



Metropolitan Transportation Commission

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

Meeting Agenda

Legislation Committee

Committee Members:

Alicia C. Aguirre, Chair Sam Liccardo, Vice Chair

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

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

Friday, October 12, 2018

10:10 AM

Board Room - 1st Floor

PLEASE NOTE TIME

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

1. Roll Call / Confirm Quorum

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

2. Consent Calendar

- 2a. [18-0758](#) Minutes of September 14, 2018 Meeting

Action: Committee Approval

Attachments: [2a_MTC LEGIS Minutes_Sept 14 2018.pdf](#)

- 2b. [18-0759](#) Legislative History

Action: Information

Presenter: Rebecca Long

Attachments: [2b_Oct LegisHistory_State and Federal.pdf](#)

3. State Legislation

- 3a. [18-0760](#) 2018 Legislative Scorecard
- Summary of outcomes on MTC priority bills and MTC 2018 Advocacy Program.
- Action:** Information
- Presenter:** Rebecca Long
- Attachments:** [3a LegislativeScorecard 2018.pdf](#)

4. Federal

- 4a. [18-0761](#) Tom Bulger's Report
- Report from Washington D.C. advocate.
- Action:** Information
- Presenter:** Randy Rentschler
- Attachments:** [4a Tom Bulger's DC Report SEPT 2018.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Legislation Committee will be Friday, November 9, 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 Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0758 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 9/7/2018 **In control:** Legislation Committee
On agenda: 10/12/2018 **Final action:**
Title: Minutes of September 14, 2018 Meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a_MTC LEGIS Minutes_Sept 14 2018.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of September 14, 2018 Meeting

Recommended Action:
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. Giacopini

Agenda Item 2a

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

Friday, September 14, 2018

10:10 AM

Board Room - 1st Floor

1. Roll Call / Confirm Quorum

Present: 5 - Vice Chair Liccardo, Commissioner Connolly, Commissioner Cortese,
Commissioner Pierce, and Commissioner Spering

Absent: 2 - Chair Aguirre, and Commissioner Halsted

Non-Voting Member Present: Commissioner Giacopini

Non-Voting Member Absent: Commissioner Azumbrado

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

2. Consent Calendar

Approval of the Consent Calendar

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

Aye: 5 - Vice Chair Liccardo, Commissioner Connolly, Commissioner Cortese,
Commissioner Pierce and Commissioner Spering

Absent: 2 - Chair Aguirre and Commissioner Halsted

2a. [18-0674](#) Minutes of July 13, 2018 Meeting

Action: Committee Approval

Attachments: [2a MTC LEGIS Minutes_July 13 2018.pdf](#)

2b. [18-0675](#) Legislative History

Action: Information

Presenter: Rebecca Long

Attachments: [2b Sept LegisHistory State and Federal.pdf](#)

3. State Legislation

3a. [18-0677](#) Proposition 6: Overview, Bay Area Impacts and Public Information Plan

Update on the Senate Bill 1 Repeal Initiative.

Action: Information

Presenter: Randy Rentschler

Attachments: [3a Prop 6 update.pdf](#)

18-0806 Handout - Video

<<https://youtu.be/RDxabn5YY1s>>

3b. [18-0678](#) Update on MTC Priority Bills

Overview of the 2018 State Legislative Session.

Action: Information

Presenter: Rebecca Long

Attachments: [3b Priority Bill Status Update.pdf](#)

4. Federal Legislation

4a. [18-0679](#) Tom Bulger's Report

Report from Washington D.C. advocate.

Action: Information

Presenter: Georgia Gann Dohrmann

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

5. Public Comment / Other Business

Roland Lebrun was called to speak.

6. Adjournment / Next Meeting

The next meeting of the Legislation Committee will be Friday, October 12, 2018, 10:10 a.m. the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0759 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 9/7/2018 **In control:** Legislation Committee
On agenda: 10/12/2018 **Final action:**
Title: Legislative History
Sponsors:
Indexes:
Code sections:
Attachments: [2b_Oct 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
FY 2017-18 Session, Final
October 5, 2018

