

Meeting Agenda

Joint MTC Legislation Committee and ABAG Legislation Committee

Friday, May 11, 2018

10:10 AM

Board Room - 1st Floor

PLEASE NOTE TIME

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

1. Roll Call / Confirm Quorum

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

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2. ABAG Compensation Announcement - Clerk of the Board

3. ABAG Legislation Committee Consent Calendar

- 3a. [18-0284](#) Approval of ABAG Legislation Committee Summary Minutes of March 9, 2018 Meeting

Action: ABAG Legislation Committee Approval

Attachments: [3a ABAG LEGIS Minutes MAR 9 2018.pdf](#)

4. MTC Legislation Committee Consent Calendar

- 4a. [18-0285](#) Approval of MTC Legislation Committee Minutes of the April 13, 2018 Meeting

Action: MTC Legislation Committee Approval

Attachments: [4a MTC LEGIS Minutes APR 13 2018.pdf](#)

5. Information

- 5a. [18-0286](#) Legislative History
- Action: Information
- Presenter: Rebecca Long
- Attachments: [5a_May LegisHistory_State and Federal.pdf](#)

6. State Legislation

- 6a. [18-0325](#) AB 2923 (Chiu): BART Transit Oriented Development - Support and Seek Amendments

This bill would require the BART 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.

Action: Support and Seek Amendment / MTC Commission Approval and ABAG Executive Board Approval

Presenter: Rebecca Long

Attachments: [6a_AB 2923 \(Chiu\) BART Bill.pdf](#)
[6a_Handout-AB 2923 NPH Support Letter.pdf](#)
[6a_Handout_Density_Guideline_Matrix.pdf](#)
[6a_Handout_GA AB 2923 Full Support - 4_10_18 \(002\).pdf](#)
[6a_Handout-AB 2923 - Support Letter-SVLG.pdf](#)

- 6b. [18-0326](#) SB 828 (Wiener): Regional Housing Needs Assessment and Allocation - Support and Seek Amendments

Senate Bill 828 would update the state's methodology for assessing California's future housing needs and make changes to the process by which councils of government distribute regional housing needs allocations to local jurisdictions.

Action: Support and Seek Amendments / MTC Commission Approval and ABAG Executive Board Approval

Presenter: Rebecca Long

Attachments: [6b_SB 828 \(Wiener\).pdf](#)
[6b_Handout-SB 828 Letter of Support \(CalChamber and NPH\).pdf](#)
[6b_SB 828_Handout_Table.pdf](#)

- 6c. [18-0352](#) AB 1771 (Bloom): Regional Housing Needs Allocation - Oppose Unless Amended
- Assembly Bill 1771 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.
- Action:** Oppose Unless Amended / MTC Commission Approval and ABAG Executive Board Approval
- Presenter:** Rebecca Long
- Attachments:** [6c AB 1771 \(Bloom\).pdf](#)
[6c Handout-AB 1771 - NPH Support Letter.pdf](#)
- 6d. [18-0327](#) SB 831 (Wieckowski) and SB 1469 (Skinner) - Support and Seek Amendments
- Senate Bill 831 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.
- Senate Bill 1469 would authorize accessory dwelling units to be created in areas where a single-family or multifamily dwelling is authorized.
- Action:** Support and Seek Amendments / Support and Seek Amendments / MTC Commission Approval and ABAG Executive Board Approval
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [6d ADU Bills.pdf](#)
[6d Handout-SB 831 - NPH Support.pdf](#)

6e. [18-0328](#) AB 2372 (Gloria): Floor Area Ratio Bonus - Support

Assembly Bill 2372 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, upon the request of the developer, a floor area ratio bonus in lieu of a density bonus awarded on the basis of dwelling units per acre. The bill would also prohibit the city council or county board of supervisors from imposing any parking requirement on an eligible housing development in excess of specified ratios.

Action: Support / MTC Commission Approval and ABAG Executive Board Approval

Presenter: Georgia Gann Dohrmann

Attachments: [6e AB 2372 \(Gloria\).pdf](#)

7. Federal Legislation

7a. [18-0288](#) Tom Bulger's Report

Report from Washington D.C. advocate.

Action: Information

Presenter: Randy Rentschler

Attachments: [7a Tom Bulger's DC Report Apr 2018.pdf](#)

8. Public Comment / Other Business

9. Adjournment / Next Meeting

The next meeting of the MTC Legislation Committee will be June 8, 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) for public review for at least one year.

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

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

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

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

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

Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0284 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 4/4/2018 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 5/11/2018 **Final action:**

Title: Approval of ABAG Legislation Committee Summary Minutes of March 9, 2018 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [3a ABAG LEGIS Minutes MAR 9 2018.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Approval of ABAG Legislation Committee Summary Minutes of March 9, 2018 Meeting

Recommended Action:

ABAG Legislation Committee Approval

Attachments:

SUMMARY MINUTES (DRAFT)

ABAG Legislation Committee Meeting
Friday, March 9, 2018
Bay Area Metro Center
375 Beale Street, Board Room
San Francisco, California

1. CALL TO ORDER / ROLL CALL / CONFIRM QUORUM

ABAG Legislation Committee Chair Scott Haggerty, Supervisor, County of Alameda, called the meeting to order at about 10:25 a.m.

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

Chair Haggerty directed the Clerk of the Board to conduct the roll call.

A quorum of the Committee was present at about 10:25 a.m.

Members Present

Scott Haggerty, Supervisor, County of Alameda—*Chair*
Pat Eklund, Councilmember, City of Novato
Dave Hudson, Vice Mayor, City of San Ramon
Karen Mitchoff, Supervisor, County of Contra Costa
Julie Pierce, Councilmember, City of Clayton—*Ex officio*
Belia Ramos, Supervisor, County of Napa
Greg Scharff, Councilmember, City of Palo Alto—*Ex officio*

Members Absent

Dave Cortese, Supervisor, County of Alameda
Davie Pine, Supervisor, County of San Mateo
David Rabbitt, Supervisor, County of Sonoma—*Ex officio*

Staff Present

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

2. ABAG COMPENSATION ANNOUNCEMENT

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

3. ABAG LEGISLATION COMMITTEE CONSENT CALENDAR

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

Chair Haggerty recognized a motion by Belia Ramos, Supervisor, County of Napa, which was seconded by Greg Scharff, Councilmember, City of Palo Alto, to approve the ABAG Legislation Committee summary minutes of the meeting on January 12, 2018.

There was no discussion.

There was no public comment.

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

The nay votes were: None.

The abstentions were: Eklund.

Absent were: Cortese, Pine, Rabbitt.

The ABAG Legislation Committee motion passed.

4. MTC LEGISLATION COMMITTEE CONSENT CALENDAR

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

The MTC Legislation Committee approved the minutes of the February 9, 2018 meeting.

5. INFORMATION

A. Legislative History

Rebecca Long, MTC Government Relations Manager, gave the staff report on Legislative History.

6. STATE LEGISLATION

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

The MTC Legislation Committee took action to recommend MTC Commission support of AB 3124 (Bloom).

B. Summary of the 2018 Housing Landscape

Long and Georgia Gann Dohrmann, MTC Government Relations Associate Manager, gave the staff report on the 2018 Housing Landscape.

Members discussed the housing bills that have been introduced in 2018 and housing-related initiatives that may appear on the state-wide ballot in November.

The following individuals gave public comment: Rich Hedges, Roland Lebrun, Jane Kramer.

7. FEDERAL LEGISLATION

A. Federal Transportation and Housing Funding Update

Gann Dohrmann gave the staff report on Federal Transportation and Housing Funding Update.

Members discussed Capital Investment Grants and the U.S. Department of Housing and Urban Development programs, and NEPA and CEQA reciprocity.

B. Tom Bulger's Report

Long gave the report from Tom Bulger, Washington, D.C. advocate.

8. PUBLIC COMMENT / OTHER BUSINESS

There was no public comment.

9. ADJOURNMENT / NEXT MEETING

Chair Haggerty adjourned the meeting of the Legislation Committee at about 11:42 a.m.

The next meeting of the ABAG Legislation Committee will be held jointly with the MTC Legislation Committee at a date to be determined in May 2018.

Submitted:

/s/ Fred Castro, Clerk of the Board

Date Submitted: March 23, 2018

Date Approved:

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

J:\COMMITTEE\ABAG Legislation\Minutes\Legislation Minutes 20180309 Draft.docx

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 18-0285 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 4/4/2018 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 5/11/2018 **Final action:**

Title: Approval of MTC Legislation Committee Minutes of the April 13, 2018 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [4a MTC LEGIS Minutes APR 13 2018.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Approval of MTC Legislation Committee Minutes of the April 13, 2018 Meeting

Recommended Action:

MTC Legislation Committee Approval

Attachments:



Metropolitan Transportation Commission

Meeting Minutes - Draft

Legislation Committee

Committee Members:

Alicia C. Aguirre, Chair Sam Liccardo, Vice Chair

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

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

Agenda Item 4a

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

Friday, April 13, 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 Cortese

Absent: 1 - Commissioner Connolly

Non-Voting Member Present: Commissioner Giacomini

Non-Voting Member Absent: Commissioner Azumbrado

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

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

2. Consent Calendar

Approval of the Consent Calendar

**Upon the motion by Vice Chair Liccardo and seconded by Commissioner Halsted,
the Consent Calendar was approved by the following vote:**

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

Absent: 1 - Commissioner Connolly

2a. [18-0181](#) Minutes of March 9, 2018 Meeting

Action: Committee Approval

2b. [18-0182](#) Legislative History

Action: Information

Presenter: Rebecca Long

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

Upon the motion by Commissioner Spering and second by Commissioner Halsted, a support and seek amendment position on Senate Bill 1119 (Newman) 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 Cortese

Absent: 1 - Commissioner Connolly

Rebecca Long requested Chair Aguirre to concur with the emergency procedure to bring MTC's positions to the Legislature prior to the Commission meeting date. Chair Aguirre indicated her concurrence.

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

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

Upon the motion by Commissioner Spering and second by Commissioner Halsted, an oppose position on senate Bill 957 (Lara) 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 Cortese

Absent: 1 - Commissioner Connolly

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: Georgia Gann Dohrmann

Ken Bukowski was called to speak.

Upon the motion by Commissioner Pierce and second by Commissioner Cortese, a support and seek amendment position on Senate Bill 1014 (Skinner) 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 Cortese

Absent: 1 - Commissioner Connolly

4. Federal

4a. [18-0185](#) Tom Bulger's Report

Report from Washington D.C. advocate.

Action: Information

Presenter: Georgia Gann Dohrmann

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.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 18-0286 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 4/4/2018 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 5/11/2018 **Final action:**

Title: Legislative History

Sponsors:

Indexes:

Code sections:

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

Date	Ver.	Action By	Action	Result
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Subject:
Legislative History

Presenter:
Rebecca Long

Recommended Action:
Information

Attachments:



METROPOLITAN
TRANSPORTATION
COMMISSION

LEGISLATIVE HISTORY
2017-18 Session
May 10, 2018

Handout
Agenda Item 5a



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
AB 87 Ting	Amended 1/3/2018	Senate Transportation and Housing	Autonomous vehicles. Would require the Department of Motor Vehicles to include in regulations it adopts relating to application requirements for the testing of autonomous vehicles on public roads without the presence of a driver inside the vehicle, a requirement that the manufacturer certify that the local authorities within the jurisdiction where the autonomous vehicle will be tested have been provided with a written notification, as specified, and a requirement that the manufacturer provide certain law enforcement agencies with a copy of a law enforcement interaction plan.		
AB 419 Salas	Amended 8/21/2017	Senate Rules	Greenhouse gases: life cycle emissions profiles. The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would appropriate \$500,000 from the fund to the state board for the purpose of funding a study by one or more campuses of the University of California to study and assess life cycle emissions profiles.		
AB 636 Irwin	Amended 6/27/2017	Senate Rules	Local streets and roads: expenditure reports. Current law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30. This bill would instead require the report to be submitted to the Controller within 7 months after the close of the fiscal year adopted by a county, city, or city and county. The bill would make other conforming changes.		

AB 829 Chiu	Amended 3/23/2017	Senate Rules	Planning and zoning: annual report. The Planning and Zoning Law requires, after the legislative body of the city or county has adopted all or part of a general plan, that the planning agency provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that includes specified information. This bill would require that this report additionally include the relationship between jobs and housing, including any imbalance between jobs and housing.		
AB 852 Caballero	Amended 9/7/2017	Senate Rules	Hazardous waste: waste facilities: nonbiodegradable toxic chemicals. The hazardous waste control laws prohibit the use of a nonbiodegradable toxic chemical in a chemical toilet, recreational vehicle, or waste facility of a vessel and prohibit the sale of a nonbiodegradable toxic chemical in a container that indicates that the chemical could be used in a chemical toilet, a waste facility of a recreational vehicle, or a waste facility of a vessel. Current law requires the Department of Toxic Substances Control to develop and adopt regulations to define nonbiodegradable toxic chemicals and limitations on the sale of those chemicals. A violation of the hazardous waste control laws is a crime. This bill would instead prohibit those uses for a nonbiodegradable chemical or a toxic chemical, and would prohibit the sale of those chemicals, under those same circumstances.		
AB 915 Ting	Amended 8/21/2017	Senate Appropriations Suspense File	Planning and zoning: density bonus: affordable housing ordinances: City and County of San Francisco. Would authorize the City and County of San Francisco, if it has adopted an ordinance requiring an affordable housing minimum percentage for housing developments, to apply that ordinance to the total number of housing units in the development, including any additional housing units granted pursuant to these provisions, after there has been an affirmative declaration made by the Department of Housing and Community Development that the affordable housing minimum percentage required is broadly feasible for density bonus projects, as provided.		

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

AB 1423 Chiu	Amended 4/12/2018	Senate Natural Resources and Water	Tidelands and submerged lands: City and County of San Francisco: seawall lots: affordable housing. Under current law, the Burton Act and the Burton Act transfer agreement, the interest of the state in and to the Harbor of San Francisco was transferred in trust to the City and County of San Francisco. Current law authorizes the port to provide a rent credit or other waiver or deferral of rent in connection with a nontrust lease of seawall lot 322-1 that results in an effective rent to the port below fair market value, if the commission finds, among other things, that the nontrust lease is for affordable housing. Current law imposes certain requirements on the port with regard to the construction of affordable housing on seawall lot 322-1. This bill would revise the definition of "affordable housing" to mean a structure that provides housing for very low, low-, or moderate-income households, as defined, and specifically for seawall lot 322-1 to include housing for persons and families of low or moderate income, as defined, persons and families from very low income households, as defined, or persons and families from extremely low income households, as defined.		
AB 1433 Wood	Enrollment 5/7/2018	Assembly Enrolled	Tribal gaming: compact ratification. 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 contains other related provisions and other existing laws.		
AB 1436 Levine	Amended 4/23/2018	Senate Gov. & F.	Board of Behavioral Sciences: licensees: suicide prevention training. Would, on or after January 1, 2021, require an applicant for licensure as a marriage and family therapist, an educational psychologist, a clinical social worker, or a professional clinical counselor to complete a minimum of 6 hours of coursework or applied experience under supervision in suicide risk assessment and intervention. The bill would require, on or after January 1, 2021, as a one-time requirement, a licensed marriage and family therapist, educational psychologist, clinical social worker, or professional clinical counselor to have completed this suicide risk assessment and intervention training requirement prior to the time of his or her first renewal.		
AB 1445 Reyes	Amended 4/18/2017	Senate Rules	Public contracting: small business goal. Current law requires the Director of the Department of General Services and the directors of other state agencies to establish goals for the participation of small businesses, including microbusinesses, in the provision of goods, information technology, and services to the state, and in the construction of state facilities. This bill would state findings and declarations of the Legislature related to small business participation in state procurement and contracting.		

<u>AB 1531</u> <u>Berman</u>	Amended 1/10/2018	Senate Judiciary	Court fees: electronic filing. Current law authorizes a court or agent of the court to impose a fee, subject to Judicial Council approval, for the use of a credit or debit card or electronic funds transfer, as specified. Current law, for purposes of this provision, deems an electronic filing service provider who is required to collect and remit a filing fee or other court fee to complete an electronic filing transaction to be an agent of the court solely for that purpose, unless otherwise specified. This bill, in case of a duplicate payment by a party or an electronic filing service provider submitting a payment on behalf of a party, would require the court to issue any appropriate refund to the entity that made the most recent payment.		
<u>AB 1561</u> <u>Quirk-Silva</u>	Amended 4/30/2018	Senate Appropriations	Economic development: infrastructure: logistic hubs. Current law requires the Director of the Governor's Office of Business and Economic Development to provide to the Legislature, not later than February 1, 2019, a strategy for international trade and investment that includes, at minimum, specified components. Current 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. This bill would extend to July 1, 2019, the date by which the director would be required to provide that strategy to the Legislature, and would instead require that the strategy identify the process the Governor's Office of Business and Economic Development will use to complete that evaluation.		
<u>AB 1683</u> <u>Burke</u>	Amended 4/3/2017	Senate Rules	Transformative Climate Communities Program: report. Current law establishes the Transformative Climate Communities Program, administered by the Strategic Growth Council, to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities, as defined. This bill would require the council, no later than January 1, 2019, to submit a specified report on the program to the Governor and specified committees of the Legislature.		
<u>AB 1740</u> <u>Daly</u>	Amended 4/17/2018	Assembly Budget	Budget Deficit Savings Account. Current law establishes the various funds in the State Treasury, including the Special Fund for Economic Uncertainties. This bill would establish the Budget Deficit Savings Account in the State Treasury and would provide that funds in the reserve shall be available only for specified purposes, for appropriation by the Legislature in fiscal years in which there is a state budget deficit, as provided.		

AB 1748 Steinorth	Amended 4/24/2018	Assembly Revenue and Taxation	Property taxation: base year value transfer. The California Constitution and existing property tax law authorize a person who is either severely disabled or over 55 years of age to transfer the base year value, as defined, of property that is eligible for the homeowners' property tax exemption to a replacement dwelling that is of equal or lesser value located within the same county as the property from which the base year value is transferred, and if a county ordinance so providing has been adopted, to a replacement dwelling that is located in a different county. This bill, on and after January 1, 2019, would instead require, subject to specified procedures, the base year value of property that is eligible for the homeowner's exemption of any person, regardless of age or disability, to be transferred to any replacement dwelling, regardless of the value of the replacement property or whether the replacement property is located within the same county.		
AB 1755 Steinorth	Amended 4/4/2018	Senate Desk	Bicycle operation. 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.		
AB 1759 McCarty	Amended 5/9/2018	Assembly Appropriations	Public trust lands: City of Sacramento. Would grant and convey in trust in relation to real property known as the Sand Cove Parcels, as described, to the City of Sacramento, in the County of Sacramento, and to its successors, all of the rights, title, and interests of the state, to be held by the city 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.		

AB 1765 Quirk-Silva	Introduced 1/4/2018	Assembly Appropriations	Building Homes and Jobs Act: fee waiver: states of emergency. The Building Homes and Jobs Act, imposes a charge, except as provided, of \$75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded, per each single transaction per single parcel of real property, not to exceed \$225. Current law requires a county recorder to send revenues from the charge to the controller for deposit into a fund in the State Treasury to be expended for various purposes related to homes and jobs. This bill would waive that charge with regard to any real estate instrument, paper, or notice recorded in connection with real property upon which repairs or reconstruction are taking place as a direct result of a disaster for which the Governor has declared a state of emergency.		
AB 1771 Bloom	Amended 4/17/2018	Assembly Appropriations Suspense File	Planning and zoning: regional housing needs assessment. 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. Current law defines the term "household income levels" for purposes of these provisions. 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.		
AB 1792 Frazier	Amended 3/19/2018	Assembly Second Reading	Affordable housing authorities: infrastructure. 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.		

