesting the violation and appealing an adverse decision, and, if practicable, the registration expiration date and the make of the vehicle. This bill would also require the notice of toll evasion violation to include a copy of photographic evidence on which the toll evasion determination was based if the vehicle was found, by automated devices, to have evaded the toll through failure to meet occupancy requirements in a high-occupancy toll lane.		
<a href="#">AB 2548</a> <a href="#">Friedman</a>	Introduced 2/15/2018	Assembly Transportation	<b>Commute benefit policies: Los Angeles County Metropolitan Transportation Authority: South Coast Air Quality Management District.</b> 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.		
<a href="#">AB 2549</a> <a href="#">Stone, Mark</a>	Amended 4/3/2018	Assembly Appropriations	<b>Tidelands and submerged lands: exchange agreements.</b> 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 a grantee, to convey lands or interest in lands in that exchange in trust to, and held in title by, the grantee subject to the same public trust requirements and terms and conditions prescribed in the statute providing for the grant of lands or interest in lands to the grantee.		
<a href="#">AB 2553</a> <a href="#">Friedman</a>	Amended 3/22/2018	Assembly Housing and Community Development	<b>Vertical housing districts.</b> Would authorize an affected taxing entity or entities, as defined, to form a vertical housing district to finance the development of vertical housing zone projects. The bill would authorize the public financing authority of the district to establish a vertical housing zone or zones within the district.		

<a href="#"><b>AB 2562</b></a> <a href="#">Mullin</a>	Amended 3/14/2018	Assembly Housing and Community Development	<b>Department of Housing and Community Development loans.</b> 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, whichever is greater, if the development meets specified requirements regarding, among other things, debt and household income. This bill would authorize the department to reduce the interest rate on any loan issued by the department to a rental housing development to only a rate determined by the department that is sufficient to cover the costs of project monitoring and would revise the requirements for the reduction to instead require that the rate change increase the feasibility of the proposed project and further the goals and purpose of the department and the appropriate loan program.		
<a href="#"><b>AB 2576</b></a> <a href="#">Aguiar-Curry</a>	Introduced 2/15/2018	Assembly B.&p.	<b>Emergencies: healthcare.</b> 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.		
<a href="#"><b>AB 2578</b></a> <a href="#">Chiu</a>	Amended 3/22/2018	Assembly Appropriations	<b>Infrastructure financing districts: City and County of San Francisco.</b> Current law authorizes the City and County of San Francisco to create infrastructure financing districts, including districts that include specified waterfront property, adopt infrastructure financing plans for those districts, and issue bonds financed by projected increases in ad valorem property taxes to fund certain public facilities, pursuant to a specified procedure. Existing law specifies the types of projects a waterfront district may finance. This bill would revise those provisions by, among other things, expanding the authorization for the creation of waterfront districts by the City and County of San Francisco to include a shoreline protection district, as defined, subject to a shoreline protection enhanced financing plan, as provided.		

<a href="#"><b>AB 2631</b></a> <a href="#">Allen, Travis</a>	Introduced 2/15/2018	Assembly Local Government	<b>Planning and zoning: affordable housing: streamlined approval process.</b> 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.		
<a href="#"><b>AB 2638</b></a> <a href="#">Gray</a>	Amended 3/22/2018	Assembly Transportation	<b>Autonomous vehicles.</b> Current law prohibits an autonomous vehicle from being operated on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Current law requires the Department of Motor Vehicles to adopt regulations setting forth requirements for the submission of evidence of insurance, surety bond, or self-insurance, self-insurance for a manufacturer performing testing, and for the submission and approval of an application to operate an autonomous vehicle. These regulations require a manufacturer of autonomous vehicles to submit an annual report regarding incidents of disengagement of the autonomous technology during operation of the autonomous vehicle on public roads, as specified. This bill would provide that the roads located within the boundaries of the Castle Commerce Center in the County of Merced are not public roads for purposes of any regulatory requirement to report incidents of disengaging the autonomous mode, as specified.		
<a href="#"><b>AB 2645</b></a> <a href="#">Patterson</a>	Introduced 2/15/2018	Assembly Natural Resources	<b>Greenhouse Gas Reduction Fund: forestry and fire prevention.</b> 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.		
<a href="#"><b>AB 2650</b></a> <a href="#">Lackey</a>	Introduced 2/15/2018	Assembly Transportation	<b>Public transit buses: illuminated signs.</b> 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.		



<a href="#"><b>AB 2655</b></a> <a href="#">Gloria</a>	Amended 4/4/2018	Assembly Appropriations	<b>Judicial Council: minor vehicle infractions.</b> Would direct the Judicial Council to develop a proposal to evaluate and implement civil adjudication of minor vehicle infractions, and submit that proposal to the Legislature, as specified. The bill would require the Judicial Council to conduct at least one public hearing and submit status reports every 6 months, as specified.		
<a href="#"><b>AB 2681</b></a> <a href="#">Nazarian</a>	Introduced 2/15/2018	Assembly Governmental Organization	<b>Seismic safety: potentially vulnerable buildings.</b> 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.		
<a href="#"><b>AB 2712</b></a> <a href="#">Allen, Travis</a>	Amended 3/12/2018	Assembly Transportation	<b>Bonds: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century.</b> Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system.		
<a href="#"><b>AB 2726</b></a> <a href="#">Levine</a>	Amended 4/5/2018	Assembly Natural Resources	<b>California Global Warming Solutions Act of 2006: consumption-based accounting.</b> The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. This bill would require the state board to establish and maintain an inventory of emissions of greenhouse gases on a consumption-based accounting basis.		
<a href="#"><b>AB 2730</b></a> <a href="#">Harper</a>	Amended 3/22/2018	Assembly Appropriations	<b>Franchise Tax Board: collection of delinquent amounts: tolls.</b> Would remove the Franchise Tax Board's authority to collect unpaid tolls, toll evasion penalties, and any related administrative service fees by issuance of an order and levy for earning withholding and by notice for withholding to a depository institution.		
<a href="#"><b>AB 2734</b></a> <a href="#">Frazier</a>	Introduced 2/15/2018	Assembly Accountability and Administrative Review	<b>California Transportation Commission.</b> 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.		



<a href="#"><b>AB 2753</b></a> <a href="#">Friedman</a>	Introduced 2/16/2018	Assembly Housing and Community Development	<b>Density bonuses: density bonus application.</b> 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.		
<a href="#"><b>AB 2782</b></a> <a href="#">Friedman</a>	Amended 4/2/2018	Assembly Natural Resources	<b>California Environmental Quality Act.</b> Would authorize lead agencies, in describing and evaluating projects, to consider the positive economic, legal, social, technological, or other benefits of, and the negative impacts of denying, the project.		
<a href="#"><b>AB 2797</b></a> <a href="#">Bloom</a>	Introduced 2/16/2018	Assembly Natural Resources	<b>Planning and zoning: density bonuses.</b> 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.		
<a href="#"><b>AB 2851</b></a> <a href="#">Grayson</a>	Amended 3/19/2018	Assembly Transportation	<b>Regional transportation plans: traffic signal optimization plans.</b> Would require each city located within the jurisdiction of a metropolitan planning organization to develop and implement a traffic signal optimization plan, as prescribed, and would require each metropolitan planning organization to consider and incorporate those plans developed by cities located within its jurisdiction into its regional transportation plan. The bill would create the Traffic Signal Optimization Fund and would require the Department of Transportation, upon appropriation by the Legislature, to award grants from moneys deposited in the fund on a competitive basis to cities that can deliver the greatest per capita reduction in emissions of greenhouse gases through the implementation of their traffic signal optimization plans and that provide matching funds.		
<a href="#"><b>AB 2856</b></a> <a href="#">Melendez</a>	Introduced 2/16/2018	Assembly Natural Resources	<b>California Environmental Quality Act: housing development projects.</b> 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.		

<a href="#"><u>AB 2865</u></a> <a href="#"><u>Chiu</u></a>	Amended 3/19/2018	Assembly Transportation	<b>High-occupancy toll lanes: Santa Clara Valley Transportation Authority.</b> Would authorize VTA to conduct, administer, and operate a value pricing high-occupancy toll lane program on State Highway Route 101 and a specified portion of State Highway Route 280 in the City and County of San Francisco in coordination with the San Francisco County Transportation Authority, as prescribed.		
<a href="#"><u>AB 2885</u></a> <a href="#"><u>Rodriguez</u></a>	Amended 4/2/2018	Assembly Transportation	<b>Air Quality Improvement Program: Clean Vehicle Rebate Project.</b> Would, beginning January 1, 2019, require the State Air Resources Board, for purposes of the Clean Vehicle Rebate Project, to provide outreach to low-income households and disadvantaged communities to increase consumer awareness of the rebate project and 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 are low-income and with the second highest priority to be granted to applicants who have eligible vehicles registered in disadvantaged communities.		
<a href="#"><u>AB 2890</u></a> <a href="#"><u>Ting</u></a>	Amended 3/22/2018	Assembly Housing and Community Development	<b>Land use: accessory dwelling units.</b> The Planning and Zoning Law authorizes a local agency to provide by ordinance for the creation of accessory dwelling units in single-family and multifamily residential zones, requires the ordinance to designate areas within the local jurisdiction where accessory dwelling units may be permitted, and sets forth standards the ordinance is required to impose, including, among others, maximum unit size, parking, lot coverage, and height standards. This bill would authorize accessory dwelling units to also be created in areas that are developed with single-family or multifamily units.		
<a href="#"><u>AB 2898</u></a> <a href="#"><u>Gloria</u></a>	Introduced 2/16/2018	Assembly Local Government	<b>Emergency services: local emergencies.</b> 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		
<a href="#"><u>AB 2903</u></a> <a href="#"><u>Irwin</u></a>	Introduced 2/16/2018	Assembly Housing and Community Development	<b>Housing programs: definitions: workforce housing.</b> Current law governing housing and home finance programs defines various terms for purposes of those programs, including the term "persons and families of low or moderate income," which is generally defined as persons and families whose income does not exceed 120% of area median income, adjusted as provided. This bill, for these purposes, would define the terms "affordable workforce housing" and "affordable owner-occupied workforce housing" as housing that is affordable to persons and families of low or moderate income.		