Agenda Item 2b



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
AB 17 Holden	Vetoed 10/15/2017	Assembly Vetoed	Transit Pass Pilot Program: free or reduced-fare transit passes. Would, upon the appropriation of moneys from the Public Transportation Account by the Legislature, create the Transit Pass Pilot Program to be administered by the Department of Transportation to provide free or reduced-fare transit passes, directly or through a 3rd party, including a transit agency, to specified pupils and students by supporting new, or expanding existing, transit pass programs. The bill would require the department to develop guidelines that describe the application process and selection criteria for awarding the moneys made available for the program, and would exempt the development of those guidelines from the Administrative Procedure Act.		
AB 28 Frazier	Chaptered 3/29/2017	Assembly Chaptered	Department of Transportation: environmental review process: federal pilot program. Current federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Current law, until January 1, 2017, provided that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program. This bill would reinstate the operation of the latter provision. The bill would repeal that provision on January 1, 2020. This bill would declare that it is to take effect immediately as an urgency statute.	Support	

AB 45 Thurmond	Vetoed 10/16/2017	Assembly Vetoed	California School Employee Housing Assistance Grant Program. Current law establishes the Department of Housing and Community Development (HCD) and requires it to administer various housing programs. This bill would require HCD to administer a program to provide financing assistance, as specified, to a qualified school district, as defined, and to a qualified developer, as defined, for the creation of affordable rental housing for school employees, as defined. The bill would require a qualified school district and a qualified developer to apply for this financing assistance. The bill would require the State Department of Education and HCD to certify that a school district seeking a grant meets the definition of qualified school district, as provided.		
AB 56 Holden	Chaptered 9/26/2017	Assembly Chaptered	California Infrastructure and Economic Development Bank: housing. Would revise the definition of the term “public development facilities” for purposes of the Bergeson-Peace Infrastructure and Economic Development Bank Act to mean real and personal property, structures, conveyances, equipment, thoroughfares, buildings, and supporting components thereof, excluding any housing, that are directly related to providing, among other things, housing-related infrastructure, which includes city streets; drainage, water supply, and flood control; environmental mitigation measures; power and communications; public transit improvement that directly supports transit-oriented housing; sewage collection and treatment; and water treatment and distribution.		
AB 63 Frazier	Vetoed 10/7/2017	Assembly Vetoed	Driver’s licenses: instruction permits and provisional licenses. During the first 12 months after issuance of a provisional license, existing law prohibits the licensee from driving between the hours of 11 p.m. and 5 a.m. and transporting passengers who are under 20 years of age. Current law provides limited exceptions to these restrictions under which a licensee is authorized to drive under specified circumstances. This bill would, commencing January 1, 2020, expand the scope of the provisional licensing program by extending the applicable age range for the program to 16 to under 21 years of age. The bill would exempt active duty members of the California National Guard, the State Military Reserve, or the United States Armed Forces who are at least 18 years of age from the program.		

AB 72 Santiago	Chaptered 9/29/2017	Assembly Chaptered	Housing. Current law prescribes requirements for the preparation of the housing element, including a requirement that a planning agency submit a draft of the element or draft amendment to the element to the Department of Housing and Community Development prior to the adoption of the element or amendment to the element. Current law requires the department to review the draft and report its written findings, as specified. This bill would require the department to also review any action or failure to act by the city, county, or city and county that it determines is inconsistent with an adopted housing element or a specified provision and to issue written findings, as specified, whether the action or failure to act substantially complies with the housing element.		
AB 73 Chiu	Chaptered 9/29/2017	Assembly Chaptered	Planning and zoning: housing sustainability districts. Would authorize a city, county, or city and county, including a charter city, charter county, or charter city and county, to establish by ordinance a housing sustainability district that meets specified requirements, including authorizing residential use within the district through the ministerial issuance of a permit. The bill would authorize the city, county, or city and county to apply to the Department of Housing and Community Development for approval for a zoning incentive payment and require the city, county, or city and county to provide specified information about the proposed housing sustainability district ordinance.		
AB 74 Chiu	Chaptered 10/14/2017	Assembly Chaptered	Housing. Current law establishes the Department of Housing and Community Development in the Business, Consumer Services, and Housing Agency. This bill would require the department, on or before January 1, 2019, to establish the Housing for a Healthy California Program to create supportive housing opportunities through grants to counties for capital and operating assistance, as specified, or operating reserve grants and capital loans to developers, or both. The bill would require the department to award grants to counties on a competitive basis pursuant to rating and ranking criteria, as specified. The bill would require the county to use grant funds in a specified manner and to comply with federal Housing Trust Fund regulations.		
AB 87 Ting	Chaptered 9/22/2018	Assembly Chaptered	Vehicles: removal: autonomous vehicles. Current law authorizes a peace officer, or a public employee who is engaged in directing traffic or enforcing parking laws, to remove a vehicle under specified circumstances, including when the vehicle is found or is operating on the highway with a registration expiration date in excess of 6 months before the date it is found or operated on the highway, or displaying a license plate or registration sticker that was not issued for that vehicle. This bill would authorize a peace officer or specified public employee, as specified, to remove a vehicle that uses autonomous technology without a valid permit that is required to operate the vehicle on public roads.		