AB 1796 Muratsuchi	Amended 4/25/2018	Assembly Third Reading	Rental property: electric vehicle charging stations. Current law requires a lessor of a dwelling to approve a written request of a lessee to install an electric vehicle charging station at a parking space allotted for the lessee in accordance with specified requirements. 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, unless the dwelling is located in a local jurisdiction that, on or before January 1, 2018, adopted a local ordinance requiring the lessor of such a dwelling to approve a written request of a lessee to install an electric vehicle charging station and the lessor complies with that ordinance.		
AB 1797 Levine	Amended 5/7/2018	Assembly Third Reading	Residential property insurance. Would require an insurer to provide, on an every other year basis, at the time an offer to renew a policy of residential property insurance is made to the policyholder, an estimate of the cost necessary to rebuild or replace the insured structure that complies with specified existing regulations. The bill would exempt an insurer from this requirement if either the policyholder has requested, within the 2 years prior to the offer to renew the policy, and the insurer has provided, coverage limits greater than the previous limits that the policyholder had selected, or if the insurer has made specified offers to the policyholder.		
AB 1800 Levine	Amended 4/12/2018	Senate Desk	Fire insurance: indemnity. Current law defines the measure of indemnity for a loss under an open fire insurance policy and specifies time limits under which an insured must collect the full replacement cost of the loss. Current law prohibits, in the event of a total loss of the insured structure, a fire insurance policy issued or delivered in the state from limiting or denying payment of the replacement cost of property if the insured decides to rebuild or replace the property at a location other than the insured premises. Current law requires the measure of indemnity to be based upon the replacement cost of the insured property and prohibits it from being based upon the cost to repair, rebuild, or replace at a location other than the insured premises. This bill would instead prohibit, in the event of a total loss of an insured structure, a fire insurance policy issued or delivered in this state from containing a provision that limits or denies, on the basis that the insured has decided to rebuild at a new location or to purchase an already built home at a new location, payment of the building code upgrade cost or the replacement cost, including any extended replacement cost coverage, to the extent those costs are otherwise covered by the terms of the policy or any policy endorsement.		

AB 1804 Berman	Introduced 1/10/2018	Assembly Appropriations Suspense File	California Environmental Quality Act: categorical exemption: infill development. CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and that are required to be exempt from CEQA (categorical exemption). Current guidelines for the implementation of CEQA exempts from the requirements of CEQA infill development meeting certain requirements, including the requirement that the proposed development occurs within city limits. This bill would revise the above-described categorical exemption to include proposed residential and mixed-use housing projects occurring within an unincorporated area of a county.		
AB 1866 Fong	Introduced 1/12/2018	Assembly Transportation	Transportation funding. Would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues.		
AB 1901 Obernolte	Amended 4/18/2018	Senate Desk	California Environmental Quality Act: exemption: roadway projects. CEQA, until January 1, 2020, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements, including a requirement that the project involves negligible or no expansion of an existing use beyond that existing at the time of the lead agency's determination. This bill would extend the above exemption to January 1, 2023. The bill would revise the requirement described above to specify that the exemption applies if, among other things, the project involves negligible or no expansion of an existing vehicular use beyond that existing at the time of the lead agency's determination.		

AB 1905 Grayson	Amended 3/12/2018	Assembly Natural Resources	Environmental quality: judicial review: transportation projects. Would, in an action or proceeding seeking judicial review under the California Environmental Quality Act, prohibit a court from staying or enjoining a transportation project that 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.		
AB 1912 Rodriguez	Amended 5/9/2018	Assembly Appropriations	Public employees' retirement: joint powers agreements: liability. The Joint Exercise of Powers Act generally authorizes 2 or more public agencies, by agreement, to jointly exercise any common power. Under the act, if an agency is not one or more of the parties to the agreement but is a public entity, commission, or board constituted pursuant to the agreement, the debts, liabilities, and obligations of the agency are the debts, liabilities, and obligations of the parties to the agreement, unless the agreement specifies otherwise. The act also authorizes a party to a joint powers agreement to separately contract for, or assume responsibilities for, specific debts, liabilities, or obligations of the agency. This bill would eliminate that authorization, and would specify that if an agency established by a joint powers agreement participates in, or contracts with, a public retirement system, member agencies, both current and former to the agreement, would be required to mutually agree as to the apportionment of the agency's retirement obligations among themselves, provided that the agreement equals the total retirement liability of the agency.		
AB 1919 Wood	Amended 4/18/2018	Assembly Appropriations Suspense File	Price gouging: state of emergency. Would, upon the proclamation or declaration of a state of emergency as specified, make it a misdemeanor for a person, business, or other entity to increase the rental price, as defined, advertised, offered, or charged for housing to an existing or prospective tenant by more than 10%. The bill would extend the prohibition with regards to housing for any period that the proclamation or declaration is extended. The bill would additionally make it a misdemeanor for a person, business, or entity to evict a housing tenant after the proclamation of a state of emergency and then rent or offer to rent to another person at a rental price higher than the evicted tenant could be charged.		

AB 1923 Limón	Amended 4/19/2018	Assembly Appropriations	Residential property insurance: wildfires: consolidated debris removal. Would require an insurer for a residential property insurance policy, if 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, is implemented following a state of emergency, to provide the assignee with relevant policy and claim information and to issue payment directly to the assignee, as specified.		
AB 1969 Salas	Amended 4/18/2018	Assembly Transportation	Transportation funds: transportation planning agencies: transit operators: fare revenue ratios: exemptions. 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. Current 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 a transportation planning agency to grant an exemption, for up to 5 years, to an operator that fails to maintain the applicable fare-revenue-to-cost ratio if, based on that agency's determination, an exemption is appropriate, as specified. The bill would require the agency to consider specified factors in determining whether to grant the exemption.		
AB 1970 Garcia, Eduardo	Amended 5/1/2018	Assembly Appropriations	Low-carbon fuels. Current law requires the State Energy Resources Conservation and Development Commission, in partnership with the State Air Resources Board, and in consultation with specified state agencies, to develop and adopt a state plan to increase the use of alternative fuels, as defined. This bill would require the State Energy Resources Conservation and Development Commission to develop a pilot program for 3 pilot projects, as specified, for the development of innovative low-carbon fuel, as defined.		
AB 1999 Chau	Amended 4/17/2018	Assembly Third Reading	Local government: public broadband services. Would expressly authorize a county service area to acquire, construct, improve, maintain, and operate broadband Internet access services, and would require a county service area that does so to take certain actions regarding the accessing of content on the Internet by end users of that service, as specified. This bill contains other related provisions and other existing laws.		

<u>AB 2006</u> <u>Eggman</u>	Amended 4/18/2018	Assembly Appropriations Suspense File	Agricultural Worker Clean Transportation Investment Program. Would establish the Agricultural Worker Clean Transportation Investment Program, which would be administered by the State Air Resources Board to fund the deployment of near-zero-emission and zero-emission vehicles, as defined, used for agricultural vanpools, as defined, serving disadvantaged or low-income communities, as defined, to reduce greenhouse gas emissions. The bill would authorize moneys from the Greenhouse Gas Reduction Fund to be available, upon appropriation, for allocation under the provisions of the program.		
<u>AB 2035</u> <u>Mullin</u>	Amended 4/16/2018	Assembly Housing and Community Development	Affordable housing authorities. Current law authorizes a city, county, or city and county to adopt a resolution creating an affordable housing authority with powers limited to providing low- and moderate-income housing and affordable workforce housing, as provided, 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.		
<u>AB 2061</u> <u>Frazier</u>	Amended 4/2/2018	Assembly Appropriations Suspense File	Near-zero-emission and zero-emission vehicles. Current law sets specified limits on the total gross weight imposed on the highway by a vehicle with any group of 2 or more consecutive axles. This bill would authorize a near-zero-emission vehicle or a zero-emission vehicle, as defined, to exceed axle, tandem, gross, or bridge formula weight limits, up to a 2,000 pound maximum, by an amount equal to the difference between the weight of the vehicle attributable to the fueling and propulsion system carried by that vehicle and the weight of a comparable diesel fueling and propulsion system.		
<u>AB 2063</u> <u>Aguiar-Curry</u>	Amended 4/5/2018	Assembly Appropriations	California Financing Law: PACE program administrators. 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 .		

<u>AB 2065</u> <u>Ting</u>	Amended 4/16/2018	Assembly Appropriations Suspense File	Local agencies: surplus land. Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines "local agency" for these purposes as every city, county, city and county, and district, including school districts of any kind or class, empowered to acquire and hold real property. This bill would expand the definition of "local agency" to include sewer, water, utility, and local and regional park districts, joint powers authorities, successor agencies to former redevelopment agencies, housing authorities, and other political subdivisions of this state and any instrumentality thereof that is empowered to acquire and hold real property, thereby requiring these entities to comply with these requirements for the disposal of surplus land.		
<u>AB 2071</u> <u>Bloom</u>	Introduced 2/7/2018	Assembly Judiciary	Accessory dwelling units: improvements: liability. 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.		
<u>AB 2077</u> <u>Limón</u>	Amended 5/1/2018	Assembly Appropriations	Electricity: local government renewable energy self-generation program. Would, if a local government in the County of Santa Barbara has committed to a policy of supplying all of its demand for electricity from generation that qualifies as an eligible renewable energy resource pursuant to the California Renewables Portfolio Standard Program, require an electrical corporation to negotiate in good faith with the local government on offering mutually agreeable rates and other terms that enable the local government to construct and operate eligible renewable generating facilities sufficient to meet the local government's 100% renewables commitment.		

AB 2118 Cooley	Amended 4/26/2018	Assembly Appropriations	Medi-Cal: emergency medical transportation services. Current law authorizes Medi-Cal provider of ground emergency medical transportation services, that is owned or operated by the state, a city, county, city and county, fire protection district, special district, community services district, health care district, or a federally recognized Indian tribe, to receive supplemental Medi-Cal reimbursement in addition to the rate of payment the provider would otherwise receive for those services. Current law requires the department to develop a modified supplemental reimbursement program, with necessary federal approvals, that would seek to increase the reimbursement to an eligible provider, as specified. Current law requires the nonfederal share of any supplemental reimbursement provided under the modified program to be derived from voluntary intergovernmental transfers of local funds. This bill would exempt the above-described providers owned or operated by the specified governmental entities from the Medi-Cal Emergency Medical Transportation Reimbursement Act and the quality assurance fee requirements.		
AB 2127 Ting	Amended 4/16/2018	Assembly Appropriations Suspense File	Electric vehicle charging infrastructure: assessment. Would require the Energy Commission, working with the State Air Resources Board and the PUC, to prepare and biennially update a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030 and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030. The bill would require the Energy Commission to regularly seek data and input from stakeholders relating to electric vehicle charging infrastructure.		
AB 2132 Levine	Amended 4/16/2018	Senate Desk	Building permit fees: waiver. 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.		

AB 2145 Reyes	Amended 3/15/2018	Assembly Appropriations	Vehicular air pollution. 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.		
AB 2162 Chiu	Amended 5/9/2018	Assembly Appropriations	Planning and zoning: housing development: supportive housing. 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.		
AB 2167 Chau	Amended 5/3/2018	Assembly Third Reading	Information privacy: digital health feedback systems. Would define "medical information" for purposes of the Confidentiality of Medical Information Act to include any information in possession or derived from a digital health feedback system, which the bill would define. The bill would also require a manufacturer or operator that sells or offers to sell a device or software application that may be used with a digital health feedback system to a consumer in California to equip the device or software application, and the system, with reasonable security features appropriate to the nature of the device, software application, or system and the information it may collect, contain, or transmit, that protect the device, software application, or system and any information contained therein from unauthorized access, destruction, use, modification, or disclosure.		

AB 2195 Chau	Amended 4/16/2018	Assembly Appropriations Suspense File	Natural gas: out-of-state sources: greenhouse gases. 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 beginning January 1, 2020, 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 resulting from the loss or release of uncombusted natural gas to the atmosphere and emissions from natural gas flares during all processes associated with the production, processing, and transporting of natural gas imported into the state from out-of-state sources.		
AB 2228 Wood	Amended 4/3/2018	Assembly Appropriations Suspense File	Education finance: school apportionments: wildfire mitigation. 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.		
AB 2238 Aguiar-Curry	Amended 4/3/2018	Assembly Consent Calendar	Local agency formation: regional housing need allocation: fire hazards: local health emergencies: hazardous and medical waste. 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.		

AB 2241 Rubio	Amended 3/15/2018	Assembly Appropriations Suspense File	The Open and Transparent Water Data Act. 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.		
AB 2267 Wood	Amended 4/17/2018	Assembly Consent Calendar	California Environmental Quality Act: exemption: wildfire-damaged housing. Would exempt from the requirements of CEQA a proposed residential housing project to replace or reconstruct wildfire-damaged housing that may increase the density of residential units by up to 50% and that is located in an area in which a wildfire-related state of emergency has been proclaimed by the Governor, provided the proposed project meets specified requirements. Because a lead agency would be required to determine the applicability of this exemption for a project, this bill would impose a state-mandated local program.		
AB 2272 Mayes	Amended 4/2/2018	Assembly Appropriations Suspense File	State highways: relinquishment. 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.		
AB 2304 Holden	Amended 4/2/2018	Assembly Appropriations Suspense File	Reduced fare transit pass programs: report. 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.		
AB 2307 Frazier	Amended 3/15/2018	Senate Transportation and Housing	High-Speed Rail Authority: Senate confirmation. 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.		

AB 2333 Wood	Amended 4/3/2018	Assembly Appropriations Suspense File	Office of Emergency Services: behavioral health response. 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.		
AB 2341 Mathis	Amended 4/16/2018	Senate Environmental Quality	California Environmental Quality Act: aesthetic impacts. The California Environmental Quality Act requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would specify that, except as provided, the aesthetic effects of projects meeting certain requirements are not significant effects on the environment for purposes of CEQA and that the lead agency is not required to evaluate the aesthetic effects of those projects.		
AB 2343 Chiu	Amended 4/25/2018	Assembly Appropriations Suspense File	Real property: possession: unlawful detainer. Current law prohibits a lessor from taking specified actions for the purpose of retaliating against a lessee who has lawfully organized or participated in a lessees' association or exercised any other legal right. Current law provides that in an action brought pursuant to this subdivision, the lessee bears the burden of producing evidence that the lessor's conduct was, in fact, retaliatory. This bill would create a rebuttable presumption that an action to recover possession of a dwelling is retaliatory if the notice upon which the action is based does not state a good-faith basis for recovering possession and is served within 180 days of specified actions taken by the lessee.		
AB 2346 Quirk	Amended 4/18/2018	Assembly Appropriations	Public utilities: rates: wildfire expense memorandum accounts. Would require the Public Utilities Commission to authorize public utilities to establish wildfire expense memorandum accounts for costs relating specifically to the 2017 California wildfires and to record certain costs in those accounts. The bill would provide that this authorization does not authorize the recovery in rates of those costs recorded in the accounts.		

AB 2363 Friedman	Amended 4/26/2018	Assembly Appropriations Suspense File	Vision Zero Task Force. Would require the Secretary of Transportation, on or before January 1, 2019, to establish and convene the Vision Zero Task Force, which shall include, but is not limited to, representatives from the Department of the California Highway Patrol, the University of California and other academic institutions, local governments, bicycle safety organizations, road safety organizations, and labor organizations. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to reduce traffic fatalities to zero.		
AB 2364 Bloom	Amended 5/9/2018	Assembly Third Reading	Rental control: withdraw from accommodation. Current law, commonly known as the Ellis Act, generally prohibits public entities from adopting any statute, ordinance, or regulation, or taking any administrative action, to compel the owner of residential real property to offer or to continue to offer accommodations, as defined, in the property for rent or lease. This bill would revise the circumstances under which an owner may be required to offer accommodations to displaced tenants and lessees to eliminate the requirement that the request be made in writing within 30 days of notification, as described above, and would instead make the offer contingent on the tenant or lessee advising the owner of a desire to consider an offer.		
AB 2372 Gloria	Amended 4/30/2018	Assembly Local Government	Planning and zoning: density bonus: floor area ratio bonus. Would authorize a city council or county board of supervisors to establish a procedure by ordinance to grant a developer of an eligible housing development, upon the request of the developer, a floor area ratio bonus, calculated as provided, 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, replacement of units, 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.		
AB 2407 Ting	Amended 4/17/2018	Assembly Appropriations Suspense File	Recycling: lithium-ion vehicle batteries: advisory group. 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.		

AB 2418 Mullin	Amended 4/9/2018	Assembly Appropriations Suspense File	Transportation: emerging transportation technologies: California Smart Cities Challenge Grant Program. 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.		
AB 2433 Salas	Introduced 2/14/2018	Assembly Appropriations Suspense File	Department of Transportation: voluntary inspection and testing services. Current law creates the State Highway Account in the State Transportation Fund, and requires all money appropriated, contributed, or made available from any source for expenditure on work within the powers and duties of the department, including sources other than state appropriations, to be transferred to or deposited in the account. This bill would authorize the department to establish a subaccount of the State Highway Account to accommodate deposits and expenditures of moneys relative to voluntary inspection and testing services.		
AB 2434 Bloom	Amended 3/21/2018	Assembly Appropriations Suspense File	Strategic Growth Council: Health in All Policies Program. 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.		
AB 2447 Reyes	Amended 4/26/2018	Assembly Appropriations	California Environmental Quality Act: land use: environmental justice. 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 a 1/2 mile radius of the disadvantaged communities.		
AB 2473 Bonta	Amended 3/22/2018	Assembly Appropriations Suspense File	State Highway Route 185: relinquishment: City of San Leandro. Would authorize the commission to relinquish all or a portion of Route 185 in the City of San Leandro to that city, as specified.		

AB 2528 Bloom	Amended 4/24/2018	Assembly Appropriations	Climate adaptation. Current law requires the Natural Resources Agency, by July 1, 2017, and every 3 years thereafter, to update the state's climate adaptation strategy to identify vulnerabilities to climate change by sectors, including the 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.		
AB 2530 Melendez	Introduced 2/14/2018	Assembly Transportation	Bonds: transportation. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.		
AB 2535 Oberholte	Amended 3/19/2018	Senate Transportation and Housing	High-occupancy toll lanes: notice of toll evasion violation. Current law requires the notice of toll evasion violation to include the vehicle license plate number, a clear and concise explanation of the procedures for contesting the violation and appealing an adverse decision, and, if practicable, the registration expiration date and the make of the vehicle. This bill would also require the notice of toll evasion violation to include a copy of photographic evidence on which the toll evasion determination was based if the vehicle was found, by automated devices, to have evaded the toll through failure to meet occupancy requirements in a high-occupancy toll lane.		
AB 2548 Friedman	Amended 4/12/2018	Senate Desk	Commute benefit policies: Los Angeles County Metropolitan Transportation Authority. Current law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. Current law creates the Los Angeles County Metropolitan Transportation Authority, with various powers and duties with respect to transportation planning, programming, construction, and operations. This bill would authorize the authority to adopt a commute benefit ordinance that requires covered employers operating within the authority's area with a specified number of employees to offer certain employees commute benefits, as specified, except that the bill would prohibit the ordinance from affecting employers covered by certain South Coast Air Quality Management District rules or regulations.		

AB 2549 Stone, Mark	Amended 4/3/2018	Senate Natural Resources and Water	Tidelands and submerged lands: exchange agreements. Current law authorizes the State Lands Commission to enter into an exchange, with any person or public entity, of filled or reclaimed tidelands and submerged lands or beds of navigable waterways, or interests in these lands, that are subject to the public trust for commerce, navigation, and fisheries, for other lands or interests in lands, if the commission finds that specified conditions are met. This bill would expressly authorize the commission, with regard to the above described exchange that involves 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.		
AB 2553 Friedman	Amended 4/17/2018	Assembly Housing and Community Development	Vertical housing districts. Would authorize a city or county to designate a high-transit area as a vertical housing zone by adopting a resolution to that effect that contains specified information. The bill would authorize a taxing entity to agree to participate in an existing vertical housing zone by adopting a resolution to that effect. The bill would authorize the developer of a multifamily housing project that meets specified requirements located within that zone to submit an application for a housing zone project designation to the city or county or participating taxing entity. The bill would require the city or county to approve any application for designation so submitted if the project meets certain requirements, including that the project has obtained necessary entitlements and that it is not located within specified areas.		
AB 2562 Mullin	Amended 4/26/2018	Assembly Appropriations	Department of Housing and Community Development loans. Current law authorizes the Department of Housing and Community Development to make loans under a multifamily housing program, and to reduce the interest rate on any loan issued by the department to a rental housing development to as low as 0.42% per annum, or a rate determined by the department that is sufficient to cover the costs of project monitoring, whichever is greater, if the development meets specified requirements. 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.		