<a href="#">AB 2911</a> <a href="#">Friedman</a>	Amended 4/9/2018	Assembly Natural Resources	<b>Fire safety.</b> 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.		
<a href="#">AB 2919</a> <a href="#">Frazier</a>	Amended 3/19/2018	Assembly Transportation	<b>Transportation: permits.</b> Would require the Department of Fish and Wildlife, the State Water Resources Control Board, and the California Coastal Commission, upon receipt of a completed request from the Department of Transportation for a permit for a project, to complete its review of the request no later than two years after receipt. If a resource agency does not complete the review of the request for a permit within this timeframe, the bill would provide that the permit is deemed approved for purposes of the project.		
<a href="#">AB 2920</a> <a href="#">Thurmond</a>	Amended 4/9/2018	Assembly Human Services	<b>Transactions and use taxes: City of Berkeley.</b> Would authorize the City of Berkeley to impose a transactions and use tax for general or specific purposes at a rate of no more than 0.5% that, in combination with other transactions and use taxes, would exceed the specified combined rate limit of 2%, if the city adopts an ordinance proposing the tax and the ordinance proposing the tax is approved by the voters, subject to applicable voter approval requirements, as specified. This bill would make legislative findings and declarations as to the necessity of a special statute for the City of Berkeley.		
<a href="#">AB 2922</a> <a href="#">Gipson</a>	Introduced 2/16/2018	Assembly Revenue and Taxation	<b>Income taxes: credits: qualified developer: affordable housing.</b> The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 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.		

<a href="#">AB 2923</a> <a href="#">Chiu</a>	Amended 4/11/2018	Assembly Local Government	<b>San Francisco Bay Area Rapid Transit District: transit-oriented development.</b> 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.		
<a href="#">AB 2925</a> <a href="#">Bonta</a>	Amended 3/22/2018	Assembly Judiciary	<b>Tenancy: eviction: good cause.</b> Current law requires that an owner of a residential dwelling generally give at least 60 days' notice prior to termination or, in the case of a tenant or resident that has resided in the dwelling for less than one year or if certain other conditions apply, 30 days' notice prior to termination. Current law provides that a tenant of real property is guilty of unlawful detainer in certain circumstances. This bill would prohibit a landlord from terminating a tenancy except upon good cause, as set forth with particularity in the notice. The bill would state that its provisions are in addition to, and do not supersede or preempt, any other state or local law requiring the showing of good cause prior to the termination of a tenancy.		
<a href="#">AB 2939</a> <a href="#">Ting</a>	Introduced 2/16/2018	Assembly Housing and Community Development	<b>Accessory dwelling units.</b> 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.		
<a href="#">AB 2951</a> <a href="#">Gloria</a>	Introduced 2/16/2018	Assembly Print	<b>Commute benefit policies.</b> 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.		

<a href="#"><b>AB 2966</b></a> <a href="#">Aguiar-Curry</a>	Introduced 2/16/2018	Assembly Appropriations	<b>Disaster relief.</b> 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.		
<a href="#"><b>AB 2977</b></a> <a href="#">Gloria</a>	Introduced 2/16/2018	Assembly Print	<b>Local planning.</b> 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.		
<a href="#"><b>AB 2981</b></a> <a href="#">Cervantes</a>	Introduced 2/16/2018	Assembly Print	<b>Utility service franchises: Franchise Act of 1937.</b> 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.		
<a href="#"><b>AB 2999</b></a> <a href="#">Bonta</a>	Introduced 2/16/2018	Assembly Revenue and Taxation	<b>Income taxes: credits: affordable housing: employer-assisted housing programs.</b> The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 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.		
<a href="#"><b>AB 3000</b></a> <a href="#">Friedman</a>	Amended 3/22/2018	Assembly Revenue and Taxation	<b>Sales and use taxes: exemption: retail hydrogen vehicle fuel.</b> Current sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. This bill, on and after January 1, 2019, and before January 1, 2030, would exempt from those taxes the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, retail hydrogen vehicle fuel, as defined.		

<a href="#"><b>AB 3001</b></a> <a href="#">Bonta</a>	Amended 4/3/2018	Assembly Natural Resources	<b>Zero-emissions buildings and sources of heat energy.</b> Would require the Energy Commission to provide compliance incentive credit for measures that result in reduced emissions of greenhouse gases beyond those the commission has determined to be cost effective. The bill would require the Energy Commission, for the year 2022 and thereafter, to require new residential and nonresidential buildings to be electric-ready buildings, as defined, and to develop standards pursuant to which emissions of greenhouse gases associated with new residential and nonresidential buildings could be reduced in a cost-effective manner.		
<a href="#"><b>AB 3012</b></a> <a href="#">Gallagher</a>	Introduced 2/16/2018	Assembly Natural Resources	<b>State Coastal Conservancy: grants: climate change projects.</b> Would require the conservancy, to the extent allowed, to prioritize projects that reduce flood risk and enhance fish and wildlife habitat, as described.		
<a href="#"><b>AB 3015</b></a> <a href="#">Caballero</a>	Amended 4/2/2018	Assembly Natural Resources	<b>Marine terminal operations.</b> Would require the state freight plan submitted on or before December 31, 2024, to contain additional specified elements relating to the development of transportation infrastructure to support the introduction of intermodal zero-emissions cargo handling equipment at California seaports and rail yards. The bill would require the agency to undertake certain activities with respect to the development of those additional elements. The bill would require the state board, by June 30, 2023, to develop a technical report with respect to the transition to zero-emission cargo handling equipment, as specified, and to incorporate the findings of the report in subsequent updates of the scoping plan. This bill contains other existing laws.		
<a href="#"><b>AB 3034</b></a> <a href="#">Low</a>	Amended 3/23/2018	Assembly Public Employees, Retirement and Social Security	<b>Public transit employer-employee relations: San Francisco Bay Area Rapid Transit District.</b> Would give employees within the supervisory units of the San Francisco Bay Area Rapid Transit District the right to form, join, and participate in the activities of employee organizations of their own choosing for the purposes of representation on all employer-employee relations matters and would permit these employees to meet, confer, and enter into memoranda of understanding for these purposes pursuant to the Meyers-Milias-Brown Act. The bill would provide that the act governs these employer-employee relations and that they are subject to the exclusive jurisdiction of, and are to be administered by, the Public Employment Relations Board.		

<a href="#"><b>AB 3037</b></a> <a href="#">Chiu</a>	Amended 3/19/2018	Assembly Local Government	<b>Community Redevelopment Law of 2018.</b> Current law dissolved redevelopment agencies as of February 1, 2012, and designates successor agencies to act as successor entities to the dissolved redevelopment agencies. This bill, the Community Redevelopment Law of 2018, would authorize a city or county to propose the formation of a redevelopment housing and infrastructure agency by adoption of a resolution of intention that meets specified requirements, and providing that resolution to each affected taxing entity. The bill would require the city or county that adopted that resolution to hold a public hearing on the proposal to consider all written and oral objections to the formation, as well as any recommendations of the affected taxing entities, and would authorize that city or county to adopt a resolution of formation at the conclusion of that hearing.		
<a href="#"><b>AB 3059</b></a> <a href="#">Bloom</a>	Introduced 2/16/2018	Assembly Transportation	<b>Congestion pricing demonstration pilot projects.</b> 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.		
<a href="#"><b>AB 3072</b></a> <a href="#">Chiu</a>	Amended 3/22/2018	Assembly Housing and Community Development	<b>Income taxes: credits: low-income housing: farmworker housing.</b> Would, under the law governing the taxation of insurers, the Personal Income Tax Law, and the Corporation Tax Law, for calendar years beginning in 2019, would increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects by an additional \$300,000,000, as specified, and would allocate to farmworker housing projects \$25,000,000 per year of that amount.		



<a href="#"><b>AB 3079</b></a> <a href="#">O'Donnell</a>	Amended 3/22/2018	Assembly Transportation	<b>Transportation Corridors Enhancement Account: project nomination: California Port Efficiency Program.</b> Current law creates the Trade Corridor Enhancement Account to receive revenues attributable to 50% of a \$0.20 per gallon increase in the diesel fuel excise tax imposed by the Road Repair and Accountability Act of 2017 for corridor-based freight projects nominated by local agencies and the state. Current law makes these funds and certain federal funds apportioned to the state available upon appropriation for allocation by the California Transportation Commission for trade infrastructure improvement projects that meet specified requirements. This bill would require the commission to allocate not less than 10% of the funds that are required to be allocated to projects nominated by the department to projects nominated pursuant to the California Port Efficiency Program, which this bill would create.		
<a href="#"><b>AB 3102</b></a> <a href="#">Gray</a>	Amended 3/22/2018	Assembly Water, Parks and Wildlife	<b>Lake or streambed alteration agreements: limitation on mitigation measures: environment.</b> The California Environmental Quality Act requires a responsible agency, before the close of the public review period for a draft environmental impact report or mitigated negative declaration, to submit to the lead agency mitigation measures that would mitigate impacts to resources within the responsible agency's jurisdiction, as specified, or to refer the lead agency to appropriate, readily available guidelines or reference documents. This bill, in the case of an activity for which an environmental impact report, negative declaration, or mitigated negative declaration has been certified or adopted, would limit the measures to protect a fish or wildlife resource that may be proposed or included in a lake or streambed alteration agreement to the mitigation measures, if any, contained in the certified or adopted environmental document, provided that the department, in the environmental review process preceding certification or adoption of the document, has been provided the opportunity for consultation and comment appropriate for a responsible agency pursuant to the California Environmental Quality Act.		
<a href="#"><b>AB 3106</b></a> <a href="#">Nazarian</a>	Introduced 2/16/2018	Assembly Print	<b>Autonomous vehicles.</b> Current law establishes regulations for the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if the manufacturer meets prescribed requirements. This bill would make technical, nonsubstantive changes to those provisions.		