AB 91 Cervantes	Chaptered 9/18/2018	Assembly Chaptered	High-occupancy vehicle lanes. Would require the Department of Transportation to report to the transportation policy committees of the Legislature, on or before January 1, 2020, on the feasibility and appropriateness of limiting the use of high-occupancy vehicle lanes to high-occupancy vehicles and eligible vehicles, as defined, only during the hours of heavy commuter traffic on both State Route 91 between Interstate 15 and Interstate 215 in the County of Riverside, and State Route 60 in the County of Riverside.		
AB 97 Ting	Chaptered 6/27/2017	Assembly Chaptered	Budget Act of 2017. This bill would make appropriations for the support of state government for the 2017–18 fiscal year. This bill would declare that it is to take effect immediately as a Budget Bill.		
AB 115 Committee on Budget	Chaptered 6/27/2017	Assembly Chaptered	Transportation. Current law requires that a patrol member of the Public Employees' Retirement System (PERS) who is subject to specified benefit formulas be retired in the calendar month succeeding that in which he or she attains 60 years of age. Current law, until January 1, 2018, exempts from this requirement a Commissioner of the California Highway Patrol, as specified, who was appointed on or after January 1, 2008. This bill would continue this exemption until April 1, 2019.		
AB 174 Bigelow	Chaptered 10/3/2017	Assembly Chaptered	Tribal gaming: compact ratification. Would ratify the amendment to the tribal-state gaming compact entered into between the State of California and the United Auburn Indian Community, executed on August 18, 2017. The bill would provide that, in deference to tribal sovereignty, certain actions related to that compact are not projects for purposes of CEQA.		
AB 179 Cervantes	Chaptered 10/13/2017	Assembly Chaptered	California Transportation Commission. Under current law, the California Transportation Commission consists of 13 members, 9 of whom are to be appointed by the Governor in consultation with the Senate. Current law requires the Governor, in appointing members, to use every effort to ensure geographic balance of representation. This bill would additionally require the Governor, in appointing members, to use every effort to ensure that the commission has a diverse membership with expertise in transportation issues, taking into consideration factors including, but not limited to, socioeconomic background and professional experience, which may include experience working in, or representing, disadvantaged communities.		

AB 184 Berman	Chaptered 9/28/2017	Assembly Chaptered	Sea level rise planning: database. Current law requires that various public agencies and private entities provide to the Natural Resources Agency, on a biannual basis, sea level rise planning information, as defined, that is under the control or jurisdiction of the public agencies or private entities, and requires the agency to determine the information necessary for inclusion in the database, as prescribed. Current law repeals these provisions on January 1, 2018. This bill would postpone that repeal until January 1, 2023.		Support
AB 193 Cervantes	Chaptered 9/14/2018	Assembly Chaptered	Zero-Emission Assurance Project. Would require the State Air Resources Board, until July 31, 2025, to establish the Zero-Emission Assurance Project to provide rebates for the replacement of or a vehicle service contract, as defined, for a battery, fuel cell, or related components for an eligible used vehicle. The bill would require the state board to submit a specified report on the Zero-Emission Assurance Project to the Legislature no later than January 1, 2024.		
AB 199 Chu	Chaptered 10/9/2017	Assembly Chaptered	Public works: private residential projects. Current law exempts private residential projects built on private property from certain requirements for projects that are defined as "public works," including, among other requirements, the payment of prevailing wages, unless the project is built pursuant to an agreement with a state agency, redevelopment agency, or local public housing authority. This bill would make the above-referenced exemption for private residential projects additionally inapplicable to a project built pursuant to an agreement with a successor agency to a redevelopment agency, as specified.		
AB 262 Bonta	Chaptered 10/16/2017	Assembly Chaptered	Public contracts: bid specifications: Buy Clean California Act. The State Contract Act governs the bidding and award of public works contracts by specific state departments and requires an awarding department, before entering into any contract for a project, to prepare full, complete, and accurate plans and specifications and estimates of cost. This bill, the Buy Clean California Act, would, by January 1, 2019, require the Department of General Services to establish, and publish in the State Contracting Manual, a maximum acceptable global warming potential for each category of eligible materials, in accordance with requirements set out in the bill.		
AB 333 Quirk	Chaptered 9/28/2017	Assembly Chaptered	State Highway Route 185: relinquishment: County of Alameda. Current law authorizes the California Transportation Commission to relinquish all or a portion of Route 185 in the City of Hayward to the city, as specified. This bill would additionally authorize the commission to relinquish all or a portion of Route 185 in the unincorporated area of the County of Alameda to that county, as specified.		