AB 2576 Aguiar-Curry	Amended 4/26/2018	Assembly Appropriations	Emergencies: healthcare. Would authorize the Governor, during a state of emergency, to direct all state agencies to utilize, employ, and direct state personnel, equipment, and facilities for the performance of any and all activities that are designed to allow community clinics and health centers to provide and receive reimbursement for services provided during or immediately following the emergency. The bill would authorize any agency directed by the Governor to perform those activities to expend any of the moneys that have been appropriated to it in order to perform those activities, irrespective of the particular purpose for which the money was originally appropriated.		
AB 2578 Chiu	Amended 3/22/2018	Assembly Appropriations Suspense File	Infrastructure financing districts: City and County of San Francisco. 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.		
AB 2638 Gray	Amended 3/22/2018	Assembly Transportation	Autonomous vehicles. 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.		
AB 2645 Patterson	Introduced 2/15/2018	Assembly Natural Resources	Greenhouse Gas Reduction Fund: forestry and fire prevention. Would, beginning in the 2019–20 fiscal year, continuously appropriate \$74,805,000 from the Greenhouse Gas Reduction Fund annually to the Department of Forestry and Fire Protection for purposes of fire prevention activities that reduce greenhouse gas emissions.		

AB 2650 Lackey	Introduced 2/15/2018	Assembly Transportation	Public transit buses: illuminated signs. Current law requires the illuminated signs on buses operated by a publicly owned transit system to adhere to certain specifications, including, among others, being limited in size to a display of not greater than 720 square inches, and requiring the illuminated signs to display information directly related to public transit service, including, but not limited to, route number, destination description, run number, and public service announcements. This bill would revise those conditions, to increase the maximum display area of an illuminated sign to 4,320 inches and to allow paid advertising to be displayed on the illuminated sign.		
AB 2655 Gloria	Amended 4/4/2018	Assembly Appropriations Suspense File	Judicial Council: minor vehicle infractions. 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.		
AB 2681 Nazarian	Amended 4/12/2018	Assembly Appropriations	Seismic safety: potentially vulnerable buildings. Current law establishes a program within all cities and all counties and portions thereof located within seismic zone 4, as defined, to identify all potentially hazardous buildings and to establish a mitigation program for these buildings. This bill would, upon the identification of funding by the Office of Emergency Services, 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, as specified. By increasing the duties of local officials, this bill would create a state-mandated local program.		
AB 2712 Allen, Travis	Amended 3/12/2018	Assembly Transportation	Bonds: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system.		
AB 2726 Levine	Amended 5/2/2018	Assembly Appropriations	California Global Warming Solutions Act of 2006: consumption-based accounting. 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, as specified.		

AB 2730 Harper	Amended 4/18/2018	Assembly Consent Calendar	Franchise Tax Board: collection of delinquent amounts: tolls. 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.		
AB 2734 Frazier	Introduced 2/15/2018	Assembly Consent Calendar	California Transportation Commission. Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes.		
AB 2753 Friedman	Amended 4/19/2018	Assembly Consent Calendar	Density bonuses: density bonus application. Current law requires a city or county to adopt procedures and timelines for processing a density bonus application and provide a list of documents and information required to be submitted with the application in order for it to be deemed complete. Current law requires a city or county to notify an applicant whether the application is complete within 30 calendar days or receiving the application, or a resubmittal of that application, and establishes an appeal process for that decision. This bill would additionally require a city or county to provide the applicant with a determination as to the amount of density bonus and any parking ratios requested by the applicant for which the development is eligible and whether the applicant has provided adequate information to make a determination as to any incentives, concessions, or waivers or reductions development standards requested by the applicant.		
AB 2782 Friedman	Amended 4/30/2018	Assembly Appropriations	California Environmental Quality Act. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. This bill would authorize lead agencies, in describing and evaluating projects, to consider the specific economic, legal, social, technological, or other benefits of, and the negative impacts of denying, the project.		
AB 2797 Bloom	Amended 4/30/2018	Assembly Third Reading	Planning and zoning: density bonuses. Current law provides that specified provisions of the the Density Bonus Law do not supersede or in any way alter or lessen the effect or application of the California Coastal Act of 1976, which provides for the regulation of development of certain lands within the coastal zone, as defined. This bill would require that any density bonus, concessions, incentives, waivers or reductions of development standards, and parking ratios to which an applicant is entitled under the Density Bonus Law be permitted in a manner that is consistent with that law and the California Coastal Act of 1976. This bill would also declare the intent of the Legislature in this regard.		

<u>AB 2851</u> <u>Grayson</u>	Amended 4/12/2018	Assembly Appropriations Suspense File	Regional transportation plans: traffic signal optimization plans. Would require each city located within the jurisdiction of MTC to develop and implement a traffic signal optimization plan, as prescribed, and would require MTC to consider and reference plans developed by cities located within its jurisdiction into its next 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 to assist cities in implementing their traffic signal optimization plans. The bill would appropriate \$2 million from the Greenhouse Gas Reduction Fund for the 2020–21 fiscal year for deposit in the Traffic Signal Optimization Fund.		
<u>AB 2856</u> <u>Melendez</u>	Introduced 2/16/2018	Assembly Natural Resources	California Environmental Quality Act: housing development projects. CEQA requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would, except as provided, prohibit the court, in an action or proceeding brought alleging a violation of CEQA, from staying or enjoining the siting, construction, or operation of housing development projects, as defined.		
<u>AB 2865</u> <u>Chiu</u>	Amended 4/16/2018	Assembly Appropriations Suspense File	High-occupancy toll lanes: Santa Clara Valley Transportation Authority. 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.		
<u>AB 2885</u> <u>Rodriguez</u>	Amended 4/25/2018	Assembly Consent Calendar	Air Quality Improvement Program: Clean Vehicle Rebate Project. 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 low-income 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 low-income communities.		

<u>AB 2890</u> <u>Ting</u>	Amended 5/1/2018	Assembly Appropriations	Land use: accessory dwelling units. The Planning and Zoning Law authorizes a local agency to provide by ordinance for the creation of accessory dwelling units in single-family and multifamily residential zones and sets forth standards the ordinance is required to impose, including, among others, maximum unit size, parking, lot coverage, and height standards. Existing law prohibits the ordinance from establishing size requirements for accessory dwelling units that do not permit at least an efficiency unit to be constructed. This bill would prohibit the imposition of lot coverage standards or requirements on minimum lot size, lot coverage, or floor area ratio, and would prohibit an ordinance from establishing size requirements for accessory dwelling units that do not permit at least an 800 square foot unit to be constructed.		
<u>AB 2898</u> <u>Gloria</u>	Introduced 2/16/2018	Assembly Consent Calendar	Emergency services: local emergencies. The California Emergency Services Act prescribes a process for the declaration of a local emergency and permits a local emergency to be proclaimed only by the governing body of a city or county or by an official designated by ordinance adopted by that governing body. Current law requires the governing body to review the need for continuing the local emergency at least once every 30 days until the governing body terminates the local emergency. This bill would instead require review of a local emergency by the governing body, as described above, to occur at least once every 60 days		
<u>AB 2911</u> <u>Friedman</u>	Amended 4/18/2018	Assembly Appropriations	Fire safety. Would require the State Fire Marshal, no later than January 31, 2020, in consultation with the Director of Forestry and Fire Protection and the Director of Housing and Community Development, to recommend updated building standards that provide for comprehensive site and structure fire risk reduction to protect structures from fires spreading, as specified, based on lessons learned from the wildfires of 2017 and to develop a list of low-cost retrofits that provide for comprehensive site and structure fire risk reduction, as provided.		
<u>AB 2920</u> <u>Thurmond</u>	Amended 4/9/2018	Assembly Third Reading	Transactions and use taxes: City of Berkeley. 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.		

<u>AB 2922</u> <u>Gipson</u>	Amended 5/2/2018	Assembly Appropriations	Income taxes: credits: qualified developer: affordable housing. The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 2019, and before January 1, 2024, to a taxpayer in an amount equal to 50% of the amount contributed by the taxpayer to a qualified developer for the development of a qualified project, as defined, but that does not exceed a specified amount per taxpayer per qualified project.		
<u>AB 2923</u> <u>Chiu</u>	Amended 4/30/2018	Assembly Appropriations	San Francisco Bay Area Rapid Transit District: transit-oriented development. Current law establishes the San Francisco Bay Area Rapid Transit District (BART) with various powers and duties and establishes a board of directors as the legislative body of the district. This bill would require the board to adopt new transit-oriented development (TOD) guidelines by a majority vote at a duly noticed public meeting that establish minimum local zoning requirements for BART-owned land that is located on contiguous parcels larger than 0.25 acres, within 1/2 mile of an existing or planned BART station entrance, in areas having representation on the BART board of directors.		
<u>AB 2925</u> <u>Bonta</u>	Amended 5/7/2018	Assembly Third Reading	Tenancy: eviction: good cause. 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, including that the tenant continues in possession of the property after the expiration of the term for which it is let to him or her, as provided. This bill would prohibit a landlord from terminating a tenancy, or seeking to recover possession from a tenant who continues in possession of property after the expiration of the term for which it is let, as described above, except for cause, as set forth with particularity in the notice.		
<u>AB 2951</u> <u>Gloria</u>	Introduced 2/16/2018	Assembly Print	Commute benefit policies. Current law establishes a program that authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits. Current law requires that the ordinance specify certain matters, including any consequences for noncompliance. This bill would make nonsubstantive changes to this program.		

AB 2966 Aguiar-Curry	Introduced 2/16/2018	Assembly Appropriations Suspense File	Disaster relief. The California Disaster Assistance Act provides that the state share for disaster project allocations to local agencies is no more than 75% of total state eligible costs, except for specified events for which the state share is up to 100% of state eligible costs. This bill would provide that the state share for the removal of dead and dying trees in connection with the Governor's proclamation of a state of emergency issued on October 30, 2015, is no more than 90% of total state eligible costs.		
AB 2977 Gloria	Introduced 2/16/2018	Assembly Print	Local planning. The Planning and Zoning Law, requires the housing element of a general plan to contain an inventory of land suitable for residential development and a program that sets forth a schedule of actions during the planning period that the local government is undertaking, or intends to undertake, to implement the policies and achieve the goals and objectives of the housing element. Current law requires the program to accommodate 100% of the allocated very low and low-income housing need for which site capacity has not been identified. Current law requires these sites to be zoned with specified minimum density and development standards. This bill would make a nonsubstantive change to these provisions.		
AB 2981 Cervantes	Introduced 2/16/2018	Assembly Print	Utility service franchises: Franchise Act of 1937. The Franchise Act of 1937 provides for the granting of franchises to provide certain utility services by the legislative body of a municipality. This bill would make a nonsubstantive revision to the provision naming the act.		
AB 2999 Bonta	Introduced 2/16/2018	Assembly Appropriations	Income taxes: credits: affordable housing: employer-assisted housing programs. The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 2019, in an amount equal to 50% of the amount of cash paid or incurred, or the equivalent value of land or property donated, by an employer during the taxable year for the construction of affordable housing, as defined, for employees or the investment in an employer-assisted housing program, as defined.		
AB 3000 Friedman	Amended 5/8/2018	Assembly Appropriations	Sales and use taxes: exemption: retail hydrogen vehicle fuel. 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, 2024, 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.		

AB 3012 Gallagher	Amended 4/12/2018	Assembly Consent Calendar	State Coastal Conservancy: grants: climate change projects. Current law establishes the State Coastal Conservancy, and prescribes the membership, functions, and duties of the conservancy with regard to the protection, preservation, and enhancement of specified coastal lands in the state. This bill would require the conservancy, to the extent allowed, to prioritize projects, either as specified, or that reduce flood risk and enhance fish and wildlife habitat, as described.		
AB 3015 Caballero	Amended 5/8/2018	Assembly Appropriations	Marine terminal operations. 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-emission and near-zero-emission cargo handling equipment at California seaports and rail yards. The bill would require the Transportation Agency to undertake certain activities with respect to the development of those additional elements		
AB 3034 Low	Amended 3/23/2018	Assembly Third Reading	Public transit employer-employee relations: San Francisco Bay Area Rapid Transit District. 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.		
AB 3037 Chiu	Amended 4/30/2018	Assembly Appropriations	Community Redevelopment Law of 2018. Existing 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, including that the resolution of intention include a passthrough provision and an override passthrough provision, as defined. The bill would require the city or county to submit that resolution to each affected taxing entity, and would authorize an entity that receives that resolution to elect to not receive a passthrough payment, as provided.		

AB 3072 Chiu	Amended 4/17/2018	Assembly Revenue and Taxation	Income taxes: credits: low-income housing: farmworker housing. Would, under the law governing the taxation of insurers, the Personal Income Tax Law, and the Corporation Tax Law, for calendar years beginning in 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.		
AB 3079 O'Donnell	Amended 4/17/2018	Assembly Appropriations Suspense File	Transportation Corridors Enhancement Account: project selection: California Port Efficiency Program. Would create the California Port Efficiency Program to fund projects that improve velocity, throughput, and reliability of port operations, as defined. The program would require the department to select projects proposed by port authorities and regional transportation agencies that most effectively improve velocity, throughput, and reliability of port operations.		
AB 3106 Nazarian	Introduced 2/16/2018	Assembly Print	Autonomous vehicles. Current law establishes regulations for the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if the manufacturer meets prescribed requirements. This bill would make technical, nonsubstantive changes to those provisions.		
AB 3124 Bloom	Amended 4/2/2018	Senate Transportation and Housing	Vehicles: length limitations: buses: bicycle transportation devices. Current law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Current law exempts from this limitation an articulated bus or articulated trolley coach that does not exceed a length of 60 feet, and authorizes the bus or trolley to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles. Current law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus. This bill would 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	

AB 3132 Chau	Introduced 2/16/2018	Assembly Print	Autonomous vehicles. Current law authorizes an autonomous vehicle to be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met, including that the autonomous vehicle is being operated on roads in the state solely by employees, contractors, or other persons designated by the manufacturer of the autonomous technology. Current law defines "autonomous technology" and "autonomous vehicle" for those purposes. This bill would make technical, nonsubstantive changes to those provisions		
AB 3135 Frazier	Amended 3/22/2018	Assembly Third Reading	High-Speed Rail Authority: rights-of-way: security: Department of the California Highway Patrol. 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.		
AB 3139 Bonta	Amended 4/9/2018	Assembly Appropriations Suspense File	State highways: property leases. 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.		
AB 3147 Caballero	Amended 4/30/2018	Assembly Appropriations	Fee mitigation act: housing developments. The Mitigation Fee Act requires a local agency that establishes, increases, or imposes a fee as a condition of approval of a development project to, among other things, determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. This bill would require, at the time that an application for a housing development project is deemed complete, a city, county, and city and county to provide a good faith statement disclosing the amount of impact and development fees applicable to the housing development. The bill would also prohibit these disclosed impact and development fees from being increased for 2 years following issuance of the good faith statement.		

AB 3152 Chiu	Amended 4/16/2018	Assembly Appropriations	Property taxation: welfare exemption: rental housing: moderate income housing. Current property tax law, in accordance with the California Constitution, provides for a “welfare exemption” for property used exclusively for religious, hospital, scientific, or charitable purposes and that is owned or operated by certain types of nonprofit entities, if certain qualifying criteria are met. Under current property tax law, property that meets these requirements that is used exclusively for rental housing and related facilities is entitled to a partial exemption, as specified. This bill, on and after January 1, 2019, would provide a similar exemption for qualified property, as defined, that meets the requirements of the welfare exemption that is used exclusively for rental housing and related facilities, equal to that percentage of the value of the property that is equal to the percentage that the number of units serving moderate income households, as defined, represents of the total number of residential units.		
AB 3171 Ting	Introduced 2/16/2018	Assembly Housing and Community Development	Homeless Persons Services Block Grant. 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.		
AB 3194 Daly	Amended 4/30/2018	Assembly Local Government	Housing Accountability Act: project approval. Would prohibit a housing development project from being found inconsistent, not in compliance, or not in conformity, with the applicable zoning ordinance, and would prohibit a local government from requiring a rezoning of the project site, if the existing zoning ordinance does not allow the maximum residential use, density, and intensity allocable on the site by the housing element or by the land use element of the general plan. plan if it was adopted or updated within the previous 10 years, as specified.		

<u>AB 3201</u> <u>Daly</u>	Amended 5/1/2018	Assembly Appropriations	California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program. 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, delete the reference to the annual framework and plan for the program and instead just refer to a 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.		
<u>AB 3232</u> <u>Friedman</u>	Amended 5/1/2018	Assembly Appropriations	Zero-emissions buildings and sources of heat energy. Would require the State Energy Resources Conservation and Development Commission, by February 1, 2019, to open a proceeding to consider load management standards and strategies needed to optimize building energy use in a manner that reduces the emissions of greenhouse gases. The bill would require the commission, by January 1, 2020, to assess the potential for the state to reduce the emissions of greenhouse gases from the state's residential and commercial building stock by at least 40% below 1990 levels by January 1, 2030. The bill would require this assessment to include consideration of cost-effective strategies to reduce emissions from space heating and water heating in both new and existing residential and commercial buildings, as specified.		
<u>AB 3246</u> Committee on Transportation	Amended 4/2/2018	Assembly Consent Calendar	Transportation: omnibus bill. 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.		
<u>ACA 4</u> <u>Aguilar-Curry</u>	Introduced 2/17/2017	Assembly Local Government	Local government financing: affordable housing and public infrastructure: voter approval. Local government financing: affordable housing and public infrastructure: voter approval.		
<u>ACA 11</u> <u>Caballero</u>	Amended 8/21/2017	Assembly Housing and Community Development	California Middle Class Affordable Housing and Homeless Shelter: funding. Would create the California Middle Class Affordable Housing and Homeless Shelter Account in the General Fund for the support of local and state programs that assist in the development or acquisition of housing, as specified. The measure would impose a tax upon all retailers at the rate of 0.25% of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in this state on and after January 1, 2019.		

<u>ACA 19</u> <u>Mayes</u>	Introduced 9/6/2017	Assembly Print	Local government taxation: voter approval. The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters voting on the tax. The California Constitution defines "local government" for these purposes to mean any county, city, city and county, including a charter city or county, any special district, or any other local or regional governmental entity. This measure would specify that the electorate exercising its initiative power is within the definition of "local government."		
<u>ACA 20</u> <u>Steinorth</u>	Introduced 1/3/2018	Assembly Print	Property taxation: base year value: transfer. The California Constitution authorizes the Legislature to provide that a severely disabled person and a person over 55 years of age may transfer the base year value, as defined, of property that is eligible for the homeowner's property tax exemption to a replacement dwelling that is of equal or lesser value located within the same county as the property from which the base year value is transferred, and, if a county ordinance so providing has been adopted, to a replacement dwelling that is located in a different county. This measure, on and after January 1, 2019, would instead allow the base year value of property eligible for the homeowner's exemption of any person aged 55 years or older or who is severely disabled to be transferred to any replacement dwelling, regardless of its value or whether it is located within the same county.		
<u>ACA 24</u> <u>Waldron</u>	Introduced 2/14/2018	Assembly Print	Property taxation: transfer of base year value: disaster relief. Would additionally require the Legislature to provide for the transfer of base year value of property that is substantially damaged or destroyed by a disaster, as declared by the Governor, occurring on or after January 1, 2017, to July 1, 2018, to comparable property located within the same or a different county that is acquired or newly constructed as a replacement for the substantially damaged or destroyed property. The measure would limit this provision to intercounty transfers of base year value that occur on or after the effective date of the measure.		
<u>SB 414</u> <u>Vidak</u>	Amended 1/3/2018	Senate Transportation and Housing	Transportation bonds: highway, street, and road projects. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.		