<a href="#">AB 3124</a> <a href="#">Bloom</a>	Amended 4/2/2018	Assembly Consent Calendar	<b>Vehicles: length limitations: buses: bicycle transportation devices.</b> 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 additionally authorize an articulated bus or articulated trolley coach that does not exceed a length of 60 feet 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 as long as the device does not extend more than 40 inches from the front body of the bus when fully deployed.	Support	
<a href="#">AB 3132</a> <a href="#">Chau</a>	Introduced 2/16/2018	Assembly Print	<b>Autonomous vehicles.</b> 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		
<a href="#">AB 3135</a> <a href="#">Frazier</a>	Amended 3/22/2018	Assembly Transportation	<b>High-Speed Rail Authority: rights-of-way: security: Department of the California Highway Patrol.</b> Current law, 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, including the power to acquire rights-of-way through purchase or eminent domain. This bill would authorize the High-Speed Rail Authority to contract with the Department of the California Highway Patrol to provide any necessary security services for property acquired by the state as a right-of-way for high-speed rail purposes.		
<a href="#">AB 3139</a> <a href="#">Bonta</a>	Amended 4/9/2018	Assembly Transportation	<b>State highways: property leases.</b> Would authorize the Department of Transportation to offer a lease to the City of Oakland on a right of first refusal basis for any airspace under a freeway or certain real property acquired for highway purposes located in the city for purposes of an emergency shelter or feeding program at a lease cost of \$1 per month and payment of an administrative fee not to exceed \$500 per year, as specified. This bill contains other existing laws.		

<a href="#"><u>AB 3147</u></a> <a href="#"><u>Caballero</u></a>	Introduced 2/16/2018	Assembly Housing and Community Development	<b>Fee mitigation act: housing developments.</b> 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.		
<a href="#"><u>AB 3152</u></a> <a href="#"><u>Chiu</u></a>	Amended 4/3/2018	Assembly Housing and Community Development	<b>Property taxation: welfare exemption: rental housing: moderate income housing.</b> 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.		
<a href="#"><u>AB 3156</u></a> <a href="#"><u>Mullin</u></a>	Introduced 2/16/2018	Assembly Transportation	<b>Public resources: electric vehicle charging stations.</b> 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.		
<a href="#"><u>AB 3171</u></a> <a href="#"><u>Ting</u></a>	Introduced 2/16/2018	Assembly Housing and Community Development	<b>Homeless Persons Services Block Grant.</b> Would establish the Local Homelessness Solutions Program and create the Local Homelessness Solutions Account for the purpose of providing funding to cities, as defined, to create innovative and immediate solutions to the problems caused by homelessness, as specified. The bill would appropriate an unspecified sum from the General Fund to the Local Homelessness Solutions Account and direct the Controller to apportion those funds to cities in proportion to each city's most recent homeless population, as specified.		

<a href="#"><b>AB 3194</b></a> <a href="#">Daly</a>	Introduced 2/16/2018	Assembly Housing and Community Development	<b>Housing Accountability Act: project approval.</b> 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.		
<a href="#"><b>AB 3201</b></a> <a href="#">Daly</a>	Amended 4/5/2018	Assembly Natural Resources	<b>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</b> Current law, for the purposes of the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, defines zero- and near-zero-emission to mean vehicles, fuels, and related technologies that reduce greenhouse gas emissions and improve air quality when compared with conventional or fully commercialized alternatives, as defined by the state board in consultation with the commission. This bill would add large-scale deployments of transit buses to the program's list of eligible projects, require the annual framework and plan for the program to instead be a 3-year framework and plan, and revise the definition of zero- and near-zero-emission to include infrastructure that reduces greenhouse gas emissions and improves air quality when compared with conventional or fully commercialized alternatives.		
<a href="#"><b>AB 3232</b></a> <a href="#">Friedman</a>	Amended 4/11/2018	Assembly U. & E.	<b>Zero-emissions buildings and sources of heat energy.</b> Would require the State Energy Resources Conservation and Development 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 the goal that the emissions of greenhouse gases from the state's residential and nonresidential building stock shall be reduced by at least 50% below 1990 levels by January 1, 2030. The bill would require the commission to revise standards for the program of electrical load management to optimize building energy use in a manner that decreases the emissions of greenhouse gases.		
<a href="#"><b>AB 3246</b></a> Committee on Transportatio n	Amended 4/2/2018	Assembly Transportation	<b>Transportation: omnibus bill.</b> Would 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. This bill contains other related provisions and other existing laws.		
<a href="#"><b>ACA 4</b></a> <a href="#">Aguiar-Curry</a>	Introduced 2/17/2017	Assembly Local Government	<b>Local government financing: affordable housing and public infrastructure: voter approval.</b> Local government financing: affordable housing and public infrastructure: voter approval.		

<a href="#">ACA 11</a> <a href="#">Caballero</a>	Amended 8/21/2017	Assembly Housing and Community Development	<b>California Middle Class Affordable Housing and Homeless Shelter: funding.</b> 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.		
<a href="#">ACA 19</a> <a href="#">Mayes</a>	Introduced 9/6/2017	Assembly Print	<b>Local government taxation: voter approval.</b> 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."		
<a href="#">ACA 20</a> <a href="#">Steinorth</a>	Introduced 1/3/2018	Assembly Print	<b>Property taxation: base year value: transfer.</b> 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.		
<a href="#">ACA 24</a> <a href="#">Waldron</a>	Introduced 2/14/2018	Assembly Print	<b>Property taxation: transfer of base year value: disaster relief.</b> 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.		

<a href="#">SB 414</a> <a href="#">Vidak</a>	Amended 1/3/2018	Senate Transportation and Housing	<b>Transportation bonds: highway, street, and road projects.</b> Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.		
<a href="#">SB 760</a> <a href="#">Wiener</a>	Amended 1/23/2018	Assembly Desk	<b>Bikeways: design guides.</b> 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.		
<a href="#">SB 819</a> <a href="#">Hill</a>	Amended 4/9/2018	Senate Energy, Utilities and Communications	<b>Electrical and gas corporations: rates.</b> The Public Utilities Commission has regulatory authority over public utilities, including electrical corporations and gas corporations. Current law authorizes the commission to establish rules for all public utilities, subject to control by the Legislature. Current law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. Current law prohibits a gas corporation from recovering any fine or penalty in any rate approved by the commission. This bill would prohibit an electrical corporation from recovering a fine or penalty through a rate approved by the commission and would make related nonsubstantive changes.		
<a href="#">SB 821</a> <a href="#">Jackson</a>	Amended 3/12/2018	Senate Governmental Organization	<b>Emergency notification: county jurisdictions.</b> Would authorize each county, including a city and county, to develop a mechanism to access the contact information of resident accountholders through the records of a public utility or other agency responsible for water service, waste and recycling services, or other property-related services for the sole purpose of enrolling county residents in a county-operated public emergency warning system. The bill would specify that any county that develops such a mechanism would be required to include procedures to enable any resident to opt out of the warning system and not to use the information gathered for any purpose other than for emergency notification.		

<a href="#"><b>SB 822</b></a> <a href="#">Wiener</a>	Amended 3/13/2018	Senate Energy, Utilities and Communications	<b>Communications: broadband Internet access service.</b> Would revise the Consumers Legal Remedies Act to prohibit specified actions by an Internet service provider, as defined, that provides broadband Internet access service, as defined, and would authorize the Attorney General to enforce those prohibitions pursuant to specified laws. This bill would prohibit a public entity, as defined, from purchasing, or providing funding for the purchase of, any fixed or mobile broadband Internet access services that violate these prohibitions.		
<a href="#"><b>SB 824</b></a> <a href="#">Lara</a>	Introduced 1/3/2018	Senate Insurance	<b>Insurance: nonrenewal.</b> 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.		
<a href="#"><b>SB 827</b></a> <a href="#">Wiener</a>	Amended 4/9/2018	Senate Transportation and Housing	<b>Planning and zoning: transit-rich housing bonus.</b> 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 at the time of submittal meets specified planning standards, including complying with demolition permit requirements, complying with any local inclusionary housing ordinance or, if the local government has not adopted an inclusionary housing ordinance, agreeing to provide a specified percentage of awarded units as onsite affordable housing, preparing a relocation benefits and assistance plan, complying with any locally adopted objective zoning standards, complying with any locally adopted minimum unit mix requirements, and if the development includes specified types of parcels, agreeing to replace those units and to offer units at one of 2 specified affordable rates.		

<a href="#"><b>SB 828</b></a> <a href="#">Wiener</a>	Amended 3/14/2018	Senate Transportation and Housing	<b>Land use: housing element.</b> The Planning and Zoning Law requires a city or county to adopt a comprehensive, long-term general plan for the physical development of the city or county and of any land outside its boundaries that bears relation to its planning. That law also requires the general plan to include a housing element and requires a planning agency to submit a draft of the housing element to the Department of Housing and Community Development for review, as specified. Current law requires the program to accommodate 100% of the need for housing for very low and low-income households, allocated, as specified. This bill would increase the percentage of the need for housing for very low and low-income households that the program is required to accommodate to 200%.		
<a href="#"><b>SB 829</b></a> <a href="#">Wiener</a>	Amended 4/9/2018	Senate Transportation and Housing	<b>Employee Housing Act: agricultural employee housing.</b> Would expand the definition of employee housing under the The Employee Housing Act to include agricultural employee housing, as defined. The bill would require a qualified affordable housing organization to obtain a permit from an enforcement agency in order to operate or maintain agricultural employee housing by submitting an application to the applicable enforcement agency. The bill would require the enforcement agency to review any application so submitted, and to grant the application if it meets specified requirements, including that the organization has been certified by the department as a qualified affordable housing organization pursuant to a specified process, and that the housing complies with applicable building standards and related requirements.		
<a href="#"><b>SB 831</b></a> <a href="#">Wieckowski</a>	Amended 4/9/2018	Senate Transportation and Housing	<b>Land use: accessory dwelling units.</b> Would instead authorize a local agency to provide by ordinance for the creation of accessory dwelling units in areas where a single-family or multifamily dwelling is authorized, and would require the ordinance to designate areas where accessory dwelling units may be excluded for fire and life safety purposes, as specified. The bill would revise the standards for the local ordinance to, among other things, include a prohibition on considering the square footage of a proposed accessory dwelling unit when calculating an allowable floor-to-area ratio for the lot.		
<a href="#"><b>SB 833</b></a> <a href="#">McGuire</a>	Introduced 1/4/2018	Senate Appropriations	<b>Emergency alerts: evacuation orders: operators.</b> 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.		