SB 760 Wiener	Amended 1/23/2018	Assembly Transportation	Bikeways: design guides. Would authorize a city, county, regional, or other local agency, when using the alternative minimum safety design criteria, to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. The bill would authorize a state entity that is responsible for the planning and construction of roadways to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials.		
SB 819 Hill	Amended 4/9/2018	Senate Appropriations	Electrical and gas corporations: rates. The Public Utilities Commission has regulatory authority over public utilities, including electrical corporations and gas corporations. Current law authorizes the commission to establish rules for all public utilities, subject to control by the Legislature. Current law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. Current law prohibits a gas corporation from recovering any fine or penalty in any rate approved by the commission. This bill would prohibit an electrical corporation from recovering a fine or penalty through a rate approved by the commission and would make related nonsubstantive changes.		
SB 821 Jackson	Amended 3/12/2018	Assembly Governmental Organization	Emergency notification: county jurisdictions. 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.		
SB 822 Wiener	Amended 5/1/2018	Senate Appropriations	Communications: broadband Internet access service. 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 specified. The bill would prohibit an Internet service provider from offering different levels of quality of service to end users as part of broadband Internet access service unless specified conditions are met. The bill would authorize the Attorney General, upon his or her own motion or upon complaint, to investigate and bring an action to enforce those prohibitions and would require that complaints be reviewed by the Attorney General on a case-by-case basis.		

SB 824 Lara	Amended 5/2/2018	Senate Appropriations	Insurers: declared disaster: homeowners' insurance policies. Would prohibit an insurer from canceling or refusing to renew a policy of residential property insurance for one year after the declaration of a state of emergency based solely on the fact that the insured structure is located in a county in which one or more catastrophic events have occurred for which a state of emergency has been declared, as specified and subject to exceptions if the insurer's solvency is threatened.		
SB 828 Wiener	Amended 4/26/2018	Senate Appropriations	Land use: housing element. The Planning and Zoning Law requires a city or county to adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. Current law requires a planning agency to submit a draft of the housing element to the Department of Housing and Community Development for review, as specified. This bill would require the program to identify actions that will be taken to accommodate 125% of the city's or county's share of the regional housing need that could not be accommodated on the sites identified in the inventory of land without rezoning of those sites. The bill would also require those actions be taken to make at least 100% of the city's or county's share so identified be available for multifamily housing located within developed areas.		
SB 829 Wiener	Amended 4/25/2018	Senate Consent Calendar	Child care: individualized county child care subsidy plan: City and County of San Francisco. Current law requires the Superintendent of Public Instruction to develop standards for the implementation of quality child care programs. Current law authorizes the City and County of San Francisco to develop and implement an individualized county child care subsidy plan, as provided. This bill would require details of the approved individualized county child care subsidy plan and qualification requirements for subsidized child care services to be accessible from a City and County of San Francisco Internet Web site.		
SB 831 Wieckowski	Amended 5/1/2018	Senate Appropriations	Land use: accessory dwelling units. Would require the ordinance for the creation of accessory dwelling units to designate areas where accessory dwelling units may be excluded for health and 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. The bill would require that a permit application for an accessory dwelling unit be approved or disapproved within 60 days and would specify that if a local agency does not act on an application for a accessory dwelling unit within 60 days, then the application shall be deemed approved.		

SB 833 McGuire	Introduced 1/4/2018	Senate Appropriations Suspense File	Emergency alerts: evacuation orders: operators. Would provide for a red alert system designed to issue and coordinate alerts following an evacuation order, as specified. The bill would require the red alert system to incorporate a variety of notification resources and developing technologies that may be tailored to the circumstances and geography of the underlying evacuation, as appropriate. The bill would require a local government agency or state agency that uses the federal Wireless Emergency Alert (WEA) system to alert a specified area of an evacuation order to use the term "red alert" in the alert and notify OES of the alert.		
SB 881 Wieckowski	Amended 4/3/2018	Senate Appropriations Suspense File	Flood control: County of Santa Clara: South San Francisco Bay Shoreline Project. Would authorize the state to provide subvention funds to the Santa Clara Valley Water District for the South San Francisco Bay Shoreline Project for flood control in areas along the south San Francisco Bay in the County of Santa Clara, as described, at an estimated cost to the state of the sum that may be appropriated for state cooperation by the Legislature upon the recommendation and advice of the Department of Water Resources and upon a determination by the department that the project meets specified financial aid requirements. The bill would provide that the state assumes no liability for damages that may result from the project by authorizing the provision of subvention funds, or by the appropriation of those subvention funds, as specified.		
SB 893 Nguyen	Amended 4/9/2018	Senate Transportation and Housing	Planning and zoning: density bonus: vehicular parking ratio. 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.		

SB 901 Dodd	Amended 5/1/2018	Senate Appropriations	Electrical corporations: local publicly owned electric utilities: electrical cooperatives: wildfire mitigation plans and measures. Would require a wildfire mitigation plan prepared by an electrical corporation, and wildfire mitigation measures prepared by a local publicly owned electric utility or electrical cooperative, to include a description of the factors the preparing entity uses to determine when it may be necessary to deenergize its electrical lines and deactivate its reclosers, including meteorological and fire threat conditions. The bill would also require a wildfire mitigation plan and wildfire mitigation measures 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.		
SB 912 Beall	Amended 4/12/2018	Senate Appropriations Suspense File	Housing: homelessness programs and affordable housing. 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.		
SB 914 Dodd	Introduced 1/22/2018	Assembly Local Government	Local agency contracts. Current law authorizes a county, until January 1, 2023, with approval of the board of supervisors, to utilize construction manager at-risk construction contracts for the erection, construction, alteration, repair, or improvement of any building owned or leased by the county, subject to certain requirements, including that the method may only be used for projects that are in excess of \$1,000,000. This bill would authorize the use of this method of contracting for the erection, construction, alteration, repair, or improvement of any infrastructure, excluding roads.		
SB 918 Wiener	Amended 4/12/2018	Senate Appropriations Suspense File	Homeless Youth Act of 2018. 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 in California, develop specific recommendations and timelines for addressing these gaps, and report to the Legislature, as specified.		

SB 957 Lara	Amended 4/17/2018	Senate Appropriations	Vehicles: high-occupancy vehicle lanes. Currnet 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 commencing January 1, 2019, until January 1, 2023, 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, 2023, if the applicant for the identifier has a household income at or below 80% of the state median income.	Oppose	
SB 980 Cannella	Introduced 2/1/2018	Senate Rules	High-occupancy vehicle lanes. Under current law, the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, may authorize or permit exclusive or preferential use of highway lanes for high-occupancy vehicles, as specified, and are required to place and maintain signs and other traffic control devices to designate those exclusive or preferential lanes, the applicable vehicle occupancy levels, and the hours of high-occupancy vehicle use, as specified. This bill would make technical, nonsubstantive changes to those provisions.		
SB 1000 Lara	Amended 4/26/2018	Senate Appropriations	Transportation electrification: electric vehicle charging infrastructure. Would require the Energy Commission, in consultation with the State Air Resources Board (state board), to develop minimum charging speed recommendations for direct current fast charging stations and for electric vehicle batteries and to include these recommendations as part of the investment plan. The bill would require the Energy Commission, as part of the development of the investment plan, to assess whether charging station infrastructure is disproportionately deployed, as specified, and, upon finding disproportionate deployment, to use moneys from the Alternative and Renewable Fuel and Vehicle Technology Fund, as well as other mechanisms, including incentives, to more proportionately deploy new charging station infrastructure.		
SB 1014 Skinner	Amended 4/26/2018	Senate Appropriations	Zero-emission vehicles. 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 20% of the passenger miles are provided by zero-emission vehicles by December 31, 2023, and 50% of the passenger miles are provided by zero-emission vehicles by December 31, 2026.	Support & Seek Amendment	

SB 1015 Allen	Amended 4/5/2018	Senate Appropriations	California Climate Resiliency Program. Would establish the California Climate Resiliency Program to increase resiliency to climate change impacts in urban and rural communities throughout the state and to fund the planning and implementation of projects that improve and enhance the climate change resiliency of natural systems, natural and working lands, and developed areas. The bill would require that the program be developed and implemented by the Wildlife Conservation Board, in coordination with any participating state conservancies, as defined.		
SB 1027 Pan	Amended 3/12/2018	Senate Appropriations Suspense File	State employee survey. 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.		
SB 1035 Jackson	Amended 4/12/2018	Assembly Desk	General plans. Current law requires, after the initial revision of a safety element in a general plan of a city or county, to identify flood hazards and address the risk of fire in certain lands upon each revision of the housing element, the planning agency to review and, if necessary, revise the safety element to identify new information relating to flood and fire hazards that was not previously available during the previous revision of the safety element. This bill would require the safety element to be reviewed and revised as necessary to address climate adaption and resiliency strategies and would require, after these revisions, the planning agency to review and, if necessary, revise the safety element upon each revision of the housing element or local hazard mitigation plan, but not less than once every 8 years, 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.		

SB 1037 Cannella	Introduced 2/8/2018	Senate Rules	State government finance: Road Maintenance and Rehabilitation Program. Prior to receiving an apportionment of funds under the Road Maintenance and Rehabilitation Program from the Controller in a fiscal year, current law requires a city or county to submit to the California Transportation Commission a list of projects proposed to be funded with these funds. Current law requires the commission to report to the Controller the cities and counties that have submitted a list of projects and requires the Controller, upon receipt of an initial or subsequent report, to apportion funds to cities and counties included in the report, as specified. This bill would make nonsubstantive changes to the provisions requiring the commission to submit the specified reports to the Controller.		
SB 1040 Dodd	Amended 4/3/2018	Assembly Desk	In-home supportive services: natural disaster. 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.		
SB 1072 Leyva	Amended 4/25/2018	Senate Appropriations	Regional Climate Collaborative Program: technical assistance. Would establish a regional climate collaborative program, to be administered by the Strategic Growth Council, to assist under-resourced communities, as defined, in a region to access statewide public and other grant moneys, as specified, for climate mitigation and adaptation projects by establishing collaboratives, as specified. The bill would authorize the council to award specified grants to collaboratives for specified activities.		
SB 1078 Committee on Transportation and Housing	Amended 4/12/2018	Assembly	Housing. Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance. Current law requires the district to require, by recorded covenants or restrictions, that housing units built pursuant to this authority remain available at affordable housing costs to, and occupied by, persons and families of very low, low-, or moderate-income households, as provided. This bill would delete an unnecessary reference to "households" in these provisions.		

SB 1080 Newman	Amended 5/2/2018	Senate Appropriations	Transportation network companies: driver identification. Would require a transportation network company driver to possess either a valid driver's license issued by the State of California or, in the case of a nonresident active duty military member or a nonresident dependent of an active duty military member, a valid driver's license issued by the other state or territory of the United States in which the member or dependent is a resident. The bill would also require a transportation network company to comply with specified provisions of the The Passenger Charter-party Carriers' Act and to ensure that the driver satisfies all requirements applicable to participating drivers.		
SB 1088 Dodd	Amended 5/2/2018	Senate Appropriations	Safety, reliability, and resiliency planning. 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.		
SB 1093 Jackson	Introduced 2/13/2018	Senate Appropriations Suspense File	Department of Motor Vehicles: records: confidentiality. Current law prohibits the disclosure of the home address of certain public employees and officials that appears in records of the Department of Motor Vehicles, except to a court, a law enforcement agency, an attorney in a civil or criminal action under certain circumstances, and certain other official entities. This bill would extend that prohibition, subject to those same exceptions, to the disclosure of the home addresses of an adult abuse investigator or social worker working in protective services within a social services department.		
SB 1115 Hill	Introduced 2/13/2018	Senate Appropriations Suspense File	Property taxation: welfare exemption: low income housing. Current law limits the total exemption amount allowed to a taxpayer, with respect to a single property or multiple properties for any fiscal year on the sole basis of the application of this criterion, to \$10,000,000 of tax. This bill would delete the \$10,000,000 limitation with respect to lien dates occurring on and after January 1, 2019. The bill would require any outstanding qualified ad valorem property tax in excess of the \$10,000,000 limitation, and related interest or penalty, which was levied or imposed on and after January 1, 2017, and before January 1, 2019, with respect to qualified property for which a qualified claim was filed, to be canceled.		

SB 1117 Beall	Introduced 2/13/2018	Senate Rules	Department of Transportation: highway engineers. Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law specifies certain powers and duties of the department relative to the recruitment and retention of highway engineers, including participation by the department in student loan repayment, offering of salaries above the lowest salary step, and various other provisions. This bill would make a nonsubstantive change to these provisions.		
SB 1119 Newman	Introduced 2/13/2018	Assembly	Low Carbon Transit Operations Program. Current law requires, for recipient transit agencies whose service areas include disadvantaged communities, as specified, that those recipient transit agencies expend at least 50% of the total moneys they received as part of the Low Carbon Transit Operations Program on projects or services that meet specified requirements and benefit those disadvantaged communities. This bill would authorize a recipient transit agency to satisfy the above-stated requirement by expending at least 50% of program funds received on transit fare subsidies, specified transit connections, or technology improvements that reduce emissions of greenhouse gases.	Support & Seek Amendment	
SB 1145 Leyva	Amended 4/16/2018	Assembly Local Government	Enhanced infrastructure financing districts: maintenance. 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 community significance. Current law prohibits a district from financing routine maintenance and repair work. Existing law authorizes the issuance of bonds for the funding of these purposes if approved by 55% of the voters voting on a proposal to issue the bonds. This bill, instead, 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, but would prohibit the use of proceeds of bonds issued to finance maintenance of any kind.		
SB 1169 Anderson	Amended 5/2/2018	Senate Appropriations	Violations: penalties and fines: wildfire incidents. The Public Utilities Act provides for the assessment of criminal fines and civil penalties for violations of the act or an order, decision, rule, direction, demand, or requirement of the commission. Current law requires that fines and penalties imposed by the Public Utilities Commission pursuant to the act be paid to the General Fund. This bill would require 10% of any penalty or fine assessed by the commission related to wildfire incidents to be deposited into the Wildfire Incident Penalty and Fine Fund, which the bill would establish in the State Treasury.		

SB 1172 Beall	Introduced 2/14/2018	Assembly Transportation	High-Speed Rail Authority. Current law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Current law authorizes the authority, among other things, to keep the public informed of its activities. This bill would revise that provision to instead authorize the authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority's Internet Web site.		
SB 1182 Glazer	Amended 5/1/2018	Senate Appropriations	Taxation: renters' credit. The Personal Income Tax Law authorizes various credits against the taxes imposed by that law, including a credit for qualified renters in the amount of \$120 for spouses filing joint returns, heads of household, and surviving spouses if adjusted gross income is \$50,000, as adjusted, or less, and in the amount of \$60 for other individuals if adjusted gross income is \$25,000, as adjusted, or less. Current law requires the Franchise Tax Board to annually adjust for inflation these adjusted gross income amounts. For 2017, the adjusted gross income limit is \$80,156 and \$40,078, respectively. This bill, for each taxable year beginning on and after January 1, 2018, would increase the credit amount for a qualified renter, as specified, and would require the Franchise Tax Board to annually adjust for inflation the credit amount for taxable years on and after January 1, 2023.		
SB 1226 Bates	Amended 5/3/2018	Senate Appropriations	Building standards: building permits. The California Building Standards Law requires that only those building standards approved by the California Building Standards Commission, and that are effective at the local level at the time an application for a building permit is submitted, apply to the construction performed under that building permit. This bill would require the department to propose the adoption of a building standard to the California Building Standards Commission pursuant to existing law that would authorize, when a record of the issuance of a building permit for the construction of an existing residential unit does not exist, the above-described enforcement officials to determine when the residential unit was constructed and then apply the State Housing Law, the building standards published in the California Building Standards Code, and other specified rules and regulations in effect on that date and issue a retroactive building permit for that construction.		

<u>SB 1227</u> <u>Skinner</u>	Amended 4/26/2018	Senate Appropriations	Density bonuses. 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 or the Accrediting Commission for Community and Junior Colleges, where 20% of the units are used for lower income students, as defined, provided at a specified rent level, and the development provides priority for the applicable affordable units for lower income students experiencing homelessness. The bill would require that these units be subject to a recorded affordability restriction of 55 years.		
<u>SB 1251</u> <u>McGuire</u>	Amended 5/3/2018	Senate Consent Calendar	Local government: general plans. Current law requires the planning agency of a city or county, before the adoption of any substantial amendment of a general plan, to review and consider, among other things, an adoption of, or update to, a groundwater sustainability plan or groundwater management plan or groundwater management court order, judgment, or decree. Current law authorizes a groundwater sustainability agency to submit an alternative to a groundwater sustainability plan to the Department of Water Resources for approval, as specified. This bill would additionally require the planning agency to consider an alternative approved by the Department of Water Resources, as specified.		
<u>SB 1253</u> <u>Jackson</u>	Amended 5/7/2018	Senate Appropriations	Income taxes: low-income housing: credit. 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.		
<u>SB 1260</u> <u>Jackson</u>	Amended 4/9/2018	Senate Appropriations Suspense File	Fire prevention and protection: prescribed burns. 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.		

SB 1262 Newman	Amended 4/10/2018	Senate Third Reading	Construction Manager/General Contractor project delivery method: Department of Transportation. Would remove the cap on the number of projects for which the Department of Transportation is authorized to use the 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.		
SB 1296 Glazer	Amended 4/5/2018	Senate Appropriations Suspense File	Department of Housing and Community Development: database of local fees. 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.		
SB 1307 Galgiani	Amended 3/22/2018	Senate Appropriations	High-Speed Rail Authority: property acquisition: capital outlays: public contracts: county assessor's records. 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.		
SB 1328 Beall	Introduced 2/16/2018	Assembly Transportation	Mileage-based road usage fee. Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. Under current law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law requires the technical advisory committee to study RUC alternatives to the gas tax and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified. Current law repeals these provisions on January 1, 2019. This bill would extend the operation of these provisions until January 1, 2023.		

SB 1333 Wieckowski	Amended 4/18/2018	Senate Third Reading	Planning and zoning: general plan: zoning regulations: charter cities. The Planning and Zoning Law 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 the limitation regarding charter cities and instead specify that these provisions of the Planning and Zoning Law apply to charter cities, and would provide that development agreements entered into before January 1, 2018, are not subject to those provisions.		
SB 1341 Glazer	Amended 3/22/2018	Senate Environmental Quality	California Environmental Quality Act: judicial challenge: identification of contributors. 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.		
SB 1342 Cannella	Introduced 2/16/2018	Senate Rules	Autonomous vehicles. Current law authorizes an autonomous vehicle to be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met, including that the autonomous vehicle is being operated on roads in the state solely by employees, contractors, or other persons designated by the manufacturer of the autonomous technology. Current law defines "autonomous technology" and "autonomous vehicle" for those purposes. This bill would make technical, nonsubstantive changes to those provisions		

SB 1347 Stern	Amended 5/1/2018	Senate Appropriations	Energy storage systems: procurement. Would, by January 1, 2020, require the Public Utilities Commission, in addition to the requirements described above, to direct electrical corporations, community choice aggregators, electric service providers, and certain electrical cooperatives (collectively, load-serving entities) to procure their proportionate share of a total of 2,000 megawatts, in aggregate, of energy storage systems and would authorize the commission to direct the load-serving entities to procure additional energy storage system capacity, as specified. The bill would authorize the electrical corporations to own and operate a certain percentage of these energy storage systems, measured by capacity, if certain conditions are met.		
SB 1350 Stern	Introduced 2/16/2018	Senate Rules	Climate change: research, development, and demonstration: financial assistance. Would state the intent of the Legislature to enact legislation to establish a new model for providing agile financial assistance for research, development, and demonstration of climate change mitigation technologies with transformational potential. This bill contains other existing laws.		
SB 1376 Hill	Amended 3/22/2018	Senate Appropriations	Transportation network companies: accessibility for persons with disabilities. 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.		
SB 1384 Bates	Introduced 2/16/2018	Senate Gov. & F.	Repatriation Infrastructure Fund. Would, until July 1, 2025, require the Department of Finance, in consultation with the Franchise Tax Board, to estimate, on an annual basis by November 1 of each year, the amount of revenue to be received from state taxes in the next fiscal year as a consequence of enactment of a federal corporate repatriation statute pursuant to which foreign earnings of United States-based corporations that are currently invested abroad are moved to the United States.		
SB 1387 Beall	Introduced 2/16/2018	Assembly Transportation	Peninsula Rail Transit District. Current law, operative under certain conditions, redesignates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers. This bill would repeal the provisions relating to the Peninsula Rail Transit District.		

SB 1399 Wiener	Amended 5/1/2018	Senate Appropriations	Renewable energy: shared renewable energy tariffs. Would require the Public Utilities Commission to require each large electrical corporation to establish a tariff or tariffs that provide for bill credits for electricity generated by eligible renewable generating facilities and exported to the electrical grid to be credited to electrical accounts of nonresidential customers of the corporations. The bill would require the commission to ensure that the credits reflect the full value of the electricity from the eligible renewable generating facilities and the credits are established using the same methodology that is used to determine credits under the standard contract or tariff for eligible customer-generators.		
SB 1401 Wieckowski	Introduced 2/16/2018	Assembly	Climate change: climate adaptation information: clearinghouse. Current law requires the Office of Planning and Research to coordinate with appropriate entities to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities. The bill would require the office to seek feedback from entities that use the clearinghouse to maximize the efficacy and usefulness of the clearinghouse.		
SB 1403 Lara	Amended 4/11/2018	Senate Appropriations Suspense File	California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program. 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.		
SB 1415 McGuire	Amended 4/23/2018	Senate Appropriations	Housing. 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.		

SB 1416 McGuire	Amended 4/4/2018	Senate Third Reading	Local government: nuisance abatement. 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.		
SB 1427 Hill	Amended 4/4/2018	Assembly	Discrimination: veteran or military status. 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	
SB 1434 Leyva	Amended 5/2/2018	Senate Appropriations	Transportation electrification: electricity rate design. 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.		
SB 1463 Moorlach	Amended 3/22/2018	Senate Environmental Quality	California Global Warming Solutions Act of 2006: scoping plan: Greenhouse Gas Reduction Fund. 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.		

SB 1469 Skinner	Amended 5/1/2018	Senate Appropriations	Land use: accessory dwelling units. The Planning and Zoning Law authorizes a local agency to provide by ordinance for the creation of accessory dwelling units in single-family and multifamily residential zones, 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. The State Housing Law requires, with an exception for building standards adopted, amended or repealed by the State Fire Marshal, the Department of Housing and Community Development to propose the adoption, amendment, or repeal of building standards to the California Building Standards Commission. This bill would revise and recast the above-described provisions regarding accessory dwelling units to authorize the ordinance adopted for the creation of accessory dwelling units to designate areas where accessory dwelling units are excluded for health and safety purposes based on clear findings supported by substantial evidence.		
SB 1478 Leyva	Introduced 2/16/2018	Senate Rules	California Global Warming Solutions Act of 2006. The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with the act. This bill would make a technical, nonsubstantive change to that provision.		
SB 1487 Stern	Amended 4/2/2018	Senate Appropriations	Iconic African Species Protection Act. 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.		

SCA 6 Wiener	Amended 5/1/2017	Senate Appropriations Suspense File	Local transportation measures: special taxes: voter approval. Would require that the imposition, extension, or increase by a local government of a special tax as may otherwise be authorized by law, whether a sales or transactions and use tax, parcel tax, or other tax for the purpose of providing funding for transportation purposes be submitted to the electorate by ordinance and approved by 55% of the voters voting on the proposition. The measure would authorize an ordinance submitted to the voters for approval under these provisions to provide, as otherwise authorized by law, for the issuance of bonds payable from the revenues from the special tax.	Support	
SCA 20 Glazer	Amended 4/23/2018	Senate Elections and Constitutional Amendments	Local sales taxes: online sales. Would provide that, on and after January 1, 2020, for the purpose of distributing the revenues derived under a sales tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law, the retail sale of tangible personal property by a qualified retailer, as defined, that is transacted online is instead consummated at the point of the delivery of that tangible personal property to the purchaser's address or to any other delivery address designated by the purchaser.		

Federal Bills

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

H.R. 1346 (Lipinski)	MPO coordination rule repeal legislation	4/6/17	Senate companion bill passed and presented to the President	Repeals the rule issued by the Federal Highway Administration and Federal Transit Administration entitled "Metropolitan Planning Organization Coordination and Planning Area Reform."	Support
H.R. 1458 (Blumenauer)	Raise and Index to Sustainably and Efficiently Invest in Transportation Act	3/9/17	House Ways & Means Committee	Increases the federal excise tax on gasoline and diesel fuel to 33.3 cents and 39.3 cents, respectively.	
H.R. 1664 (DeFazio)	Investing in America: A Penny for Progress Act	3/23/17	House Transportation & Infrastructure and Ways & Means Committees	Indexes the gas and diesel tax to inflation and directs the proceeds to new "Invest in America" bonds. Distributes the resulting revenue to highway and transit programs authorized in the Fixing America's Surface Transportation Act.	
H.R. 1669 (Delaney)	Partnership to Build America Act of 2017	3/23/17	House Transportation & Infrastructure and Ways & Means Committees	Establishes the American Infrastructure Fund to provide bond guarantees and make loans to States, local governments, and infrastructure providers for investments in certain infrastructure projects.	
H.R. 2241 (Holding)	Commuter Benefits	4/28/17	House Ways & Means Committee	Amends the Internal Revenue Code of 1986 to treat qualified alternative commuter programs, including commutes facilitated through transportation network company providers, as an excludable qualified transportation fringe benefit.	
H.R. 2347 (Torres)	Regional Infrastructure Accelerator Program	5/3/17	House Transportation & Infrastructure Committee	Directs the Secretary of the Treasury to establish a regional infrastructure accelerator program to facilitate certain infrastructure projects.	
H.R. 2391 (Sanford)	Highway Restoration Act of 2017	5/4/17	House Ways & Means Committee	Phases out the Mass Transit Account by 2021. Beginning in FY 2022, no funds would be transferred to the Mass Transit Account from the Highway Trust Fund.	
H.R. 2559 (Crowley)	Bike to Work Act of 2017	5/19/17	House Ways & Means Committee	Amends the Internal Revenue Code to include a bicycle sharing system as a mass transit facility for purposes of the tax exclusion of employer-paid commuting expenses.	
H.R. 3001 (Lowenthal)	National Multimodal and Sustainable Freight Infrastructure Act	6/22/17	House Transportation & Infrastructure and Ways & Means Committees	Establishes a Multimodal Freight Funding Formula Program and a National Freight Infrastructure Competitive Grant Program funded through a one percent waybill fee on the cost of transporting goods.	
H.R. 3388 (Latta)	Safely Ensuring Lives Future Deployment and Research In Vehicle Evolution Act	9/7/17	Senate Commerce, Science & Transportation Committee	Memorializes the Federal role in ensuring the safety of highly automated vehicles as it relates to design, construction and performance by encouraging the testing and deployment of such vehicles.	

H.R. 4241 (Etsy)	Transportation Access and System Connection Act of 2017	11/6/17	House Transportation & Infrastructure Committee	Directs the Secretary of Transportation to carry out a pilot program to improve performance- based transportation planning.	
H.R. 4739 (Hastings)	Build America Act of 2018	1/9/18	House Transportation & Infrastructure Committee	Authorizes the national infrastructure investment program (also known as TIGER) and provides dedicated funding for both TIGER and the capital investment grant program.	
H.R. 4766 (DeFazio)	Positive Train Control Implementation and Financing Act of 2018	1/12/18	House Transportation & Infrastructure Committee	Prohibits extending the requirement to implement positive train control (PTC) past December 31, 2018 and authorized grant funding to support PTC implementation along intercity and commuter rail lines.	
H.R. 4800 (Eshoo)	Broadband Conduit Deployment Act of 2018	1/17/18	House Transportation & Infrastructure Committee	Requires states to evaluate and, if needed, include as part of a highway expansion project the installation of broadband conduit infrastructure.	
H.R. 4889 (Beyer)	Healthy Climate and Family Security Act of 2018	1/29/18	House Energy & Commerce and Ways & Means Committees	Authorizes a federal cap-and-trade program and distributes auction revenues and penalty fees to eligible individuals. The new program would not preempt state or regional greenhouse gas initiatives.	
H.R. 4926 (Blumenauer)	American Opportunity Carbon Fee Act of 2018	2/6/18	House Education and the Workforce, Energy & Commerce, Transportation & Infrastructure, Veterans' Affairs and Ways & Means Committees	Amends the Internal Revenue Code of 1986 to provide for carbon dioxide and other greenhouse gas emission fees, reduce the rate of the corporate income tax, provide tax credits to workers and deliver additional benefits to retired and disabled Americans.	
H.R. 5003 (Hultgren)	Advance Refunding Bonds	2/13/18	House Ways & Means Committee	Reinstates advance refunding bonds.	
HR. 5032 (Lipinski)	Toll Credit Marketplace Act	2/15/18	House Transportation & Infrastructure Committee	Establishes a pilot toll credit marketplace program for states to buy and sell toll credits.	
H.R. 5198 (Buck)	Restoring Local Control Act	3/7/18	House Transportation & Infrastructure Committee	Makes changes to metropolitan planning organization designation and board representation requirements.	
H.R. 5542 (Velazquez)	Transportation Equity Act	4/17/18	House Transportation & Infrastructure Committee	Establishes a grant program to reimburse public transportation agencies that offer free unlimited transportation passes to eligible individuals.	

United States Senate					
Bill Number (Author)	Topic	Current Version	Status	Summary	MTC Position
S. 87 (Toomey)	Sanctuary Cities	1/10/17	Senate Judiciary Committee	Prohibits sanctuary jurisdictions, as defined by the legislation, from receiving certain federal funds, including Community Development Block Grants.	
S. 103 (Lee)	Local Zoning Decisions Protection Act of 2017 (fair housing)	1/11/17	Senate Banking, Housing & Urban Affairs Committee	Prohibits the Department of Housing and Urban Development from implementing the 2015 Affirmatively Furthering Fair Housing rule.	
S. 181 (Brown)	To ensure that certain Federal public works and infrastructure projects use materials produced in the United States	1/20/17	Senate Homeland Security & Governmental Affairs Committee	Expands "Buy American" provisions to ensure federal public works and infrastructure projects use manufactured products and commodity construction materials produced in the United States.	
S. 195 (Flake)	Transportation Investment Recalibration to Equality (TIRE) Act	1/24/17	Senate Environment & Public Works Committee	Repeals 23 U.S.C. 113, which establishes prevailing wage requirements for certain federal highway projects.	
S. 496 (Duckworth)	MPO coordination rule repeal legislation	5/12/17	Public Law No: 115-33	Repeals the rule issued by the Federal Highway Administration and Federal Transit Administration entitled "Metropolitan Planning Organization Coordination and Planning Area Reform."	Support
S. 548 (Cantwell)	Affordable Housing Credit Improvement Act of 2017	3/7/17	Senate Finance Committee	Increases and expands the federal low-income housing tax credit programs.	
S. 604 (Hatch)	Highway Rights-of-Way Permitting Efficiency Act of 2017	3/9/17	Senate Environment & Public Works Committee	Enhances State permitting authority along highway rights-of-way to encourage expansion of broadband service to rural communities, and for other purposes	
S. 922 (Durbin)	Climate Change Adapt America Fund Act of 2017	4/24/17	Senate Finance Committee	Requires the Department of the Treasury to issue climate change obligations. The proceeds from the debt obligations must be deposited in the Adapt America Fund to fund projects for reducing economic, social, and environmental impact of the adverse effects of climate change.	
S. 967 (Enzi)	Marketplace Fairness Act of 2017	4/27/17	Senate Banking, Housing & Urban Affairs Committee	Enables enable state governments to collect state and local sales and use taxes from remote retailers with no physical presence in their state.	

S. 1168 (Warner)	Building and Renewing Infrastructure for Development and Growth in Employment Act	5/17/17	Senate Finance Committee	Establishes a national Infrastructure Financing Authority to provide loans and loan guarantees to states and localities for transportation, broadband, energy and water infrastructure projects.	
S. 1229 (Hoeven)	Move America Act of 2017	5/25/17	Senate Finance Committee	Expands tax-exempt private activity bonds and creates a new infrastructure tax credit program to increase investment in public-use transportation, water or broadband infrastructure.	
S. 1607 (Hatch)	Federal Highway Aid Performance-Based Improvement Act of 2017	7/20/17	Senate Environment & Public Works Committee	Establishes a pilot program to transform the Federal-aid highway program to a performance- and outcome-based program.	
S. 1885 (Thune)	American Vision for Safer Transportation through Advancement of Revolutionary Technologies Act	11/28/17	Senate Legislative Calendar under General Orders	Clarifies the Federal role in the regulation of highly automated vehicles and authorizes other provisions to support the development of highly automated vehicle technologies.	
S. 1996 (Booker)	Environmental Justice Act of 2017	10/24/17	Senate Environment & Public Works Committee	Requires Federal agencies to address environmental justice and consider cumulative impacts in permitting decisions for infrastructure, including for housing and transportation.	
S. 2352 (Van Hollen)	Healthy Climate and Family Security Act of 2018	1/29/18	House Energy & Commerce and Ways & Means Committees	Authorizes a federal cap-and-trade program and distributes auction revenues and penalty fees to eligible individuals. The new program would not preempt state or regional greenhouse gas initiatives.	
S. 2368 (Whitehouse)	American Opportunity Carbon Fee Act of 2018	2/5/18	Senate Finance Committee	Amends the Internal Revenue Code of 1986 to provide for carbon dioxide and other greenhouse gas emission fees, reduce the rate of the corporate income tax, provide tax credits to workers and deliver additional benefits to retired and disabled Americans.	
S. 2381 (Klobuchar)	Streamlining and Investing in Broadband Infrastructure	2/6/18	Senate Environment & Public Works Committee	Requires that states incorporate into certain highway projects the instillation of broadband conduits.	
S. 2586 (Cornyn)	Clean Water Act delegation authority	3/21/18	Senate Environment & Public Works Committee	Authorizes states to assume delegation authority for certain Clean Water Act responsibilities related to federal transportation project approvals	
S. 2587 (Cornyn)	Endangered Species Act delegation authority	3/21/18	Senate Environment & Public Works Committee	Authorizes states to assume delegation authority for certain Endangered Species Act responsibilities related to federal transportation project approvals. .	
S. 2588 (Cornyn)	Historic preservation delegation authority	3/21/18	Senate Environment & Public Works Committee	Authorizes states to assume delegation authority for certain historic preservation responsibilities relating to federal transportation project approvals.	

California State Legislative Calendar 2018

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

Source: Senate & Assembly websites.

*Dates are subject to change.

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

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

Source: Senate & House of Representatives websites.

*Dates are subject to change.

Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 18-0325 **Version:** 1 **Name:**

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

File created: 4/17/2018 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 5/11/2018 **Final action:**

Title: AB 2923 (Chiu): BART Transit Oriented Development - Support and Seek Amendments

This bill would require the BART 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.

Sponsors:

Indexes:

Code sections:

Attachments: [6a AB 2923 \(Chiu\) BART Bill.pdf](#)
[6a Handout-AB 2923 NPH Support Letter.pdf](#)
[6a Handout Density Guideline Matrix.pdf](#)
[6a Handout GA AB 2923 Full Support - 4 10 18 \(002\).pdf](#)
[6a Handout-AB 2923 - Support Letter-SVLG.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

AB 2923 (Chiu): BART Transit Oriented Development - Support and Seek Amendments

This bill would require the BART 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.

Presenter:

Rebecca Long

Recommended Action:

Support and Seek Amendment / MTC Commission Approval and ABAG Executive Board Approval

Attachments:



Memorandum

TO: Joint MTC Legislation Committee and
ABAG Legislation Committee

DATE: May 4, 2018

FR: Deputy Executive Director, Policy

RE: AB 2923 (Chiu): BART Transit Oriented Development – Support and Seek Amendments

Background

In 2016, San Francisco Bay Area Rapid Transit District (BART) adopted an ambitious transit oriented development (TOD) program to deliver 20,000 housing units, including 7,000 affordable units, and 4.5 million square feet of commercial space on BART-owned land surrounding existing and planned BART stations. This was followed in 2017 by TOD Guidelines which outlined BART's development process and identified the transit-supportive land use regulations – including specific parking and density recommendations (i.e. units/acre) – needed for BART to achieve the ambitious goals listed above. According to a BART analysis, of the roughly 250 developable acres of BART-owned property located around 28 stations, only 8 percent (seven stations) meet BART's minimum density and parking requirements for developments on BART-owned property.

Assembly Bill 2923 (Chiu) would require that the BART board adopt specific TOD zoning standards (hereafter referred to as “BART standards”), consistent with the agency's 2017 TOD Guidelines, that support established goals for TOD projects on BART-owned land within ½ mile of existing or planned BART stations located in Alameda and Contra Costa counties and the City and County of San Francisco – i.e. the jurisdictions represented on the BART board. The bill would require that local zoning for BART-owned land be consistent with these TOD zoning standards within two years of BART's adoption of the standards. Jurisdictions where the local zoning is not already consistent with the BART standards would be required to adopt an ordinance approving the applicability of the BART standards, subject to BART board review that the local zoning ordinance is consistent with its standards. If BART finds the local zoning ordinance to be inconsistent with its standards two years after BART's adoption of the standards, the BART standards shall apply for applicable parcels in that jurisdiction. Parcels subject to the bill are located in the cities of Berkeley, Concord, Dublin, El Cerrito, Fremont, Hayward, Lafayette, Oakland, Pittsburg, Pleasanton, Union City, San Francisco, and San Leandro according to the author's office.

TOD projects on the eligible BART-owned parcels would need to comply with minimum anti-displacement and affordability requirements (20 percent of a project's units would be required to be affordable to very low, low-, and moderate-income households) as well as certain prevailing wage and workforce requirements. The BART standards themselves and revised local zoning standards would be subject to the California Environmental Quality Act (CEQA). Developers seeking to build projects on BART-owned land would be required to comply with all other local zoning standards and design guidelines.

The attached map, excerpted from BART's 2017 TOD Guidelines, provides a snapshot of the land that could be subject to the provisions of AB 2923.

Recommendation: Support and seek amendments

Discussion

Housing and commercial development around BART stations at the scale outlined in BART's 2017 TOD policy has the potential to not only deliver significant new housing, but to also help the region make progress toward the goals laid out in Plan Bay Area 2040, including reducing greenhouse gas emissions, improving equity, mitigating congestion, increasing transit ridership and improving access to jobs. Given that existing local zoning on 92 percent of BART-owned land does not meet the minimum standards identified by BART for TOD development, AB 2923 would be expected to significantly expand the opportunity to build additional housing and mixed-use developments near its stations. If the region cannot figure out a way to adequately develop 250 acres of land adjacent to BART stations, we will never be able to tackle the Bay Area's housing crisis.

Staff does have some technical concerns with the bill. It currently states that specified height requirements and floor-area-ratios be included in the BART standards even though height targets referenced in the 2017 BART TOD Guidelines were intended to be illustrative examples, rather than mandatory and even though BART has not adopted policy related to floor area ratios for TOD developments. Given that density requirements can be met at different height limits and floor area ratios depending on the size of the units, staff recommends striking these references from the bill so that the BART standards would be limited to density (75 units per acre) and parking, based on BART's TOD parking guidelines, described below:

- No minimum parking requirements. Parking provided should be unbundled from the regular lease.
- Maximum parking thresholds as follows:

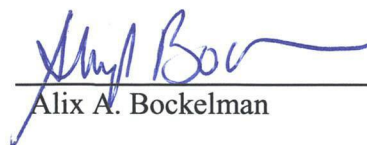
BART TOD Place Type	Residential Auto Parking Maximum (spaces/unit)	Office Auto Parking Maximum (spaces/1,000 sf)
Regional Center	0.375	0
Urban Neighborhood/City Center	0.5	1.6
Neighborhood/Town Center	1	2.5

These proposed amendments would preserve the ability of local agencies to set most zoning requirements in a manner consistent with local priorities – as long as they don't undermine the BART TOD minimum density and parking allowances – while also facilitating significant new housing opportunities near eligible BART stations.

For the reasons stated above, staff recommends a “support and seek amendments” position on AB 2923 directing staff to work with the author.