<a href="#">SB 881</a> <a href="#">Wieckowski</a>	Amended 4/3/2018	Senate Judiciary	<b>Flood control: County of Santa Clara: South San Francisco Bay Shoreline Project.</b> 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.		
<a href="#">SB 893</a> <a href="#">Nguyen</a>	Amended 4/9/2018	Senate Transportation and Housing	<b>Planning and zoning: density bonus: vehicular parking ratio.</b> Current law prohibits a city, county, or city and county from requiring a vehicular parking ratio for a housing development that meets these criteria in excess of specified ratios. This prohibition applies only at the request of the developer and specifies that the developer may request additional parking incentives or concessions. Notwithstanding specified vehicular parking ratio requirements, current law additionally prohibits, at the request of the developer, a city, county, or city and county from imposing a vehicular parking ratio in excess of specified ratios on a development that meets specified criteria, including that the development meets specified affordability criteria and is located within ½ mile of a major transit stop, as defined. This bill would delete these additional vehicular parking ratio provisions.		
<a href="#">SB 901</a> <a href="#">Dodd</a>	Amended 4/10/2018	Senate Energy, Utilities and Communications	<b>Electrical corporations: local publicly owned electric utilities: electrical cooperatives: wildfire mitigation plans and measures.</b> 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 protocols the preparing entity may use to determine when it may be necessary to deenergize its electrical lines and deactivate its reclosers. The bill would require those protocols to include an assessment of factors, including meteorological and fire threat conditions, and to include appropriate and feasible procedures for notifying customers, including, as a priority, critical first responders, healthcare facilities, and operators of telecommunications infrastructure, who may be impacted by the deenergizing of electrical lines.		



<a href="#"><b>SB 912</b></a> <a href="#">Beall</a>	Amended 3/8/2018	Senate Transportation and Housing	<b>Housing: homelessness programs and affordable housing.</b> Would, upon appropriation in the annual Budget Act, require that the sum of \$2,000,000,000 be allocated from the General Fund to the Department of Housing and Community Development. The bill would require that \$1,000,000,000 of that money be transferred to the Housing Rehabilitation Loan Fund and expended to assist in the new construction, rehabilitation, and preservation of permanent and transitional rental housing for persons with incomes of up to 60% of the area median income.		
<a href="#"><b>SB 914</b></a> <a href="#">Dodd</a>	Introduced 1/22/2018	Senate Third Reading	<b>Local agency contracts.</b> 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.		
<a href="#"><b>SB 918</b></a> <a href="#">Wiener</a>	Amended 3/6/2018	Senate Transportation and Housing	<b>Homeless Youth Act of 2018.</b> Would establish the Office of Homeless Youth in the Department of Housing and Community Development. The bill would set forth the duties of the office, including, but not limited to, setting specific, measurable goals aimed at preventing and ending homelessness among youth in the state. The bill would require the office to identify funding, policy, and practice gaps across state systems that serve, or hold the potential to serve, young people experiencing homelessness, develop specific recommendations and timelines for addressing these gaps, and report to the Legislature, as specified.		
<a href="#"><b>SB 922</b></a> <a href="#">Nguyen</a>	Amended 4/2/2018	Senate Governmental Organization	<b>Surplus state property: affordable student housing.</b> Would, until January 1, 2029, authorize the Department of General Services to dispose of surplus state real property located within 2 miles of a campus of the University of California, California State University, or California Community Colleges by first offering the property to a local agency or nonprofit organization for the development of affordable student housing, as defined. The bill would provide that ownership of the property transferred reverts back to the state if the transferee fails to commence the development of affordable student housing on the property within 2 years of the transfer.		

<a href="#"><b>SB 957</b></a> <a href="#">Lara</a>	Introduced 1/30/2018	Senate Transportation and Housing	<b>Vehicles: high-occupancy vehicle lanes.</b> 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.		
<a href="#"><b>SB 980</b></a> <a href="#">Cannella</a>	Introduced 2/1/2018	Senate Rules	<b>High-occupancy vehicle lanes.</b> 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.		
<a href="#"><b>SB 1000</b></a> <a href="#">Lara</a>	Amended 4/5/2018	Senate Energy, Utilities and Communications	<b>Transportation electrification: electric vehicle charging infrastructure.</b> Would require the Energy Commission, in consultation with the State Air Resources Board (state board), to develop and biennially reassess, minimum charging speed standards for direct current fast charging stations and for electric vehicle batteries, and to assess whether charging station infrastructure is disproportionately deployed, as specified, and, upon finding disproportionate deployment, to use state moneys, as well as other mechanisms, including incentives, to more proportionately deploy new charging station infrastructure.		
<a href="#"><b>SB 1014</b></a> <a href="#">Skinner</a>	Amended 4/9/2018	Senate Energy, Utilities and Communications	<b>Zero-emission vehicles.</b> Would require the Public Utilities Commission to establish the California Clean Miles Standard and Incentive Program for zero-emission vehicles 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.		

<a href="#"><b>SB 1015</b></a> <a href="#">Allen</a>	Amended 4/5/2018	Senate Environmental Quality	<b>California Climate Resiliency Program.</b> Would establish the California Climate Resiliency Program to increase resiliency to climate change impacts in urban and rural communities throughout the state and to fund the planning and implementation of projects that improve and enhance the climate change resiliency of natural systems, natural and working lands, and developed areas. The bill would require that the program be developed and implemented by the Wildlife Conservation Board, in coordination with any participating state conservancies, as defined.		
<a href="#"><b>SB 1027</b></a> <a href="#">Pan</a>	Amended 3/12/2018	Senate Appropriations	<b>State employee survey.</b> Would require the Department of General Services, in consultation with the State Air Resources Board, to update a specified voluntary survey on state employee commutes by July 1, 2020, and at least once every 5 years thereafter, to include calculations for associated greenhouse gas emissions, as specified. The bill would require the department to report the findings to the Legislature, Governor, and all state agencies. The bill would require the department and the state board to develop incentives to increase state employees' voluntary participation in the survey.		
<a href="#"><b>SB 1035</b></a> <a href="#">Jackson</a>	Introduced 2/8/2018	Senate Environmental Quality	<b>General plans.</b> 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.		

<a href="#"><b>SB 1037</b></a> <a href="#">Cannella</a>	Introduced 2/8/2018	Senate Rules	<b>State government finance: Road Maintenance and Rehabilitation Program.</b> 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.		
<a href="#"><b>SB 1040</b></a> <a href="#">Dodd</a>	Amended 4/3/2018	Senate Appropriations	<b>In-home supportive services: natural disaster.</b> The California Emergency Services Act authorizes the Governor to declare a state of emergency under specified conditions and requires a county, including a city and county, to update its emergency plan to address, among other things, how the access and functional needs population, as defined, is served by emergency communications, evacuation, and sheltering. This bill would require a county to use a void and reissue warrant process for any provider who lost or had damaged an uncashed warrant because of a natural disaster resulting in a state of emergency. The bill would require a county, including a city and county, at the next update to its emergency plan, to integrate and require the assessment and provision of supportive services to IHSS recipients.		
<a href="#"><b>SB 1072</b></a> <a href="#">Leyva</a>	Introduced 2/12/2018	Senate Environmental Quality	<b>Regional Climate Collaborative Program: technical assistance.</b> 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.		
<a href="#"><b>SB 1074</b></a> <a href="#">Moorlach</a>	Introduced 2/12/2018	Senate Rules	<b>Motor vehicle fuel: disclosure of government-imposed costs.</b> 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.		

<a href="#"><b>SB 1078</b></a> Committee on Transportation and Housing	Amended 4/3/2018	Senate Transportation and Housing	<b>Housing.</b> Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance. 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.		
<a href="#"><b>SB 1080</b></a> <a href="#">Newman</a>	Introduced 2/12/2018	Senate Energy, Utilities and Communications	<b>Transportation network companies: driver identification.</b> 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.		
<a href="#"><b>SB 1088</b></a> <a href="#">Dodd</a>	Amended 4/9/2018	Senate Energy, Utilities and Communications	<b>Safety, reliability, and resiliency planning.</b> The California Emergency Services Act, among other things, establishes the Office of Emergency Services for the purpose of mitigating the effects of natural, manmade, or war-caused emergencies and makes findings and declarations relating to ensuring that preparation within the state will be adequate to deal with those emergencies. This bill would require the office, in consultation with specified public entities, by September 30, 2019, to adopt standards for reducing risks from a major event, as defined. The bill would require that those standards include model policies for implementation by local governments regarding, among other things, defensible space, and actions to be undertaken by an electrical or gas corporation, a local publicly owned electric or gas utility, or a water utility to reduce the risk of fire occurring during a major event.		
<a href="#"><b>SB 1093</b></a> <a href="#">Jackson</a>	Introduced 2/13/2018	Senate Appropriations	<b>Department of Motor Vehicles: records: confidentiality.</b> 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.		