Known Positions

See Attachment B

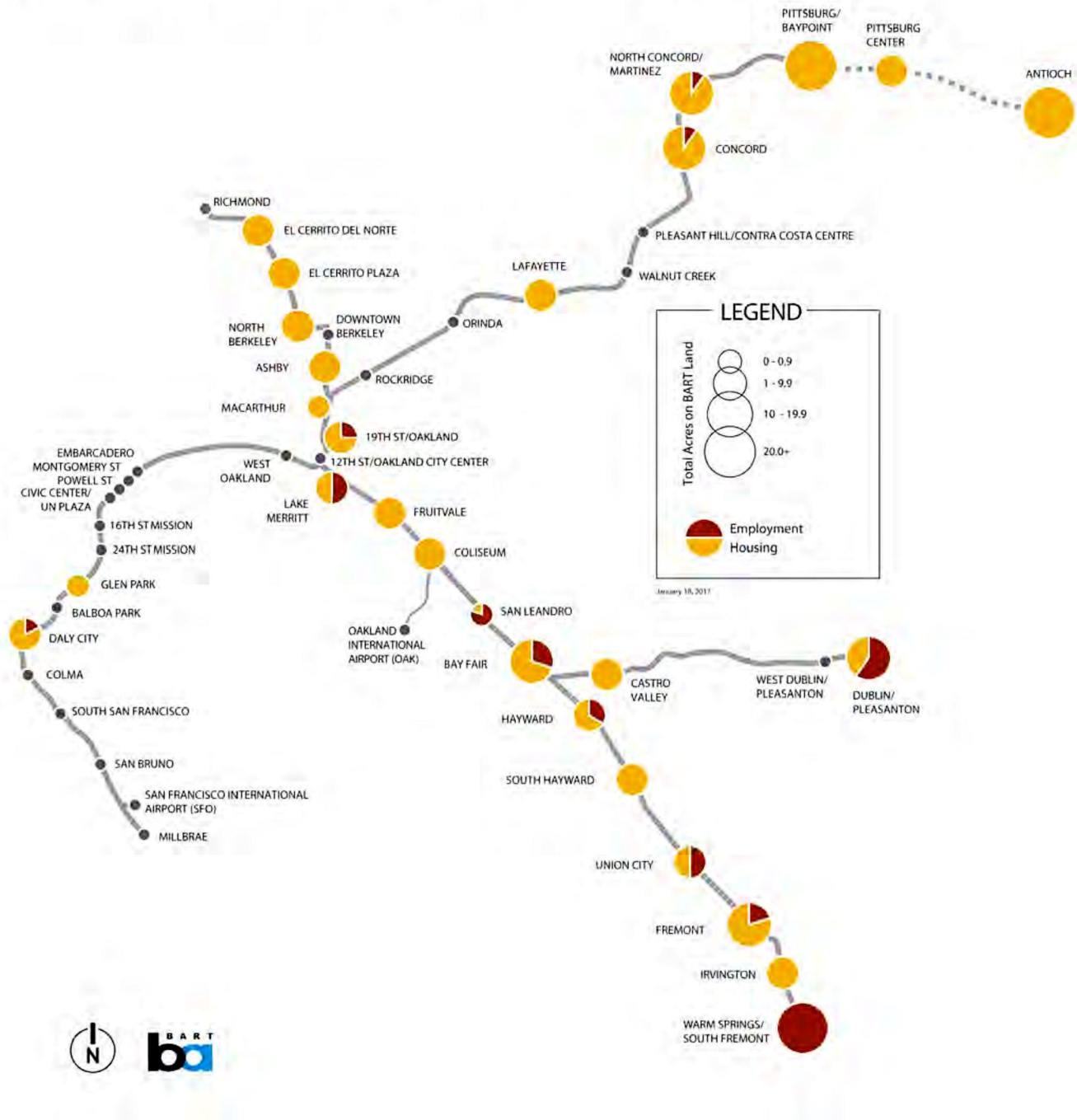

Alix A. Bockelman

Attachments:

- Attachment A: Map
- Attachment B: AB 2923 Known Positions

AAB:ggd

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



AB 2923 (Chiu) Known Positions

Support

Non-Profit Housing Association of Northern California (co-sponsor)
State Building and Construction Trades Council (co-sponsor)
350 Bay Area
A. Philip Randolph Institute
Bay Area Council
Brightline Defense Project
CalAsian Chamber of Commerce
California Apartment Association
California League of Conservation Voters
California YIMBY
City and County of San Francisco
Council of Infill Builders
Greenbelt Alliance
Habitat for Humanity California
International Association of Sheet Metal, Air, Rail and Transportation Workers
Mission Hiring Hall
San Francisco Electrical Construction Industry
San Francisco Housing Action Coalition
Sheet Metal Workers' Local Union No. 104
Silicon Valley Leadership Group
TransForm
Up for Growth California
Young Community Developers
YIMBY Action

Opposition

American Planning Association California Chapter (unless amended)
City of Concord
City of Lafayette
League of California Cities

Executive Director
Amie Fishman

BOARD OF DIRECTORS
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Burbank Housing

Gail Gilman
Community Housing
Partnership

Matt Huerta
Matt Huerta
Consulting LLC

Andy Madeira
Eden Housing

Jacky Morales-Ferrand
City of San José

Andrea Papanastassiou
Northern California
Community Loan Fund

Matt Schwartz
California Housing
Partnership

Smitha Seshadri
BRIDGE Housing

Dan Wu
Charities Housing

Kevin Zwick
Housing Trust
Silicon Valley

March 5, 2018

The Honorable David Chiu
California State Assembly
State Capitol, Room 4112
Sacramento, CA 95814

The Honorable Tim Grayson
California State Assembly
State Capitol, Room 4164
Sacramento, CA 95814

**Re: AB 2923 (Chiu and Grayson): San Francisco Bay Area Rapid Transit District:
transit-oriented development – SUPPORT**

Dear Assemblymembers Chiu and Grayson,

The Non-Profit Housing Association of Northern California (NPH) is proud to sponsor and strongly support AB 2923 (Chiu and Grayson), which will enable the construction of thousands of new affordable homes at and around BART stations, resulting in fewer cars and congestion on our region's roads.

As a membership organization of more than 750 affordable housing developers, advocates, community leaders and businesses, the collective NPH community has **created tens of thousands of affordable homes and supported hundreds of thousands of Bay Area residents and community members.**

AB 2923 creates more affordable housing while easing traffic and congestion in the Bay Area

To meet our region's need for more housing and less traffic, the Bay Area Rapid Transit District (BART) has committed to an ambitious transit oriented policy, including building out the land it owns around its stations by 2040 to produce over 20,000 new homes -- 7,000 of which will be affordable to lower-income residents. AB 2923 will simplify the process for BART to build more affordable homes near its stations so it can achieve its goals, housing our region's workers, reducing the Bay Area's air pollution and greenhouse gas emissions, and easing the crippling congestion on our roads (by as much as 40% in some cases.)

AB 2923 strikes a sensible balance between local land use control and delivering the affordable housing that our region needs

BART is the largest public owner of opportunity sites in the region's core. These properties are not greenfields, nor part of existing community fabric; quite the opposite, these are vast surface parking lots, disruptive to the community and to

the natural environment. By consolidating parking into structures at the appropriate locations, we can better connect surrounding communities with their BART stations, while improving public safety, walkability, and transit access. AB 2923 maintains local control while helping BART replace parking with walkable, affordable communities near transit by:

- Requiring the BART Board to establish new guidelines for transit-oriented development for BART-owned land at or around a BART station; cities would then update their local zoning to be consistent with these new zoning standards, while retaining their broader zoning and permitting authority.
- Establishing ministerial approval for residential mixed-use projects on BART land that satisfy local zoning, regardless of a jurisdiction's progress in meeting its share of the Regional Housing Needs Allocation.
- Requiring that at least 20% of the residential units constructed within each TOD project must be affordable to very low, low-, and moderate-income households and subject to a recorded affordability restriction for at least 55 years.
- Establishing prevailing wage and skilled and trained workforce requirements in these developments, and applying any other pertinent BART labor policies.

AB 2923 will help the Bay Area build affordable homes at a scale commensurate to our affordable housing crisis

As we continue work to identify affordable housing funding at the scale that is meaningful relative to the current affordability crisis, we must also plan for success -- which means ensuring there are places to receive this housing that support our equity, sustainability, and economic development goals. BART stations are the place that can deliver especially if these stations have the plans and regulations in place to ensure the speedy approval of desperately needed affordable homes.

Thank you for your leadership in drafting legislation that will help the Bay Area house tens of thousands of its low-income residents.

We look forward to working with you to pass this important legislation.

Sincerely,



Amie Fishman
Executive Director
Non-Profit Housing Association of Northern California (NPH)

Urban Density Guidelines Matrix

The following classifications are located in Urban Service Areas as defined in the Statewide Land Use Plan, and are served by public water and sewer.

Urban Centers

Unit per Acre 60-170

An urban center is a large and densely populated urban area with a civic, social and cultural infrastructure. It is zoned for mixed use residential, groundfloor retail and business and also provides open space for public and private uses. It is easily walkable or accessible through various modes of public and personal transit. Examples of urban centers include Downtown Providence, Newport and Pawtucket.



77 units per acre



84 units per acre



125 units per acre

Urban Corridors

Unit per Acre 40-80

An urban corridor serves as a main thoroughfare in a densely populated area. It has the civic and cultural elements of an urban community and contains infrastructure for retail, business and residential use. Examples include Elmwood Ave. and Broad St. in Providence and North Main St. in North Providence.



44 units per acre



62 units per acre



66 units per acre

Metropolitan Corridors

Unit per Acre 20-40

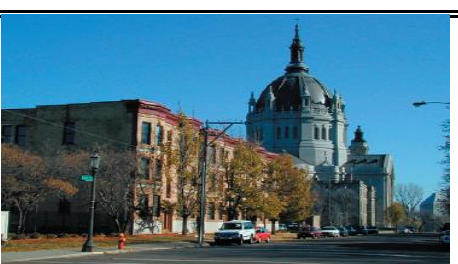
A metropolitan corridor, may be located in a suburban area, is less densely populated and though it has the infrastructure for retail, business and residential use, it generally carries more height restrictions. Examples of this include Reservoir Ave. and Park Ave. in Cranston, Warwick Ave. in Warwick, Post Rd. in North Kingstown and Newport Ave. in Pawtucket and East Providence.



28 units per acre



28 units per acre



34 units per acre

Town Centers

Unit per Acre 15-30

A town center is a traditional downtown at a smaller scale, where a town's civic, commercial and social infrastructure is concentrated. In Rhode Island, it is characterized by first floor retail and under utilized upper stories. It is zoned with greater height restrictions. Facilities are situated within walking distance of private residences. Examples of this include Warren, Bristol and East Greenwich



18 units per acre



19 units per acre



23 units per acre

Village Centers

Unit per Acre 8-15

A village center is smaller than a town center, and will generally have first floor retail and offices frequently with upper story residential. Private residences are within close proximity. Examples include Lonsdale, Conimicut, and Peacedale.



11 units per acre



13 units per acre



15 units per acre

Transit Oriented Developments Urban Centers

Unit per Acre 60-150

A TOD in an urban center concentrates developments around existing downtown areas, adjacent to a commuter rail, maximizing access by transit and non-motorized vehicles. Urban centers normally have the infrastructure for intermodal transportation, allowing convenient access to rail and bus lines as well as parking structures. Zoning will emphasize mixed-use development which encourages and facilitates walkability. Locations include Downtown Providence and Pawtucket.



Transit Oriented Developments around Commuter Rail Stops

Unit per Acre 30-50

A TOD around commuter rail stops is a transportation hub surrounded by relatively high-density development with progressively lower-density spreading outwards. New TODs may be developed around planned commuter rail stops in Rhode Island. TOD town centers may have a transit station and a few multi-story commercial and residential buildings surrounded by several blocks of townhouses and small-lot single-family residential. Zoning will emphasize mixed-use development. Potential locations include East Greenwich, Warwick Station, Wickford and Westerly.



Source:

Kathleen Dorgan & Deane Evans, "Best Practices in Affordable Housing"

www.mbtta.com/

www.designadvisor.org

www.designcenter.umn.edu

www.transitorienteddevelopment.org



San Francisco Office
312 Sutter Street, Suite 510
San Francisco, CA 94108
(415) 543-6771

April 10, 2018

The Honorable David Chiu
California State Assembly
State Capitol
Sacramento, CA 94249

RE: AB 2923 (Chiu) – SUPPORT

Dear Assemblymember Chiu:

Greenbelt Alliance is the San Francisco Bay Area's leading organization working to protect natural and agricultural landscapes from sprawl development and help our cities and towns grow in smart ways. We are the champions of the places that make the Bay Area special, with more than 10,000 supporters and a 60-year history of local and regional success.

We are writing to express our full support for AB 2923.

This legislation will foster equitable, sustainable neighborhoods on underutilized BART-owned properties around BART stations. This transformation would not only help address the Bay Area's housing affordability crisis, it will foster greater transit ridership, reduce vehicle miles traveled, cut greenhouse gas emissions, and ease development pressure on our natural and agricultural lands.

We look forward to AB 2923 catalyzing the creation of great neighborhoods that meet the needs of people across the income spectrum and improve the quality of life for all Bay Area residents.

Sincerely,

Matt Vander Sluis
Deputy Director
mvandersluis@greenbelt.org

2001 Gateway Place, Suite 101E
San Jose, California 95110
(408)501-7864 svlg.org

CARL GUARDINO
President & CEO

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MICHAEL ENGH, S.J.
Santa Clara University
TOM FALLON
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JOHN GAUDER
Comcast
KEN GOLDMAN
Hillspire
DOUG GRAHAM
Lockheed Martin
LAURA GUIO
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STEFAN HECK
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ERIC HOUSER
Wells Fargo Bank
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ERIC KUTCHER
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TARKAN MANER
Nexenta
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Bay Area News Group
RON SEGE
Echelon
DARREN SNELGROVE
Johnson & Johnson
JEFF THOMAS
Nasdaq
JED YORK
San Francisco 49ers
Established in 1978 by
David Packard

March 13, 2018

The Honorable David Chiu
State Capitol
P.O. Box 942849
Sacramento, CA 94229-0017

RE: Support for AB 2923, BART Transit-Oriented Development Zoning Standards

Dear Assemblymember Chiu,

I am writing on behalf of the Silicon Valley Leadership Group to express our organization's support for Assembly Bill 2923 that would require the establishment of transit-oriented development zoning standards by the Bay Area Rapid Transit (BART) Board for BART-owned land.

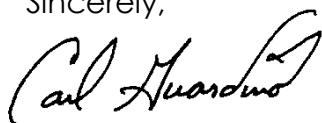
The Silicon Valley Leadership Group was founded in 1978 by David Packard of Hewlett-Packard and represents more than 375 of Silicon Valley's most respected employers on issues, programs, and campaigns that affect the economic quality of life in Silicon Valley; including energy, transportation, education, housing, health care, tax, and environmental policy. Collectively, Leadership Group members provide nearly one out of every three private sector jobs in Silicon Valley.

As supporters of high-density development in transit-rich areas, the Leadership Group believes that AB 2923 presents a tremendous opportunity to strengthen the relationship between housing and transit. The 20,000 plus units that the BART Board has already committed to providing is significant and would add much needed housing stock to our region. Creating high-density, mixed-used neighborhoods near public transit hubs leverages the billions in public investment in our transit infrastructure and leads to regions thriving economically while also reducing traffic congestion and car dependence.

Policies such as AB 2923 that promote thoughtful infill zoning development policy are crucial. By making projects eligible for ministerial approval processes, AB 2923 recognizes the crucial need to streamline and expedite housing production, especially transit-oriented developments.

The Leadership Group applauds your commitment towards developing policies that will encourage housing production. Thank you for the consideration of our comments. We look forward to working together to solve our state's housing crisis.

Sincerely,



Carl Guardino
President & CEO
Silicon Valley Leadership Group

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	18-0326	Version:	1	Name:	
Type:	Senate Bill	Status:		Commission Approval	
File created:	4/17/2018	In control:		Joint MTC Legislation Committee and ABAG Legislation Committee	
On agenda:	5/11/2018	Final action:			
Title:	SB 828 (Wiener): Regional Housing Needs Assessment and Allocation - Support and Seek Amendments				

Senate Bill 828 would update the state's methodology for assessing California's future housing needs and make changes to the process by which councils of government distribute regional housing needs allocations to local jurisdictions.

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

Attachments: [6b_SB 828 \(Wiener\).pdf](#)
[6b_Handout-SB 828 Letter of Support \(CalChamber and NPH\).pdf](#)
[6b_SB 828_Handout_Table.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

SB 828 (Wiener): Regional Housing Needs Assessment and Allocation - Support and Seek Amendments

Senate Bill 828 would update the state's methodology for assessing California's future housing needs and make changes to the process by which councils of government distribute regional housing needs allocations to local jurisdictions.

Presenter:

Rebecca Long

Recommended Action:

Support and Seek Amendments / MTC Commission Approval and ABAG Executive Board Approval

Attachments:



Memorandum

TO: Joint MTC Legislation Committee and
ABAG Legislation Committee

DATE: May 4, 2018

FR: Deputy Executive Director, Policy

RE: SB 828 (Wiener): Regional Housing Needs Assessment and Allocation – Support and Seek Amendments

Background

Senate Bill 828 is one of two bills this year that propose to update the state's methodology for assessing California's future housing needs and make changes to the process by which councils of government (COGs) distribute regional housing needs allocations (RHNA) to local jurisdictions, including requiring that COGs directly incorporate equity considerations into RHNA plans. The other significant bill on this subject is AB 1771 (Bloom), Item 6c on your agenda, which we recommended that you oppose unless it is amended to address our concerns. We believe the Wiener bill is worthy of our support.

State Assessment of Regional Housing Need

Existing law requires the Department of Housing and Community Development (HCD) to determine the existing and projected housing need for each region, which, in theory, should account for any past unmet need. Despite this, HCD's needs projections for previous RHNA cycles have been criticized as underestimating housing demand. In response to this criticism, HCD has already begun taking steps to revise its methodology. For example, HCD's recent draft regional housing determination for San Diego proposed several significant changes, including applying all "allowances" (that is, criteria used to determine unit increases to adjust for unmet need indicated by low vacancy rates and overcrowding and loss of older housing units) to the *total* number of projected households in the region, rather than only the increment of *new* households. If applied to the Bay Area, staff estimates the overcrowding adjustment alone could account for an estimated 120,000 units, nearly 65 percent of the entire Bay Area housing needs determination for the 2015–2023 RHNA cycle. In short, if HCD continues on the path they are on, staff anticipates a significant increase in HCD's assessment of need relative to the previous methodology for all regions of the state.

SB 828 attempts to correct for HCD's undercounting in prior assessments by requiring:

- 1) A new "allowance factor" to account for rent burdened households be added to the underlying methodology HCD uses to forecast regional housing need and a new target vacancy rate set at 6 percent for both owners and renters (higher than previous HCD targets).
- 2) A one-time assessment or "audit" of unmet need, with the results *added* to the next regional housing needs assessment.
- 3) Unmet needs from a prior cycle for an individual jurisdiction to be "rolled over" or *added* to that jurisdiction the next cycle.

If the first two "unmet needs" numbers are added on top of what HCD has already determined to be the total regional housing need for the forecast period, staff is concerned that this could oddly result in overestimating statewide and regional housing needs for the next RHNA cycle.

Changes to RHNA: A New Emphasis on Equity and Housing in High Opportunity/Affluent Areas

The bill would also make changes to the process by which COGs allocate RHNA to local jurisdictions by prohibiting a COG from considering prior underproduction of housing to justify a lower allocation in the future and requiring that the final regional housing needs plan demonstrate government efforts to reverse racial and wealth disparities regionwide by showing the following:

- 1) High housing allocations (including for low- and very low-income households) for jurisdictions with high rates of projected income growth to ensure equity and stabilize home prices and communities.
- 2) High housing allocations (including for low- and very low-income households) for high-income jurisdictions that contain regional job centers with connectivity to high-quality public transit.

Local Zoning and RHNA as a Floor for Future Housing Production

SB 828 would require localities zone for 125 percent of the housing obligation that could not be accommodated on sites identified in the jurisdiction's Housing Element inventory, including zoning at least 100 percent of that amount for multifamily housing located within developed areas. The idea behind the 125% "over-zoning" requirement is that jurisdictions rarely handout 100 percent of the permits allowed under their zoning maximums. It would also revise legislative intent language in current law that explicitly recognizes that "future housing production may not equal the regional housing need established for planning purposes," and instead provides that "*reasonable actions should be taken by local and regional governments to ensure that future housing production meet, at a minimum, the regional housing need established for planning purposes.*"

Recommendation: Support and Seek Amendments

Discussion

It is widely recognized that the most recent round of HCD regional housing needs assessments significantly understated the number of housing units needed in California. SB 828 aims to ensure future housing needs assessments are better aligned with reality. We support this goal. From a technical standpoint we are concerned this would potentially result in an overcorrection by double counting the unmet need, as detailed on the first page of this memo. This could undermine HCD's credibility with local government and could ultimately hurt efforts to make RHNA more meaningful. SB 828 also adds new goals to RHNA related to racial and wealth disparities. While we support this addition on policy grounds, the specific requirements listed in the bill could be in tension with other statewide goals aimed at reducing greenhouse gas emissions.

Changes to Calculation of Housing Need Should Focus on Improving HCD Methodology

To address our technical concern that SB 828 could still result in inaccurate regional housing needs assessments, we recommend seeking amendments so that the bill focuses exclusively on directing HCD to improve the underlying methodology used to calculate housing needs so that it is accurate. The bill could direct HCD to codify the changes in methodology they have already begun, including considering allowance factors as they apply to the *total* housing stock as opposed to projected household growth. The bill could further direct HCD by setting numerical targets for various allowance factors and adding the rent-burden allowance factor, as currently proposed. Importantly, the bill should provide for a range instead of a single target number to account for regional differences and extraordinary circumstances.

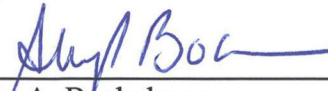
Equity Provisions Must Recognize Tension with Regional Greenhouse Gas (GHG) Reduction Targets

While we support requiring that the RHNA demonstrate efforts to reduce racial and wealth disparities, the specific steps required by the current language in the bill could be in tension with other state directives to focus growth near public transit in order to reduce GHG emissions associated with driving. The bill should acknowledge that in finalizing the RHNA, COGs have to balance many competing policy goals.

Staff recommends a “support and seek amendments” position on SB 828 and requests direction to work with the author to make amendments to address the concerns noted above.

Known Positions

See Attachment A



Alix A. Bockelman

Attachment:

- Attachment A

AAB:ggd

J:\COMMITTEE\Legislation\Meeting Packets\Legis2018\05_LEGIS_May 2018\6bi_SB 828 (Wiener)_v3.docx

SB 828 (Wiener) Known Positions

Support

California Building Industry Association
California Business Properties Association
California Chamber of Commerce
California Community Builders
California YIMBY
City of Oakland
Fiona Ma, Board of Equalization District 2
Half Moon Bay Brewing Company
Heller Manus Architects
HKS Architects
Inn at Mavericks
Mavericks Event Center
McKinsey & Company
Non Profit Housing Association of Northern California
North Bay Leadership Council
Pacific Standard
Postmates
San Francisco Bay Area Planning and Urban Research Association (SPUR)
San Francisco Housing Action Coalition
San Mateo County Economic Development Association
Sand Hill Property Company
Silicon Valley Community Foundation
Sustainable Silicon Valley
SV Angel
The Two Hundred
TMG Partners

Opposition

American Planning Association, California Chapter
California Association of Councils of Governments
Citizen Marin
City of San Bernardino
City of Mill Valley
City of Redondo Beach
City of San Marcos
City of San Rafael
Coalition to Preserve L.A.
Cow Hollow Association
Haight Ashbury Neighborhood Council
Livable California
Marin Community Association
Marin County Council of Mayors and Councilmembers
Mission Economic Development Company
SF Ocean Edge
Spaulding Square Neighborhood Association
Historic Preservation Overlay Zone
Stand Up for San Francisco
Sunset Residents for Sensible Planning
8 individuals



March 27, 2018

The Honorable Scott Wiener
California State Senate
State Capitol, Room 4066
Sacramento, CA 95814

RE: Senate Bill 828 (Land use: Housing Element) – SUPPORT

Dear Senator Wiener,

On behalf of the California Building Industry Association, the Non Profit Housing Association of Northern California, and the California Chamber of Commerce, we are pleased to support your bill, Senate Bill 828, an effort aimed to strengthen the Regional Housing Needs Assessment (RHNA) by increasing state level oversight over local and regional housing obligations.

Our organizations appreciate the effort to follow up on the legislative successes of last year's Housing Package with more common-sense measures to address the need for housing at all levels throughout the state. The Regional Housing Needs Assessment requires regional governments to determine how much housing, at the various income levels, local communities are obligated to provide.

Almost the entire structure of housing in California is based on the RHNA methodology. However, the state's population forecasts do not take into account the historic underproduction of housing over the last few decades. Communities are consistently limited by how many new homes are built because these numbers do not consider the thriving job markets and skyrocketing housing demand. In the end, faulty RHNA numbers impact the whole state because there are far too many cities that aren't building to meet their actual need for market rate housing, but they are meeting their market rate RHNA numbers. For affordable housing the situation is even more dire as communities are not even meeting their RHNA numbers which are significantly lower than their actual need.

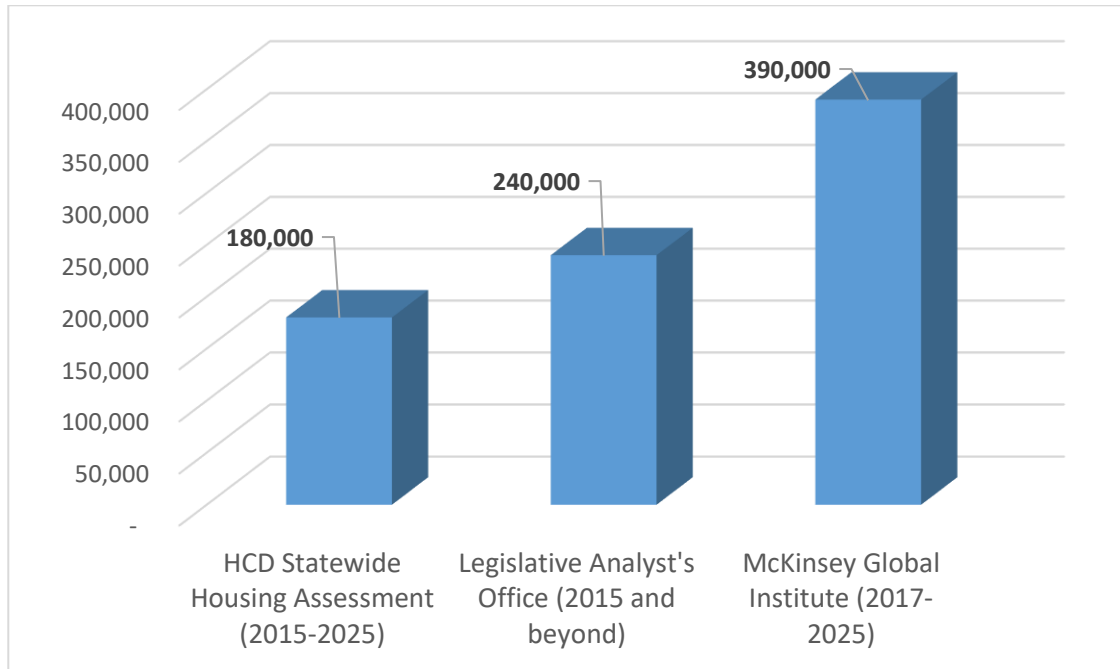
By asking the California Department Housing and Community Development to do a one-time unmet need assessment for every region before the next housing cycle, jurisdictions will no longer be able to hide behind faulty RHNA numbers, and in turn will have to plan towards a number that will address what is needed to meet the demand.

The requirement for housing elements to zone for 200% growth will allow for a healthy land supply, and will ultimately bring down costs of land for homebuilders. This will help us to keep pace with the ever-growing demand. Also requiring HCD to rollover jurisdiction-specific underproduction from the last cycle to the next if a city has underperformed and not met their RHNA, will resulting in more realistic projections of housing, both affordable and market-rate.

Our state's housing crisis stems from years of underproduction throughout California. There is a still a significant backlog of projects yet to be built and we hope that with the measures taken in this bill, we are able to realize the severity of the need, and adequately build to keep pace with the actual demand, and not just the backwards looking numbers produced from the population projections.

For these reasons and more, we are pleased to **support SB 828**.

**How Many New Housing Units Does California Need to Build Annually to Meet Forecast
Population Growth (HCD) & Stabilize Housing Costs (LAO & McKinsey)?**



Source:

http://www.hcd.ca.gov/policy-research/plans-reports/docs/SHA_Final_Combined.pdf

<http://www.lao.ca.gov/reports/2015/finance/housing-costs/housing-costs.pdf>

<https://www.mckinsey.com/featured-insights/urbanization/closing-californias-housing-gap>

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	18-0352	Version:	1	Name:	
Type:	Assembly Bill	Status:		Commission Approval	
File created:	4/24/2018	In control:		Joint MTC Legislation Committee and ABAG Legislation Committee	
On agenda:	5/11/2018	Final action:			
Title:	AB 1771 (Bloom): Regional Housing Needs Allocation - Oppose Unless Amended				

Assembly Bill 1771 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.

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

Attachments: [6c_AB 1771 \(Bloom\).pdf](#)
[6c_Handout-AB 1771 - NPH Support Letter.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

AB 1771 (Bloom): Regional Housing Needs Allocation - Oppose Unless Amended

Assembly Bill 1771 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.

Presenter:

Rebecca Long

Recommended Action:

Oppose Unless Amended / MTC Commission Approval and ABAG Executive Board Approval

Attachments:

Memorandum

TO: Joint MTC Legislation Committee and
ABAG Legislation Committee

DATE: May 4, 2018

FR: Deputy Executive Director, Policy

RE: AB 1771 (Bloom): Regional Housing Needs Allocation – Oppose Unless Amended

Background

Assembly Bill 1771 (Bloom) is one of the key bills being considered this year that would make changes to the process by which councils of government (COGs) distribute regional housing needs allocations (RHNA) to local jurisdictions, including requiring that COGs directly incorporate equity considerations into RHNA plans. The other significant RHNA bill is SB 828 (Wiener), which is Item 6b on the Joint Legislation Committee's agenda this month.

Changes to RHNA Objectives: New Emphasis on Equity

AB 1771 would make a number of changes to RHNA objectives, which are intended to guide the allocation of regional housing need to jurisdictions within the region. The bill would require that RHNA not just be "consistent" with the established objectives, but that it "further" them. In addition, AB 1771 would revise and add a number of new equity-related objectives to RHNA, including: "Increasing access to areas of high opportunity for lower-income residents, avoiding displacement and affirmatively furthering fair housing." Areas of "high opportunity for lower income residents" would be defined as areas that "provide pathways to better lives, including through health, education, and employment."

New HCD Review & Approval Role over RHNA Methodology

Additionally, the bill would change the process by which a COG adopts a methodology for distributing RHNA to local jurisdictions. Specifically, the bill would require a COG to submit its draft allocation methodology to HCD for determination as to whether it furthers the RHNA objectives (subject to a 60-day review) and make necessary changes as directed by HCD before approving the final methodology. AB 1771 would also require that COGs hold two public hearings about the proposed methodology instead of one and would require that COGs provide an explanation of how the proposed methodology furthers the intent of the expanded objectives required by the bill.

New Process to Allow Expanded Challenges to RHNA

AB 1771 would also make changes to RHNA as it relates to individual housing allocations for each jurisdiction. Whereas currently only each locality has the authority to challenge its share of the regional housing need as proposed by the COG, this bill would authorize a housing organization (defined as a non-profit that advocates for affordable housing) to request from the COG a revision of a jurisdiction's share of the regional housing need and transfer the authority for hearing appeals from the COG to HCD if the COG rejects a revision requested by a jurisdiction or non-profit housing organization. Additionally, the COG would be required to take HCD's action on all appeals into consideration when issuing the final RHNA plan. Ultimately, the bill reserves final authority over the RHNA with the COG, as is the case under current law.

Recommendation: Oppose Unless Amended

Discussion

As detailed above, AB 1771 would expand HCD's role as it relates to the RHNA plan. Historically, the primary role of the COG has been to develop a methodology to distribute the total regional housing need to jurisdictions and a final RHNA plan that incorporates an understanding of the regional context. By enabling HCD to require changes to the regional methodology and increasing HCD's role as it relates to allocations to individual jurisdictions, the bill would weaken the COG's ability to craft a solution that responds to regional needs with respect to RHNA. In addition, it is unclear how conflicts between HCD and COGs regarding the RHNA methodology would be resolved; creating a risk of an ongoing dispute that could delay adoption of the RHNA.

The proposal to authorize any non-profit organization that advocates for affordable housing to challenge a COG's proposed distribution of regional housing need to a particular locality also raises concerns. As mandated by state housing law, ABAG engages local jurisdictions, stakeholders, and members of the public throughout the process of developing the RHNA plan. For example, ABAG convened a committee in 2011 to advise staff on developing the methodology for the 2015-2023 RHNA plan. This committee included representatives from cities and counties throughout the Bay Area and delegates from a range of stakeholder groups, including representatives of non-profit housing and social equity organizations. Between January 2011 and March 2012, the committee met almost monthly to deliberate about how best to allocate the region's housing need and ensure consistency between RHNA and the Bay Area's SCS. This type of open, deliberative process is the appropriate place for stakeholder and public engagement rather than creating a wide open "appeal" mechanism at the tail end of the process that could result in abuse and ultimately delay RHNA adoption.ⁱ

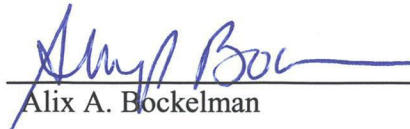
Lastly, while we support the broad policy goal of improving social equity, the bill ignores the fact that the COG cannot impose where within an individual jurisdiction units will be accommodated. Nor do COGs have authority over many of the policies and investment strategies that may affirmatively further fair housing or combat displacement. A mandate that RHNA achieve outcomes that are beyond the authority of the COG to control under existing law raises significant concerns.

We recommend AB 1771 be amended to remove from the bill the requirement that HCD review and approve a COG's RHNA allocation methodology, provisions that would authorize a housing organization to challenge a jurisdiction's proposed share of the regional housing need, and transfer hearing appeals to HCD. Additionally, we recommend the equity objective detailed above be amended to focus on equity in the context of jurisdiction-level housing allocations, which are the purview of COGs.

For these reasons, staff recommends an "oppose unless amended" position on AB 1771.

Known Positions

Attachment B


Alix A. Bockelman

Attachments:

- Attachment A: Housing Methodology Committee Membership
- Attachment B: AB 1771 Known Positions

AAB:ggd

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ⁱ See Attachment A for a list of committee members and the following link for more information regarding the Bay Area's RHNA methodology: <https://abag.ca.gov/planning/housingneeds/resources-new.html>.



SCS HOUSING METHODOLOGY COMMITTEE

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SCS HOUSING METHODOLOGY COMMITTEE

PAGE 2

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Jake Mackenzie
Councilmember
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Pete Parkinson
Permit & Resource Management
Department Director
County of Sonoma

SCS HOUSING METHODOLOGY COMMITTEE

PAGE 3

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Silicon Valley Leadership Group

Scott Zengel/Andrew Michael
Bay Area Council

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Paul Campos
Senior Vice President of Governmental Affairs and General Counsel
Building Industry Association Bay Area

Sarah Karlinsky
Deputy Director
SPUR

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Real Estate Development Associate Director
Eden Housing, Inc.

Evelyn Stivers
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The Non-Profit Housing Association of Northern California

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Greenbelt Alliance

PUBLIC EDUCATION REPRESENTATIVE

Sharifa Wilson
Trustee
Ravenswood School District

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Regional Planning Committee: Public Health

PUBLIC/ALTERNATIVE TRANSPORTATION REPRESENTATIVE

Val Joseph Menotti
Planning Department Manager
BART

SOCIAL EQUITY REPRESENTATIVES

Margaret Gordon
Co-Director
West Oakland Environmental Indicators Project

Vu-Bang Nguyen
Land Use Program Coordinator
Urban Habitat

AB 1771 (Bloom) Known Positions

Support

California Rural Legal Assistance Foundation (co-sponsor)
Western Center on Law and Poverty (co-sponsor)
California Bicycle Coalition
California Housing Consortium
Non-Profit Housing Association of Northern California
American Planning Association (if amended)

Opposition

California Association of Councils of Government (unless amended)
California Building Industry Association (unless amended)

Executive Director
Amie Fishman

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MidPen Housing

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Burbank Housing

Gail Gilman
Community Housing
Partnership

Matt Huerta
Matt Huerta
Consulting LLC

Andy Madeira
Eden Housing

Jacky Morales-Ferrand
City of San José

Andrea Papanastassiou
Northern California
Community Loan Fund

Matt Schwartz
California Housing
Partnership

Smitha Seshadri
BRIDGE Housing

Dan Wu
Charities Housing

Kevin Zwick
Housing Trust
Silicon Valley

April 5, 2018

The Honorable Richard Bloom
California State Assembly
State Capitol, Room 2003
Sacramento, CA 95814

**Re: AB 1771 (Bloom): Planning and zoning: regional housing needs assessment –
SUPPORT**

Dear Assemblymember Bloom,

The Non-Profit Housing Association of Northern California (NPH) strongly supports AB 1771, which will reform the current Regional Housing Need Allocation (RHNA) process by requiring that a Council of Government's (COG) RHNA methodology furthers existing statutory goals, including, promoting socioeconomic equity and addressing jobs-housing imbalances, and provides additional checks and balances to ensure that the RHNA allocation does not further patterns of exclusion.

As a membership organization of more than 750 affordable housing developers, advocates, community leaders and businesses, the collective NPH community has **created tens of thousands of affordable homes and supported hundreds of thousands of Bay Area residents and community members.**

AB 1771 will help cities plan for their unmet housing need in a more equitable and transparent way

Every eight years the State of California forecasts the housing needed to accommodate California's projected population growth at all income levels based on economic and demographic forecasts. Regional governments are then tasked with allocating their portion of the statewide housing need to local governments, which in their turn, are required to plan to accommodate their housing need, through a process called the RHNA.

Almost the entire structure of housing in California is based on the RHNA methodology. However, the RHNA process and methodology have significant flaws that cause for the majority of the State's future housing development to be concentrated in lower opportunity jurisdictions with high-opportunity areas generally being allocated only a fraction of a given region's housing need.

AB 1771 increases the fairness and equity of the Regional Housing Need Allocation process

AB 1771 makes a number of changes that will ensure that high opportunity areas are allocated their fair share of a region's housing need and that the overall RHNA process is more realistic in relation to the actual affordable housing need. Some of the common sense changes proposed by AB 1771 include:

- Requiring that the Regional Housing Needs Allocation Plan include an objective to increase access to areas of higher opportunity for lower-income residents, while avoiding displacement and affirmatively furthering fair housing
- Requiring the RHNA Plan to consider the rate of overcrowding, the existing and projected demand for housing at various income levels, and the percentage of existing households at each specified income levels that are paying more than 30% and 50% of their income in rent
- Upon completing their Regional Housing Needs Allocation Plan, COGs or their delegate subregions would be required to submit their Plan to the Department of Housing and Community Development which would in turn determine whether the methodology furthers and does not undermine the objectives of increasing access to areas of higher opportunity while avoiding displacement and affirmatively furthering fair housing

AB 1771 will inject much needed equity objectives in the RHNA Process

Currently there are far too many high opportunity jurisdictions that do not receive their fair share of their region's housing need. AB 1771 will help correct that by establishing equity and fair housing as explicit objectives of RHNA and increasing state oversight over the process.

Thank you for your leadership in drafting legislation that reforms the current Regional Housing Need Allocation process by requiring that a COG's RHNA methodology furthers existing statutory goals, including, promoting socioeconomic equity and addressing jobs-housing imbalances, and provides additional checks and balances to ensure that the RHNA allocation does not further patterns of exclusion.

We look forward to working with you to pass this important legislation.