<a href="#"><b>SB 1111</b></a> <a href="#">Beall</a>	Amended 3/21/2018	Senate Transportation and Housing	<b>Local Housing Trust Fund Matching Grant Program: Housing and Emergency Shelter Trust Fund Act of 2002 allocation: local housing trust eligibility.</b> Current law establishes the Local Housing Trust Fund Matching Grant Program for the purpose of supporting local housing trust funds dedicated to the creation or preservation of affordable housing. The Housing and Emergency Shelter Trust Fund Act of 2002, among other things, allocates \$25,000,000 from the proceeds of general obligation bonds issued and sold under that act to be used for specified grants under the program. This bill would authorize matching grants to cities and counties, or a city and county, and existing charitable nonprofit organizations that, as of January 1, 2019, have previously received a matching grant pursuant to the Local Housing Trust Fund Matching Grant Program and to new local housing trusts that provide low-income housing assistance and, as of that same date, have not previously received a matching grant pursuant to the program.		
<a href="#"><b>SB 1115</b></a> <a href="#">Hill</a>	Introduced 2/13/2018	Senate Appropriations	<b>Property taxation: welfare exemption: low income housing.</b> 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.		
<a href="#"><b>SB 1117</b></a> <a href="#">Beall</a>	Introduced 2/13/2018	Senate Rules	<b>Department of Transportation: highway engineers.</b> 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.		
<a href="#"><b>SB 1119</b></a> <a href="#">Newman</a>	Introduced 2/13/2018	Senate Environmental Quality	<b>Low Carbon Transit Operations Program.</b> 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.		

<a href="#"><b>SB 1145</b></a> <a href="#">Leyva</a>	Amended 4/2/2018	Senate Gov. & F.	<b>Enhanced infrastructure financing districts: maintenance.</b> Would authorize a district to finance the ongoing or capitalized costs to maintain public capital facilities financed in whole or in part by the district.		
<a href="#"><b>SB 1169</b></a> <a href="#">Anderson</a>	Introduced 2/14/2018	Senate Energy, Utilities and Communications	<b>Violations: penalties and fines: wildfire incidents.</b> 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.		
<a href="#"><b>SB 1172</b></a> <a href="#">Beall</a>	Introduced 2/14/2018	Assembly	<b>High-Speed Rail Authority.</b> 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.		
<a href="#"><b>SB 1182</b></a> <a href="#">Glazer</a>	Amended 4/10/2018	Senate Gov. & F.	<b>Taxation: renters' credit.</b> 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, for each taxable year beginning on and after January 1, 2018, and contingent upon a specified appropriation, would double the credit amount for a qualified renter.		
<a href="#"><b>SB 1226</b></a> <a href="#">Bates</a>	Introduced 2/15/2018	Senate Transportation and Housing	<b>Building standards: accessory dwelling units.</b> 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.		



<a href="#">SB 1227</a> <a href="#">Skinner</a>	Amended 3/20/2018	Senate Transportation and Housing	<b>Density bonuses.</b> Would require a density bonus to be provided to a developer that agrees to construct a housing development in which all units in the development are used for students enrolled full-time at an institution of higher education accredited by the Western Association of Schools and Colleges, and that 20% of the units are used for lower income students, as defined, and provided at a specified rent level. The bill would require that these units be subject to a recorded affordability restriction of 55 years.		
<a href="#">SB 1251</a> <a href="#">McGuire</a>	Introduced 2/15/2018	Senate Gov. & F.	<b>Office of Planning and Research: housing elements.</b> 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.		
<a href="#">SB 1253</a> <a href="#">Jackson</a>	Amended 3/22/2018	Senate Transportation and Housing	<b>Income taxes: low-income housing: credit.</b> Current law limits the total annual amount of the state low-income housing credit for which a federal low-income housing credit is required to the sum of \$70,000,000, as increased by any percentage increase in the Consumer Price Index for the preceding calendar year, any unused credit for the preceding calendar years, and the amount of housing credit ceiling returned in the calendar year. This bill would increase the aggregate amount of the low-income housing tax credit for calendar years 2019 through 2030, as specified, and would additionally authorize a low-income housing project located in a qualified opportunity zone, as defined, to receive a low-income housing tax credit under the increased aggregate amount.		
<a href="#">SB 1260</a> <a href="#">Jackson</a>	Amended 4/9/2018	Senate Natural Resources and Water	<b>Fire prevention and protection: prescribed burns.</b> Current law requires a local agency to designate, by ordinance, very high fire hazard severity zones in its jurisdiction, as provided in connection with a state program for fire prevention. This bill would require the local agency to transmit a copy of the adopted ordinance to the State Board of Forestry and Fire Protection within 30 days of adoption. By imposing a new duty on a local agency, the bill would impose a state-mandated local program.		



<a href="#"><b>SB 1262</b></a> <a href="#">Newman</a>	Amended 4/10/2018	Senate Transportation and Housing	<b>Construction Manager/General Contractor project delivery method: Department of Transportation.</b> Would remove the cap on the number of projects for which the Department of Transportation is authorized to use the CM/GC method, eliminate the minimum construction costs limitation, and make conforming changes to existing provisions. The bill would impose the requirement to use department employees or consultants to perform project design and engineering services on at least 2/3 of the projects delivered by the department utilizing the CM/GC method.		
<a href="#"><b>SB 1296</b></a> <a href="#">Glazer</a>	Amended 4/5/2018	Senate Transportation and Housing	<b>Department of Housing and Community Development: database of local fees.</b> Would, by December 31, 2019, additionally require the Department of Housing and Community Development to collect information from cities, counties, and special districts on the fees imposed for new developments and to publish and make available a database of the fees charged by those public agencies to new developments by jurisdiction. The bill would also require the department to periodically update this database. The bill would require each special district to annually report to the department the fees that the special district charges to new developments.		
<a href="#"><b>SB 1307</b></a> <a href="#">Galqiani</a>	Amended 3/22/2018	Senate Transportation and Housing	<b>High-Speed Rail Authority: property acquisition: capital outlays: public contracts: county assessor's records.</b> The California Constitution permits the taking of private property for public use only when just compensation is paid. The Eminent Domain Law prescribes the procedures for the exercise of that constitutionally authorized power. Under that law, a public entity may not commence an eminent domain proceeding until its governing body has adopted a resolution of necessity that meets specified requirements. Current law defines "governing body" for these purposes with respect to various state and local public entities. This bill would specify that the State Public Works Board is the "governing body" for these purposes in the case of a taking by the High-Speed Rail Authority.		
<a href="#"><b>SB 1328</b></a> <a href="#">Beall</a>	Introduced 2/16/2018	Senate Appropriations	<b>Mileage-based road usage fee.</b> 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.		

<a href="#">SB 1333</a> <a href="#">Wieckowski</a>	Introduced 2/16/2018	Senate Gov. & F.	<b>Planning and zoning: general plan: zoning regulations: charter cities.</b> 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.		
<a href="#">SB 1334</a> <a href="#">Wilk</a>	Introduced 2/16/2018	Senate Rules	<b>Joint powers agreements.</b> 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.		
<a href="#">SB 1340</a> <a href="#">Glazer</a>	Introduced 2/16/2018	Senate Judiciary	<b>California Environmental Quality Act: housing projects.</b> 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.		
<a href="#">SB 1341</a> <a href="#">Glazer</a>	Amended 3/22/2018	Senate Environmental Quality	<b>California Environmental Quality Act: judicial challenge: identification of contributors.</b> Would require a plaintiff or petitioner, in an action brought pursuant to the California Environmental Quality Act, to disclose the identity of a person or entity that contributes in excess of \$1,000, as specified, toward the plaintiff’s or petitioner’s costs of the action. The bill also would require the plaintiff or petitioner to identify any pecuniary or business interest related to the project of any person or entity that contributes in excess of \$1,000 to the costs of the action, as specified. The bill would provide that a failure to comply with these requirements may be grounds for dismissal of the action by the court.		

<a href="#"><u>SB 1342</u></a> <a href="#"><u>Cannella</u></a>	Introduced 2/16/2018	Senate Rules	<b>Autonomous vehicles.</b> 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		
<a href="#"><u>SB 1347</u></a> <a href="#"><u>Stern</u></a>	Amended 4/2/2018	Senate Energy, Utilities and Communications	<b>Energy storage systems: procurement.</b> Would, by an unspecified date, require the Public Utilities Commission to determine whether additional procurement of energy storage systems by the state's 3 largest electrical corporations is needed to maintain long-term system and local reliability. If the commission determines that additional energy storage system procurement is needed, the bill would require the commission to direct those electrical corporations to procure additional energy storage systems.		
<a href="#"><u>SB 1350</u></a> <a href="#"><u>Stern</u></a>	Introduced 2/16/2018	Senate Rules	<b>Climate change: research, development, and demonstration: financial assistance.</b> 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.		
<a href="#"><u>SB 1376</u></a> <a href="#"><u>Hill</u></a>	Amended 3/22/2018	Senate Energy, Utilities and Communications	<b>Transportation network companies: accessibility for persons with disabilities.</b> 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.		
<a href="#"><u>SB 1384</u></a> <a href="#"><u>Bates</u></a>	Introduced 2/16/2018	Senate Gov. & F.	<b>Repatriation Infrastructure Fund.</b> 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.		
<a href="#"><u>SB 1387</u></a> <a href="#"><u>Beall</u></a>	Introduced 2/16/2018	Assembly Desk	<b>Peninsula Rail Transit District.</b> 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.		

<a href="#">SB 1399</a> <a href="#">Wiener</a>	Amended 4/5/2018	Senate Energy, Utilities and Communications	<b>Renewable energy: shared renewable energy tariffs.</b> 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.		
<a href="#">SB 1401</a> <a href="#">Wieckowski</a>	Introduced 2/16/2018	Senate Natural Resources and Water	<b>Climate change: climate adaptation information: clearinghouse.</b> 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.		
<a href="#">SB 1403</a> <a href="#">Lara</a>	Amended 4/11/2018	Senate Environmental Quality	<b>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</b> Current law requires the State Air Resources Board, when funding a specified class of projects, to allocate, until January 1, 2020, no less than 20% of that available funding to support the early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology. This bill instead would require the state board, when funding a specified class of projects, to allocate, until December 31, 2030, no less than 20% of that available funding to support the early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology. The bill would additionally include demonstration projects for integrated storage and charging management and efficient zero- and near-zero emission fueling and charging strategies as projects eligible for funding under the program.		
<a href="#">SB 1415</a> <a href="#">McGuire</a>	Amended 4/4/2018	Senate Transportation and Housing	<b>Housing.</b> Would require each entity responsible for enforcing building standards and other regulations of the State Fire Marshal, as specified, to inspect, every 5 years, all structures within the entity's responsibility that are in the Factory Industrial Group F, High-Hazard Group H, and Storage Group S occupancy classifications, as described, for compliance with those standards and regulations, or, if applicable, more stringent or restrictive local regulations. The bill would authorize an entity that inspects a structure pursuant to these provisions to charge and collect a fee from the owner of the structure to recover the costs of the inspection or related fire and life safety activities.		