Sincerely,



Amie Fishman
Executive Director
Non-Profit Housing Association of Northern California (NPH)

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	18-0327	Version:	1	Name:	
Type:	Senate Bill	Status:		Commission Approval	
File created:	4/17/2018	In control:		Joint MTC Legislation Committee and ABAG Legislation Committee	
On agenda:	5/11/2018	Final action:			
Title:	SB 831 (Wieckowski) and SB 1469 (Skinner) - Support and Seek Amendments				

Senate Bill 831 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.

Senate Bill 1469 would authorize accessory dwelling units to be created in areas where a single-family or multifamily dwelling is authorized.

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

Attachments: [6d ADU Bills.pdf](#)
[6d Handout-SB 831 - NPH Support.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

SB 831 (Wieckowski) and SB 1469 (Skinner) - Support and Seek Amendments

Senate Bill 831 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.

Senate Bill 1469 would authorize accessory dwelling units to be created in areas where a single-family or multifamily dwelling is authorized.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Support and Seek Amendments / Support and Seek Amendments / MTC Commission Approval and ABAG Executive Board Approval

Attachments:



Memorandum

TO: Joint MTC Legislation Committee and
ABAG Legislation Committee

DATE: May 4, 2018

FR: Deputy Executive Director, Policy

RE: SB 831 (Wieckowski) and SB 1469 (Skinner) – Support and Seek Amendments

Background

A number of bills are being considered in Sacramento this year to remove barriers that may impede homeowners from investing in accessory dwelling units (ADUs). Two of these bills, all authored by Bay Area legislators, are detailed below.

- SB 831 (Wieckowski) would lower the cost of building accessory dwelling units (ADUs) by capping school development fees at \$3,000, limiting connection fees, capacity charges or other fees levied by a special district or water corporation and exempting ADUs from local impact fees charged for new development. Local agencies may continue to charge fees to recoup the cost of plan checks, health and safety inspections and other permit processing. The bill would provide that permits for ADUs meeting certain conditions be considered ministerially within 60 days of submission; permits that have not been acted upon within that time period would be deemed approved. SB 831 would relax certain local zoning and parking restrictions applicable to ADUs. The bill would also prohibit jurisdictions from including owner-occupancy requirements in local ADU ordinances and create a temporary amnesty program to incentivize owners of existing unpermitted ADUs to obtain the building permits and inspections necessary to legalize the units.
- SB 1469 (Skinner) would likewise exempt ADUs from the same fees and charges exempted in SB 831 and provide for similar ministerial approval. The bill would also similarly relax certain local zoning and parking restrictions applicable to ADUs. SB 1469 would additionally require that the Department of Housing and Community Development (HCD) create new, cost-effective small home building standards for ADUs. The bill would not prohibit local owner-occupancy requirements for ADUs or create an amnesty program.

SB 831 and SB 1469 would build on a number of ADU reform bills approved by the Legislature in recent years, including SB 1069 (Wieckowski, 2016), a bill MTC supported which eased restrictions on ADUs, sped up the permitting process and required that utility connection fees be proportional to the impact of the ADU.

Recommendation: Support and seek amendments

Discussion

As the Bay Area's housing crisis deepens, innovative strategies are needed that can quickly and cost effectively increase the region's housing supply. ADUs can be an important part of the solution. According to a recent staff analysis, if one in ten Bay Area homeowners built an ADU, the Bay Area would add 150,000 units, enough to accommodate 20 percent of the region's projected population growth through 2040. Importantly, ADU infill development is inherently more energy-efficient than large-scale construction and ADUs are generally more affordable than other forms of housing. A 2012 study of the East Bay by the Berkeley Institute of Urban and Regional Development found that

the average ADU was advertised at a rental rate that made it affordable to a household earning 62 percent of the area median income. For these reasons, ADU development has the potential to significantly advance the Bay Area's climate and equity goals, as identified in *Plan Bay Area 2040*.

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

Despite this increase in production, there are still a number of barriers to ADU development, including cost and certain state building code requirements. One of the factors contributing to the cost of ADU production is building fees, including development fees. In communities throughout California, ADUs are often subject to substantially similar fees as those charged to larger scale developments, even though ADUs typically have less impact on a neighborhood's infrastructure and services. An analysis from the Senate Transportation and Housing Committee found that throughout the state, local development impact fees for ADUs range from anywhere between \$5,000 and \$60,000.

Though there is no comprehensive fee list for the Bay Area, a staff analysis showed that development impact fees appear to be similarly wide-ranging in our region (see Attachment A). For example, in Contra Costa County, traffic impact fees were estimated at \$18,000 for a 2017 permit to add a kitchen to the back area of a home to convert it into an independent living unit, while impact fees for a \$900 square foot detached ADU in the City of Fremont were estimated at \$0. This range is in part because a number of Bay Area jurisdictions have already taken steps to limit or eliminate impact fees associated with ADUs.

Given the potential for ADUs to be a part of the solution to the Bay Area's ongoing housing crisis, we support the policy of removing barriers to ADU production. We also concur with the author's sentiments that fees should not be so cost prohibitive as to discourage ADU development. However, ADUs still have some impact on neighborhood infrastructure and resources and it is important that localities retain the ability to charge reasonable fees to pay for community impacts associated with housing. We recommend the bills be amended to allow localities to impose modest ADU fees, up to a cap. Options include a straight dollar cap or a percentage cap relative to fees charged by a locality for larger developments.

For these reasons, we recommend a "support and seek amendment" position on SB 831 and SB 1469.

Known Positions

See Attachments


Alix A. Bockelman

Attachments:

- Attachment A: Bay Area ADU Permitting Fees
- Attachment B: SB 831 Known Positions
- Attachment C: SB 1469 Known Positions

AAB:ggd

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Example Local Fees for Accessory Dwelling Unit (ADU) Permits in the Bay Area*

Jurisdiction	ADU Example	Processing Fees	Impact Fees	Total Local Fees
Contra Costa County	In-home conversion (adding a kitchen)	\$1,452	\$18,295	\$19,747
Fremont	900 SF detached ADU	\$9,282	waived	\$9,282
Novato	364 SF detached ADU	\$3,810	\$7,480	\$11,290
Oakland	531 SF detached ADU	\$7,711	\$100 (most fees are waived)	\$7,811
Redwood City	600 SF detached ADU	\$5,300	\$1,617	\$6,917
Rohnert Park	600 SF detached ADU	\$3,071	waived	\$3,071
San Francisco	In-home conversion (within built envelope)	\$1,896	waived (fees are charged for ADUs that add to gross floor area)	\$1,896

* Fees include both processing and impact fees charged by a jurisdiction for permitting an ADU. This does not include school fees or other fees charged separate water or utility districts.

SB 831 (Wieckowski) Known Positions

Support

Bay Area Council (Sponsor)
Abundant Housing LA
ADU Builder, Inc.
Basis Studio
Bay Area Rapid Transit (BART)
Bridge Housing
Build
California Apartment Association
California Association of Realtors
California Building Industry Association
California Chamber of Commerce
California Community Builders
California Renters Legal Advocacy and Education Fund
California YIMBY
Coalition for Supportive Housing
Cover
Crest Backyard Homes
Corporation for Supportive Housing
The Fairmont San Francisco
Half Moon Bay Brewing Co.
Heller Manus Architects
HKS Architects
Inn at Mavericks
LA Más
Los Angeles Business Council (LABC)
Mavericks Event Center
McKinsey and Company
North Bay Leadership Council
Non-profit Housing Association of Northern California
Pacific Standard
Postmates
Resources for Community Development
ReVisions Resources
Rise Together
San Diego County Apartment Association
San Francisco Bay Area Planning and Urban Research Association (SPUR)
San Francisco Housing Action Coalition
San Mateo County Economic Development Association (SAMCEDA)
Shorenstein Properties

SV Angel
Turner Center for Housing Innovation
Tim Lewis Communities
TMG Partners
Wareham Development
Webcor

Opposition

American Planning Association – California Chapter
Association of California School Administrators (ACSA)
California Association of School Business Officials
California Contract Cities Association
California School Board Association
California Special Districts Association
California State Association of Counties
City of Camarillo
City of Coronado
City of Fullerton
City of Glendora
City of Hawthorne
City of Huntington Beach
City of Lakewood
City of Lake Forest
City of San Marcos
Coalition for Adequate School Housing
County of Del Norte
League of California Cities
Marin County Council of Mayors and Councilmembers
Rural County Representatives of California
Urban Counties of California
1 individual

SB 1469 (Skinner) Known Positions

Support

Bay Area Council (Sponsor)
Bridge Housing
CalForward
California Association of Realtors
California Building Industry Association
California Forward Action Fund
California YIMBY
City LA-UCLA Director, Dr. Dana Cuff
Enterprise
Greenbelt Alliance
Habitat for Humanity East Bay/Silicon Valley
LA Más Co-Executive Director Helen Leung
Non-profit Housing Association of Northern California
North Bay Leadership Council
San Francisco Bay Area Planning and Urban Research Association (SPUR)
SV@Home
Turner Center for Housing Innovation
Tennis Wick, AICP, Director, Sonoma County Planning Department
University of California, Berkeley Professor
Doctor Karen Chapple
Unite Here Local 19

Office of the Riverside County
Superintendent of Schools
Rural County Representatives of California
San Diego Unified School District
Small School Districts' Association
Urban Counties of California

Opposition

American Planning Association – California Chapter
Association of California School Administrators (ACSA)
California Association of School Business Officials
California Association of Suburban Schools
California Contract Cities Association
California School Board Association
California Special Districts Association
California State Association of Counties
Coalition for Adequate School Housing
League of California Cities

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MidPen Housing

Chuck Cornell
formerly of
Burbank Housing

Gail Gilman
Community Housing
Partnership

Matt Huerta
Matt Huerta
Consulting LLC

Andy Madeira
Eden Housing

Jacky Morales-Ferrand
City of San José

Andrea Papanastassiou
Northern California
Community Loan Fund

Matt Schwartz
California Housing
Partnership

Smitha Seshadri
BRIDGE Housing

Dan Wu
Charities Housing

Kevin Zwick
Housing Trust
Silicon Valley

January 24, 2018

The Honorable Bob Wieckowski
California State Senate
State Capitol, Room 4085
Sacramento, CA 95814

Re: SB 831 (Wieckowski): Land Use: Accessory Dwelling Units - Support

Dear Senator Wieckowski,

On behalf of our 750 plus members, the Non-Profit Housing Association of Northern California (NPH) is writing to offer our support of SB 831 (Wieckowski), which removes many barriers to accessory dwelling unit development and will make these needed units even easier to build. We also believe S will be made even stronger if it is amended to disallow owner occupancy requirements from accessory dwelling unit ordinances.

Founded in 1979, NPH is the collective voice of those who support, build and finance affordable housing. We are 750 affordable housing developers, advocates, community leaders and businesses, working to secure resources, promote good policy, educate the public, and support affordable homes as the foundation for thriving individuals, families and neighborhoods.

As you know, California families are facing a harder time finding a place to live than at any point in our history. According to the National Low Income Housing Coalition, six of the Bay Area's nine counties place among the top ten most expensive in the nation. According to the latest rental data from Zillow (dated December 2017) the median asking rent in Alameda County is \$3,075. Working families, many of whom are employed in Alameda County's service industries simply cannot afford such rents forcing them to commute increasingly longer distances shutting them out of the Bay Area while worsening traffic congestion and further degrading our environment.

SB 831 provides a proactive means to address the Bay Area's housing crisis by removing barriers to the construction of accessory dwelling units which, through their smaller footprint and lower construction costs, can be rented at below market rates while also building homeowner equity. According to UC Berkeley's Terner Center for Housing Innovation, in 2012 the average ADU in the East Bay had an asking rent that was affordable to a family earning 62 percent of Area Median Income (in 2017 dollars the ADU would be affordable to a family of four earning \$60,388). Given that the majority of housing in California is single-family homes, this legislation could allow for a significant expansion of this more affordable housing type.

SB 831 will create more housing opportunities in California by removing many barriers faced by homeowners who wish to build ADUs including:

- Eliminating all local agency, school district, special district, and water corporation fees for an ADU.
- Creating an amnesty program for existing unwarranted ADUs to allow them to come into compliance
- Allowing for the creation of an ADU on any lot that has an existing or proposed home.
- Eliminating setback requirements for any accessory structure converted to an ADU.
- Deeming an ADU permit application automatically approved if a local agency has not acted upon the application within 120 days.

NPH also proposes the addition of an amendment to disallow owner occupancy requirements for ADUs as occupancy requirements have been used in the past to make it more difficult for owners to potentially rent these spaces and thereby expand the housing stock.

NPH is proud to support SB 831 (Wieckowski) and we believe that this modest change will make an already strong bill stronger.

We appreciate you and your leadership on this issue,

Sincerely,



Amie Fishman
Executive Director
Non-Profit Housing Association of Northern California (NPH)

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	18-0328	Version:	1	Name:	
Type:	Assembly Bill	Status:		Commission Approval	
File created:	4/17/2018	In control:		Joint MTC Legislation Committee and ABAG Legislation Committee	
On agenda:	5/11/2018	Final action:			
Title:	AB 2372 (Gloria): Floor Area Ratio Bonus - Support				

Assembly Bill 2372 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, upon the request of the developer, a floor area ratio bonus in lieu of a density bonus awarded on the basis of dwelling units per acre. The bill would also prohibit the city council or county board of supervisors from imposing any parking requirement on an eligible housing development in excess of specified ratios.

Sponsors:**Indexes:****Code sections:****Attachments:** [6e AB 2372 \(Gloria\).pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

AB 2372 (Gloria): Floor Area Ratio Bonus - Support

Assembly Bill 2372 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, upon the request of the developer, a floor area ratio bonus in lieu of a density bonus awarded on the basis of dwelling units per acre. The bill would also prohibit the city council or county board of supervisors from imposing any parking requirement on an eligible housing development in excess of specified ratios.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Support / MTC Commission Approval and ABAG Executive Board Approval

Attachments:

Memorandum

TO: Joint MTC Legislation Committee and
ABAG Legislation Committee

DATE: May 4, 2018

FR: Executive Director

RE: AB 2372 (Gloria): Floor Area Ratio Bonus – Support

Background

AB 2372 (Gloria) would authorize a new floor area ratio (FAR) bonus for eligible housing developments located near transit. Jurisdictions would be authorized to adopt an ordinance granting developers of multifamily housing projects that meet certain location and affordability criteria the option to exceed maximum zoned FARs in lieu of a traditional density bonus awarded on the basis of housing units per acre. The bill would require that impact fees associated with a project utilizing a FAR bonus be calculated on a square footage rather than a per unit basis, if requested by the developer. Developers seeking to utilize an FAR bonus would be required to provide that at least 20 percent of the project's units be affordable. In addition, to qualify for the FAR bonus a project must be located within ½ mile of an existing or planned major transit stop and in an area zoned for high density (minimum of 20 units per acre), and must comply with local height requirements, inclusive of any FAR bonus and any additional incentives or concessions related to the FAR bonus. Parking requirements would be capped at 0.1 or 0.5 parking spaces per unit for affordable and market rate units, respectively.

Recommendation: Support

Discussion

This bill has the potential to spur more affordable housing production near transit by allowing localities to offer developers alternatives to the existing state density bonus incentive. Currently, a density bonus may be used to add units to a project meeting certain affordability requirements. The density bonus is capped at 35 percent over the maximum allowable units per acre, regardless of the size of the unit. This FAR bonus would provide flexibility for jurisdictions to incentivize compact, affordable housing units near transit. Whereas the density bonus currently offers a maximum net increase of 35 percent more units per acre, under AB 2372 there would be no FAR cap, but the developer would have to comply with the existing local height requirements. Thus, the proposed FAR bonus has the potential to result in more units per lot than a traditional density bonus. Given this potential and the desperate need in the Bay Area for more housing production, staff recommends a support position on AB 2372.

Known Positions

Support

City of San Diego (sponsor)
Building Industry Association's Urban Council
California Apartment Association
California Building Industry Association
California Housing Consortium
Climate Action Campaign
San Diego Housing Federation
San Diego County Apartment Association
San Diego Regional Chamber of Commerce's Infrastructure, Housing, and Land Use Committee

Opposition
None on file



Steve Heminger

SH:ggd

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Metropolitan Transportation Commission

Legislation Details (With Text)

File #: 18-0288 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 4/4/2018 **In control:** Joint MTC Legislation Committee and ABAG Legislation Committee

On agenda: 5/11/2018 **Final action:**

Title: Tom Bulger's Report

Report from Washington D.C. advocate.

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

Attachments: [7a_Tom Bulger's DC Report_Apr 2018.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Tom Bulger's Report

Report from Washington D.C. advocate.

Presenter:

Randy Rentschler

Recommended Action:

Information

Attachments:

April 2018 Monthly Washington, D.C. Report



To: Steve Heminger, Executive Director

From: Tom Bulger, President GRI

Date: May 1, 2018

RE: Monthly Report for April 2018

- **Federal Aviation Administration (FAA) House Reauthorization Bill Introduced**
- **Federal Highway Administration (FHWA) Distributes \$36.4 Billion in Highway Funding**
- **U.S. Department of Transportation (USDOT) Releases \$1.5 billion Notice of Funding Opportunity (NOFO)**
- **Internal Revenue Service (IRS) Ruling Adversely Affects University and Non-Profit Transportation Fringe Benefit Programs**
- **Coming and Going**

Federal Aviation Administration (FAA) House Reauthorization Bill Introduced

In late April, the U.S. House of Representatives passed the Federal Aviation Administration (FAA) Reauthorization Act of 2018 (H.R. 4). The new bill does not turn the air traffic control function over to a private non-profit corporation funded by user fees. The Senate Commerce, Science, and Transportation Committee approved their FAA reauthorization last June (S.1405) but the full Senate has not voted on the bill.

During the House FAA bill discussion, we worked to secure an amendment by Rep. Grace Napolitano (D-Calif.) to allow local sales taxes to be collected on aviation fuel and not be limited to airport grounds. Unfortunately, the Rep. Napolitano amendment was not ruled in order by the House Rules Committee.

Federal Highway Administration (FHWA) Distributes Fiscal Year (FY) 2018 Funding

On April 16, the FHWA distributed a large portion of the FY 2018 highway spending authority to the states, bringing the total amount of highway formula money available in FY 2018 to approximately \$37 billion. In addition, FHWA still needs to allocate the \$2 billion increase in highway money that was appropriated in the FY 2018 omnibus bill. California's share is estimated at \$3.7 billion, an increase of \$225.7 million over FY 2017.

U.S. Department of Transportation (USDOT) Releases \$1.5 billion Notice of Funding Opportunity (NOFO)

In April, USDOT released a NOFO for states and local governments to apply for \$1.5 billion in grant funding from the Better Utilizing Investments to Leverage Development (BUILD) grant program, which is the Trump Administration's new name for the Transportation Investment Generating Economic Recovery (TIGER) multimodal discretionary grant program. This \$1.5 billion is a significant increase in funding from previous years (Congress tripled the program size from \$500 million in FY 2017 to \$1.5 billion in FY 2018 in the recently passed FY 2018 omnibus appropriations bill). Consistent with previous awards, USDOT signaled their intent to prioritize funding for projects in rural areas and for projects with a large non-federal match.

Internal Revenue Service (IRS) Ruling Adversely Affects University and Non-Profit Transportation Fringe Benefit Programs

In Section 512 (a)(7) of the Tax Cuts and Jobs Act (TCJA), certain employee fringe benefit expenses as income for tax -exempt employers, including expenses related to providing transportation related benefits, parking, and transit benefits and vanpools. In other words, as of January 1, 2018, the costs incurred by tax-exempt employers concerning these fringe benefits create unrelated business taxable income.

There are three types of employee benefits affected:

1. Qualified transportation fringe benefits (as defined in section 132(f)) (parking, transit benefit and vanpooling),
2. Parking facilities used for qualified parking (as defined in section 132(j)(4)(B)), and
3. On-premises athletic facilities (as defined in section 132(j)(4)(B)).

Coming and Going

- Matt Sturges, T & I Committee Staff Director, has left the Committee to join the Federal Railroad Administration.
- Chris Vieson has been appointed the new T & I Committee Chief of Staff.
- D.J. Gribbin, Special Assistant for Infrastructure Policy, has left the White House to become the new Deputy Staff Director for the T & I Committee. Mr. Gribbin had been one of the leading advocates for the President's Infrastructure plan.