<a href="#"><b>SB 1416</b></a> <a href="#">McGuire</a>	Amended 4/4/2018	Senate Rules	<b>Local government: nuisance abatement.</b> Current law authorizes the legislative body of a city or county to establish a procedure to use a nuisance abatement lien or a special assessment to collect abatement costs and related administrative costs. This bill would authorize, until January 1, 2024, the legislative body of a city or county to also collect fines related to the nuisance abatement using a nuisance abatement lien or a special assessment.		
<a href="#"><b>SB 1427</b></a> <a href="#">Hill</a>	Amended 4/4/2018	Senate Rules	<b>Discrimination: veteran or military status.</b> Current law defines specified terms, including the term "source of income," in connection with provisions that prohibit discrimination in housing accommodations. This bill would specify that a federal Department of Housing and Urban Development Veterans Affairs Supportive Housing voucher is a source of income.	Sponsor	
<a href="#"><b>SB 1434</b></a> <a href="#">Leyva</a>	Amended 3/22/2018	Senate Energy, Utilities and Communications	<b>Transportation electrification: electricity rate design.</b> Would require the PUC to direct electrical corporations with more than 100,000 service connections in California to file rate design applications, specific to transit agencies as commercial customers, that support and accelerate the deployment of zero-emission transit buses to reduce dependence on petroleum, meet air quality standards, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. The bill would authorize an electrical corporation with 100,000 or fewer service connections in California to file rate design applications for those purposes.		
<a href="#"><b>SB 1450</b></a> <a href="#">Gaines</a>	Amended 4/3/2018	Senate Transportation and Housing	<b>Vehicle weight fees: exemptions: pick-up trucks.</b> 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 designed to transport property, 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 requirements.		
<a href="#"><b>SB 1463</b></a> <a href="#">Moorlach</a>	Amended 3/22/2018	Senate Environmental Quality	<b>California Global Warming Solutions Act of 2006: scoping plan: Greenhouse Gas Reduction Fund.</b> The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board to include greenhouse gas emissions from wildlands and forest fires in the scoping plan.		

<a href="#">SB 1469</a> <a href="#">Skinner</a>	Amended 4/11/2018	Senate Transportation and Housing	<b>Land use: accessory dwelling units.</b> The Planning and Zoning Law authorizes a local agency to provide by ordinance for the creation of accessory dwelling units in single-family and multifamily residential zones, requires the ordinance to designate areas within the local jurisdiction where accessory dwelling units may be permitted, and sets forth standards the ordinance is required to impose, including, among others, maximum unit size, parking, lot coverage, and height standards. This bill would authorize accessory dwelling units to be created in areas where a single-family or multifamily dwelling is authorized.		
<a href="#">SB 1478</a> <a href="#">Leyva</a>	Introduced 2/16/2018	Senate Rules	<b>California Global Warming Solutions Act of 2006.</b> The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to 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.		
<a href="#">SB 1479</a> <a href="#">Stern</a>	Amended 4/2/2018	Senate Energy, Utilities and Communications	<b>Los Angeles County Metropolitan Transportation Authority: billing requirement.</b> Where the BART District purchases electricity at more than one location, at any voltage, from an electric utility under tariffs fixed by the commission, current law requires that the utility bill the BART District for usage as though all the electricity purchased at transmission level voltages were metered by a single meter at one location and all the electricity purchased at subtransmission voltages were metered by a single meter at one location, provided that any billing for demand charges be based on the coincident demand of transmission and distribution metering. This bill would adopt electricity billing requirements applicable to the Los Angeles County Metropolitan Transportation Authority that are similar to the above-described requirements applicable to BART, but would also impose those requirements applicable to an electrical corporation in the BART statute on a local publicly owned electric utility.		
<a href="#">SB 1487</a> <a href="#">Stern</a>	Amended 4/2/2018	Senate Natural Resources and Water	<b>Iconic African Species Protection Act.</b> Would enact the Iconic African Species Protection Act and would prohibit the possession of specified African species and any part, product, offspring, or the dead body or parts thereof, including, but not limited to, the African elephant or the black rhinoceros, by any individual, firm, corporation, association, or partnership within the State of California, except as specified for, among other things, use for educational or scientific purposes by a bona fide educational or scientific institution, as defined. The bill would impose criminal penalties, including a fine and imprisonment, for first and subsequent convictions for a violation of any provision of the act, or any rule, regulation, or order adopted pursuant to the act.		

<a href="#">SCA 6</a> <a href="#">Wiener</a>	Amended 5/1/2017	Senate Appropriations Suspense File	<b>Local transportation measures: special taxes: voter approval.</b> 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	
<a href="#">SCA 20</a> <a href="#">Glazer</a>	Introduced 3/22/2018	Senate Gov. & F.	<b>Local sales taxes: online sales.</b> Would, on and after January 1, 2020, would allow the Legislature to change by statute the method of distributing the revenues derived under a sales tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law for the sale of tangible personal property by a qualified retailer that is transacted online.		



## Federal Bills

United States House of Representatives					
Bill Number (Author)	Topic	Current Version	Status	Summary	MTC Position
<a href="#">H.R. 100</a> (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.	
<a href="#">H.R. 482</a> (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.	
<a href="#">H.R. 537</a> (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.	
<a href="#">HR 824</a> (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
<a href="#">H.R. 891</a> (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.	
<a href="#">H.R. 932</a> (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.	
<a href="#">H.R. 948</a> (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.	
<a href="#">H.R. 1028</a> (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.	



<a href="#">H.R. 1346 (Lipinski)</a>	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
<a href="#">H.R. 1458 (Blumenauer)</a>	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.	
<a href="#">H.R. 1664 (DeFazio)</a>	Investing in America: A Penny for Progress Act	3/23/17	House Transportation & Infrastructure and Ways & Means Committees	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.	
<a href="#">H.R. 1669 (Delaney)</a>	Partnership to Build America Act of 2017	3/23/17	House Transportation & Infrastructure and Ways & Means Committees	Establishes the American Infrastructure Fund, to provide bond guarantees and make loans to States, local governments, and infrastructure providers for investments in certain infrastructure projects, and to provide equity investments in such projects, and for other purposes.	
<a href="#">H.R. 2241 (Holding)</a>	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.	
<a href="#">H.R. 2347 (Torres)</a>	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.	
<a href="#">H.R. 2391 (Sanford)</a>	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.	
<a href="#">H.R. 2559 (Crowley)</a>	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.	
<a href="#">H.R. 3001 (Lowenthal)</a>	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.	

<a href="#">H.R. 3388 (Latta)</a>	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.	
<a href="#">H.R. 4241 (Etsy)</a>	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.	
<a href="#">H.R. 4739 (Hastings)</a>	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.	
<a href="#">H.R. 4766 (DeFazio)</a>	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.	
<a href="#">H.R. 4800 (Eshoo)</a>	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.	
<a href="#">H.R. 4889 (Beyer)</a>	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.	
<a href="#">H.R. 4926 (Blumenauer)</a>	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.	
<a href="#">H.R. 5003 (Hultgren)</a>	Advance Refunding Bonds	2/13/18	House Ways & Means Committee	Reinstates advance refunding bonds.	
<a href="#">H.R. 5032 (Lipinski)</a>	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.	
<a href="#">H.R. 5158 (Buck)</a>	Restoring Local Control Act	3/07/18	House Transportation & Infrastructure Committee	Makes changes to metropolitan planning organization designation and board representation requirements.	

United States Senate					
Bill Number (Author)	Topic	Current Version	Status	Summary	MTC Position
<a href="#">S. 87 (Toomey)</a>	Sanctuary Cities	1/10/17	Senate Judiciary Committee	Prohibits sanctuary jurisdictions, as defined by the legislation, from receiving certain federal funds, including Community Development Block Grants.	
<a href="#">S. 103 (Lee)</a>	Local Zoning Decisions Protection Act of 2017 (fair housing)	1/11/17	Senate Banking, Housing & Urban Affairs Committee	Prohibits the Department of Housing and Urban Development from implementing the 2015 Affirmatively Furthering Fair Housing rule.	
<a href="#">S. 181 (Brown)</a>	To ensure that certain Federal public works and infrastructure projects use materials produced in the United States	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.	
<a href="#">S. 195 (Flake)</a>	Transportation Investment Recalibration to Equality (TIRE) Act	1/24/17	Senate Environment & Public Works Committee	Repeals 23 U.S.C. 113, which establishes prevailing wage requirements for certain federal highway projects.	
<a href="#">S. 496 (Duckworth)</a>	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
<a href="#">S. 548 (Cantwell)</a>	Affordable Housing Credit Improvement Act of 2017	3/7/17	Senate Finance Committee	Increases and expands the federal low-income housing tax credit programs.	
<a href="#">S. 604 (Hatch)</a>	Highway Rights-of- Way Permitting Efficiency Act of 2017	3/9/17	Senate Environment & Public Works Committee	Enhances State permitting authority along highway rights-of-way to encourage expansion of broadband service to rural communities, and for other purposes	
<a href="#">S. 922 (Durbin)</a>	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.	

<a href="#">S. 967 (Enzi)</a>	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.	
<a href="#">S. 1168 (Warner)</a>	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.	
<a href="#">S. 1229 (Hoeven)</a>	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.	
<a href="#">S. 1607 (Hatch)</a>	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.	
<a href="#">S. 1885 (Thune)</a>	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.	
<a href="#">S. 1996 (Booker)</a>	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.	
<a href="#">S. 2352 (Van Hollen)</a>	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.	
<a href="#">S. 2368 (Whitehouse)</a>	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.	
<a href="#">S. 2381 (Klobuchar)</a>	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

<b>January</b> 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.	<b>June</b> 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.
<b>February</b> 16 Last day for bills to be introduced. 19 Presidents' Day.	<b>July</b> 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.
<b>March</b> 22 Spring Recess begins upon adjournment. 30 Cesar Chavez Day observed.	<b>August</b> 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.
<b>April</b> 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.	<b>September</b> 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.
<b>May</b> 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.	<b>October</b> 1 Bills enacted on or before this date take effect January 1, 2019.
	<b>November</b> 6 General Election.
	<b>December</b> 3 2019-2020 Regular Session convenes for organizational meeting.
	<b>January 2019</b> 1 Statutes take effect.

Source: Senate & Assembly websites.

\*Dates are subject to change.

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

<b>January</b> 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	<b>July</b> 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
<b>February</b> 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	<b>August</b> 1-31 House district work period 6-31 Senate state work period
<b>March</b> 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	<b>September</b> 3 House/Senate work period and Labor Day 10-11 House district work period 17-24 House district work period
<b>April</b> 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	<b>October</b> 5 – 8 House district work period 8 Columbus Day 15-31 House district work period 29-31 Senate state work period
<b>May</b> 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	<b>November</b> 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.
<b>June</b> 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	<b>December</b> 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

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

---

**File #:** 18-0183      **Version:** 1      **Name:**  
**Type:** Senate Bill      **Status:** Commission Approval  
**File created:** 3/8/2018      **In control:** Legislation Committee  
**On agenda:** 4/13/2018      **Final action:**  
**Title:** Senate Bill 1119 (Newman): Low Carbon Transit Operations Program

Modifies the requirements applicable to the use of Low Carbon Transit Operations Program funds.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3a\\_SB\\_1119\\_Newman\\_Support.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

**Subject:**

Senate Bill 1119 (Newman): Low Carbon Transit Operations Program

Modifies the requirements applicable to the use of Low Carbon Transit Operations Program funds.

**Presenter:**

Rebecca Long

**Recommended Action:**

Support and Seek Amendments / Commission Approval

**Attachments:**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 3a**

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

## *Memorandum*

TO: Legislation Committee

DATE: April 6, 2018

FR: Executive Director

RE: Senate Bill 1119 (Newman): Low Carbon Transit Operations Program

### **Background**

SB 1119 would modify requirements applicable to the use of Low Carbon Transit Operations Program (LCTOP) funds, a formula-based transit funding program that receives 5 percent of annual Cap and Trade proceeds. Under current law, if a transit agency has one or more census tracts in its service area that are considered a disadvantaged community (DAC) on the basis of the state's CalEnviroScreen Version 3.0 (CES3.0) definition, it must spend at least 50 percent of its share of LCTOP funds to benefit residents of those census tracts or tract.

This requirement has presented challenges for smaller transit operators, including County Connection in Contra Costa County, FAST (Fairfield & Suisun Transit), and Sonoma County Transit, whose service areas include just a couple of census tracts that meet the state's DAC definition but nonetheless have to spend at least 50 percent of their LCTOP funds to benefit such tract or tracts. While operators have been able to meet the requirement to date, such as through the purchase of electric buses that serve these tracts, there are not enough eligible tracts for this option to be viable over the long term.

SB 1119 would broaden flexibility by allowing an operator to satisfy the DAC benefit requirement if it spends at least 50 percent of its share of LCTOP funds on any of the following: (1) transit passes, including student passes; (2) transit connections to employment areas, education centers or medical facilities for residents of disadvantaged or low-income communities; (3) investment in technology that reduces greenhouse gas emissions, including the purchase of zero emission buses and fueling infrastructure.

**Recommendation:** Support and Seek Amendments

### **Discussion**

Staff supports the bill's goal of broadening the types of expenditures that meet the LCTOP's 50% DAC requirement. SB 1119 asserts that the three types of expenditures mentioned above satisfy the law's 50 percent DAC benefit requirement. This is a bit of a leap given that it forgoes any nexus to CES3.0 census tracts. However, given that a primary goal of the original disadvantaged community requirement was to benefit *low-income* communities and income remains a key factor in CES3.0, there is a good argument to be made that the types of expenditures listed in the bill would benefit low-income communities.



Research conducted as part of MTC's 2017 [Regional Means-Based Transit Fare Pricing Study](#) found that the majority of the region's transit riders are low-income, with the low-income share of smaller system's adult riders among the highest in the region. Regionwide, approximately half of all transit riders have a household income below \$25,000 while three-quarters have a household income below \$50,000. Since low-income residents are more likely to ride transit, investments in discount transit passes would greatly benefit low-income communities. Likewise, to the extent that transit provides connections to jobs, health care and educational opportunities (the second eligible expenditure category proposed by the bill), such transit service also provides a great benefit to low-income residents.

#### **Proposed Amendments**

With regard to transit passes, MTC is contemplating using the Bay Area's population-based LCTOP funds to help pay for the proposed regional means-based transit fare program. Since population-based funds are also subject to the DAC requirement, SB 1119 provides a good opportunity to ensure that this usage would qualify under the proposed "transit pass" eligible expenditure. As such, the bill should be amended to provide a definition of transit pass that ensures that this usage would qualify.

With regard to the technology category, to be consistent with the intent of benefiting a DAC, staff recommends an amendment to require the technology-related improvements (such as an electric vehicle) provide a benefit to a census tract meeting the state's DAC definition based on CES3.0 *or* a low-income community. Under the current funding guidelines technology-related improvements only qualify as meeting the DAC requirement if they provide a direct benefit to a qualifying CES3.0 census tract which, for the reasons stated, is very limiting for the Bay Area's smaller operators.

Accordingly, staff recommends a "support and seek amendments" position on SB 1119 directing staff to work with the author and sponsors to seek an amendment to provide that technology improvements can satisfy the 50 percent DAC requirement if the investment serves either a qualifying CES3.0 census tract or a low-income census tract and to provide a definition of transit pass that would include the region's proposed regional means-based transit fare.

#### **Known Positions**

Support: California Transit Association (co-sponsor), Orange County Transportation Authority (co-sponsor);

Oppose: None on file



---

Steve Heminger

SH:rl

J:\COMMITTEE\Legislation\Meeting Packets\Legis2018\04\_LEGIS\_Apr 2018\3a\_SB 1119 Newman\_Support.docx



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

<b>File #:</b>	18-0184	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Senate Bill	<b>Status:</b>		Commission Approval	
<b>File created:</b>	3/8/2018	<b>In control:</b>		Legislation Committee	
<b>On agenda:</b>	4/13/2018	<b>Final action:</b>			
<b>Title:</b>	Senate Bill 957 (Lara): High-Occupancy Vehicle (HOV) Lanes- Clean Air Vehicle Access for Low-Income Registered Owners				
	Clean Air Vehicle Decal Program: Exception from time limit.				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	<a href="#">3b_SB_957_CAV_Oppose.pdf</a>				

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

### Subject:

Senate Bill 957 (Lara): High-Occupancy Vehicle (HOV) Lanes- Clean Air Vehicle Access for Low-Income Registered Owners

Clean Air Vehicle Decal Program: Exception from time limit.

### Presenter:

Rebecca Long

### Recommended Action:

Oppose / Commission Approval

### Attachments:



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 3b**

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

*Memorandum*

TO: Legislation Committee

DATE: April 6, 2018

FR: Executive Director

RE: Senate Bill 957 (Lara): High-Occupancy Vehicle (HOV) Lanes- Clean Air Vehicle Access for Low-Income Registered Owners

**Background**

SB 957 (Lara) would allow a person with a household income at or below 80% of the statewide median income, or who is eligible for low-income housing financial assistance, to renew a Clean Air Vehicle (CAV) decal without limitation, granting a qualifying vehicle owner access to HOV lanes without the required number of occupants for as long as they own the vehicle. According to the author, the goal of SB 957 is to expand access to clean vehicles for low-income households. However, the bill does nothing to make such vehicles more affordable. Instead, it simply makes them more attractive by eliminating the time limit to access HOV lanes as a single-occupant vehicle (SOV) for qualifying CAV owners. While this may marginally increase the uptake of CAVs among lower-income consumers as they weigh the price tag of the vehicle against future time savings in HOV lanes, it seems unlikely to significantly accelerate the share of CAVs in the state's vehicle fleet since it doesn't make the vehicles more affordable.

Staff is concerned that this bill would undermine legislation enacted just last year – AB 544 (Bloom) – which sought to balance the goal of incentivizing CAV purchases against the need to limit the number of SOVs using the state's HOV lanes in order to retain a time-savings advantage for carpools, vanpools and bus riders. Given the poor performance of the state's HOV lanes – prompting MTC to pursue legislation to enhance HOV enforcement this year – the Legislature should reject any proposals to further expand SOV access to the lanes.

**Recommendation:** Oppose

**Discussion**

Under the CAV Program, certain low-emission, plug-in hybrid, electric and alternative fuel vehicles are eligible to receive decals from the California Department of Motor Vehicles (DMV) authorizing use of HOV lanes without the required number of occupants. The program offers green decals to owners of plug-in hybrid vehicles that meet the “enhanced advanced technology partial zero-emission vehicles (enhanced AT PZEV) standard or the transitional zero-emission vehicle (TZEVE)” standard and white decals available to owners of zero-emission vehicles, such as electric vehicles (EVs) and certain alternative fuel vehicles, such as hydrogen fuel cell, liquefied petroleum gas and compressed natural gas. While state law previously capped the allowable number of decals, each time the state approached the allowable number of decals, the Legislature raised the cap.



In 2017, the Legislature took a new approach with the enactment of AB 544. The bill established various time limits on CAV decals depending on when the vehicle was purchased. Decals for vehicles purchased prior to January 1, 2017 expire on January 1, 2019. Decals issued for vehicles that were purchased between January 1, 2017 and December 31, 2018 expire on January 1, 2019 but can be renewed until January 1, 2022. Finally, decals issued for vehicles purchased on or *after* January 1, 2019 have a four-year limit and may not be renewed. This maximum four-year time limit is critical to constraining the total growth of CAVs in the HOV lanes over time. As the auto industry has produced more EV and plug-in hybrid vehicle models, demand for CAVs has shot up significantly. The total number of vehicles issued green or white stickers in the Bay Area has grown by almost 400 percent since January 1, 2014 and exceeded 117,000 as of January 1, 2018, according to the DMV.

Given this rapid growth in CAV purchases, it remains to be seen whether the AB 544 time limits will be enough to ensure the Bay Area's HOV lanes aren't overwhelmed by the growing presence of CAVs. This is a legitimate concern. In 2015, an MTC data collection effort undertaken as part the Managed Lane Implementation Plan (MLIP) found that an average of 8 percent of vehicles using the Bay Area's HOV lanes were CAVs. On some HOV segments in the South Bay where ownership of CAVs is the highest in the region, the rate was as high as 18 percent.

The CAV program is designed to encourage the purchase of low-emission, alternative fuel vehicles by granting them access to HOV lanes as an SOV but the power of this incentive depends on HOV lanes offering a significant time savings relative to the general purpose lanes. In 2016, more than two-thirds of the HOV lanes evaluated by Caltrans failed federal performance standards, which requires speeds of at least 45 mph at least 90 percent of the time over a 180-day period. This poor performance threatens to undermine carpooling, slow down bus service, and erode the very incentive upon which the CAV program is based.

Because SB 957 would jeopardize the performance of the state's HOV lanes by undoing a key aspect of AB 544, staff recommends opposing the bill.

### **Known Positions**

#### **Support:**

The Auto Alliance  
Asian Pacific Environmental Network  
Auto Alliance  
California Electric Transportation Coalition  
Central California Asthma Collaborative  
Coalition for Clean Air  
Communities for a Better Environment  
The Greenlining Institute

#### **Oppose:**

None on File



---

Steve Heminger

SH:rl

J:\COMMITTEE\Legislation\Meeting Packets\Legis2018\04\_LEGIS\_Apr 2018\3b\_SB 957\_CAV\_Oppose.docx



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

---

**File #:** 18-0228      **Version:** 1      **Name:**  
**Type:** Senate Bill      **Status:** Commission Approval  
**File created:** 3/19/2018      **In control:** Legislation Committee  
**On agenda:** 4/13/2018      **Final action:**  
**Title:** Senate Bill 1014 (Skinner): Transportation Network Companies and Electric Vehicles - Support and Seek Amendments

Electric Vehicle Target for Transportation Network Companies.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3c\\_SB\\_1014\\_support.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

**Subject:**

Senate Bill 1014 (Skinner): Transportation Network Companies and Electric Vehicles - Support and Seek Amendments

Electric Vehicle Target for Transportation Network Companies.

**Presenter:**

Rebecca Long

**Recommended Action:**

Support and Seek Amendments / Commission Approval

**Attachments:**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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

## *Memorandum*

TO: Legislation Committee

DATE: April 6, 2018

FR: Executive Director

RE: Senate Bill 1014 (Skinner): Transportation Network Companies and Electric Vehicles – Support and Seek Amendments

### **Background**

SB 1014 would create the Clean Miles Standard and Incentive Program with the non-binding goal of greening the fleet of vehicles used to provide ride-hailing services through transportation network companies (TNCs), starting with a target of 20 percent vehicle miles traveled (VMT) by Zero Emission Vehicles (ZEVs) in 2020 and increasing to 100 percent by 2028. The program would be administered by the Public Utilities Commission (PUC), which would be required to work with the Air Resources Board (ARB) to establish quarterly targets for the portion of VMT by ZEVs on behalf of a TNC. The bill would also reserve up to \$300 million from future Clean Vehicle Rebate Project appropriations to provide rebates and other incentives for TNC drivers to purchase replacement ZEVs.

**Recommendation:** Support and Seek Amendments

### **Discussion**

*Plan Bay Area 2040*, MTC's current regional transportation plan and sustainable communities strategy, projects that ZEVs will be instrumental to achieving the region's state-mandated climate goals. More than half of the Bay Area's required emissions reductions are expected to be achieved through the Climate Initiatives Program which focuses on two primary strategies: reducing VMT and increasing ZEV adoption rates.

Over the last decade, TNCs have become an increasingly popular transportation option in the Bay Area and recent studies have suggested that this trend is increasing VMT. A UC Davis Institute of Transportation Studies October 2017 report researched trends in the San Francisco Bay Area and six other major metropolitan areas across the country and found that 50-60 percent of TNC trips would have been made by public transit, biking, walking, or avoided altogether. This suggests that TNCs are likely contributing more VMT than they are reducing in cities. A recent San Francisco County Transportation Authority study revealed that on a typical weekday, TNCs make more than 170,000 trips within San Francisco – approximately 12 times the number of taxi trips – and account for 20 percent of all local VMT. As TNC trips continue to increase, a greener TNC fleet would help ensure that TNCs are woven into the region's transportation network in a way that supports the Bay Area's efforts to reduce greenhouse gas emissions and other tailpipe emissions.

While not binding, SB 1014 would take a step in the right direction by establishing ambitious statewide targets to convert TNC vehicles to a zero-emission fleet. By 2020, the bill would set a goal that 20 percent of miles driven on behalf of TNCs be driven in ZEVs, with the percentage increasing to 50 percent by 2023 and 100 percent by 2028. Though these are aggressive targets, the bill would provide up to \$300 million in incentive funding to drivers, assuming the Clean Vehicle Rebate Project receives future appropriations.

Of note, the current version of the bill does not clarify how the proposed TNC-specific targets and funding incentives would be coordinated with current state funding and planning efforts to achieve Governor Brown's new target to reach 5 million ZEVs in California by 2030 and significantly expand electric and hybrid vehicle charging infrastructure. Additionally, although TNCs are investing heavily in self-driving technology, the bill appears to exclude from the SB 1014 targets TNC trips provided by self-driving vehicles.

We recommend MTC adopt a "support and seek amendments" position of the bill and direct staff to work with the author on amendments to provide that SB 1014 complement other ongoing state ZEV efforts and that SB 1014 targets apply to all TNC vehicle miles, regardless of whether the trip is provided by an individual using a personal vehicle or through a vehicle that is part of a shared autonomous fleet.

#### **Known Positions**

##### **Support:**

Office of Ratepayer Advocates  
Plug in America

##### **Oppose:**

Amalgamated Transit union  
California Labor Federation  
California New Car Dealers  
Association  
California Teamsters  
Internet Association  
Silicon Valley Leadership Group  
TechNet



---

Steve Heminger

SH:ggd



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

---

**File #:** 18-0185      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 3/8/2018      **In control:** Legislation Committee  
**On agenda:** 4/13/2018      **Final action:**  
**Title:** Tom Bulger's Report  
Report from Washington D.C. advocate.

**Sponsors:**

**Indexes:**

**Code sections:**

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

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

**Subject:**

Tom Bulger's Report

Report from Washington D.C. advocate.

**Presenter:**

Georgia Gann Dohrmann

**Recommended Action:**

Information

**Attachments:**



## **March 2018 Monthly Washington, D.C. Report**



**To:** Steve Heminger, Executive Director

**From:** Tom Bulger, President GRI

**Date:** March 29, 2018

**RE:** Monthly Report for March 2018

- **Federal FY 2018 Appropriations**
- **Washington, D.C. Meetings**
- **Meetings**

### **Federal FY 2018 Appropriations**

On March 23, 2018, President Trump signed the FY 2018 Omnibus Appropriations package after having said earlier in the day he was considering vetoing the bill. On March 22, the House approved the bill on a 256-167 vote, followed by the Senate which passed it on a 65-32 vote on March 23.

Transportation, Housing, and Urban Development (THUD) received \$70.3 billion in discretionary authority. This compares to \$57.7 billion in FY 2017.

Transportation program highlights are as follows:

- Federal Highway Administration at \$47.5 billion with no rescission of federal highway contract authority.
- Transportation Investment Generating Economic Recovery at \$1.5 billion a \$1 billion increase over FY2017.
- AMTRAK at \$1.942 Billion a \$447 million increase over FY 2017.
- State of Good Repair (FRA) at \$250 million a \$225 million increase over FY 2017.
- Capital Investment Grants [Federal Transit Administration (FTA)] at \$2.6 billion a \$232 million increase over FY 2017.
- FTA formula grants at \$9.7 billion.
- FTA State of Good Repair at \$400 million
- FTA Buses -Formula at \$209 million
- FTA Bus Discretionary at \$162 million.

Additionally, the funding package includes the following:

- \$23 million for San Francisco Third Street Phase 2
- \$97.4 million for San Jose Berryessa Extension
- \$100 million for Caltrain Peninsula Electrification
- FTA Small Starts at \$400 million

### **Washington, D.C. Meetings**

MTC Commissioners, ABAG Board Members, and staff made their first joint trip to Washington, D.C. on March 11 thru March 14, 2018. Meetings were conducted with the following offices and organizations:

Senator Harris Rep. DeSaulnier Rep Khanna Rep. Eshoo Rep. Pelosi Rep. Panetta Rep. Thompson	Senate Committee on Environment and Public Works (Minority) House Transportation and Infrastructure Committee (Minority) Senate Banking Committee FTA Deputy Administrator Jane Williams Transportation 4 America
---	---

Rep. Speier Rep. Garamendi Rep. Lee Rep. Lofgren Rep. Swalwell	National Association of Regional Councils American Public Transportation Association Building America's Future Association of Metropolitan Planning Organizations Coalition for America's Gateways and Trade Corridors
--	--

Lastly, our Annual California Transportation Congressional Reception was ANOTHER SUCCESS on March 13, 2018.

### **Meetings**

- Why Resilient Buildings are Critical U.S. Infrastructure on March 28
- Meetings with Santa Rosa, Calif., Rep. Thompson
- Governor Brown's Washington Staff Director
- FEMA
- EDA
- HUD