AB 352 Santiago	Chaptered 10/2/2017	Assembly Chaptered	State Housing Law: efficiency units. Current law, the State Housing Law, authorizes a city, county, or city and county to permit the construction and occupancy of efficiency units that have a minimum area of 150 square feet if they meet certain specified criteria. This bill would prohibit a city, county, or city and county from limiting the number of efficiency units in certain locations near public transit or university campuses, as specified.		
AB 398 Garcia, Eduardo	Chaptered 7/25/2017	Assembly Chaptered	California Global Warming Solutions Act of 2006: market-based compliance mechanisms: fire prevention fees: sales and use tax manufacturing exemption. 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. The act authorizes the state board to adopt a regulation that establishes a system of market-based declining annual aggregate emissions limits for sources or categories of sources that emit greenhouse gases, applicable from January 1, 2012, to December 31, 2020, inclusive, as specified. This bill would require the state board, no later than January 1, 2018, to update the scoping plan, as specified.		
AB 467 Mullin	Chaptered 10/10/2017	Assembly Chaptered	Local transportation authorities: transactions and use taxes. Current law provides for a local transportation authority to adopt a transportation expenditure plan for the proceeds of the retail transactions and use tax, and requires the entire adopted transportation expenditure plan to be included in the voter information guide sent to voters. This bill, upon the request of an authority, would exempt a county elections official from including the entire adopted transportation expenditure plan in the voter information guide, if the authority posts the plan on its Internet Web site, and the sample ballot and the voter information guide sent to voters include information on viewing an electronic version of the plan on the Internet Web site, as prescribed, and for obtaining a printed copy of the plan by calling the county elections office.		

AB 468 Santiago	Chaptered 9/1/2017	Assembly Chaptered	Transit districts: prohibition orders. Current law authorizes the Sacramento Regional Transit District, the Fresno Area Express, and, until January 1, 2018, the San Francisco Bay Area Rapid Transit District to issue a prohibition order to any person cited for committing one or more of certain prohibited acts in specified transit facilities. Current law prohibits a person subject to the prohibition order from entering the property, facilities, or vehicles of the transit district for specified periods of time. Current law establishes notice requirements in that regard and provides for initial and administrative review of the order. This bill would apply these provisions to the Los Angeles County Metropolitan Transportation Authority and would extend the application of these provisions to the San Francisco Bay Area Rapid Transit District indefinitely.		
AB 494 Bloom	Chaptered 10/8/2017	Assembly Chaptered	Land use: accessory dwelling units. The Planning and Zoning Law authorizes a local agency to provide by ordinance for the creation of accessory dwelling units in single-family and multifamily residential zones, as specified. That law requires the ordinance to require the accessory dwelling unit to comply with certain conditions, including, but not limited to, that the accessory dwelling unit is not intended for sale separate from the primary residence and may be rented. This bill would revise that condition to provide that the accessory dwelling unit may be rented separately from the primary residence.		
AB 503 Lackey	Chaptered 10/13/2017	Assembly Chaptered	Vehicles: parking violations: registration or driver's license renewal. Current law, with specified exceptions, requires an agency that processes notices of parking violations and notices of delinquent parking violations to proceed under only one of 3 specified options in order to collect an unpaid parking penalty, including filing an itemization of unpaid parking penalties and service fees with the Department of Motor Vehicles for collection with the registration of the vehicle. This bill would instead authorize a processing agency to proceed under one of those 3 specified options.		
AB 515 Frazier	Chaptered 9/27/2017	Assembly Chaptered	State Highway System Management Plan. Would require the Department of Transportation to prepare a draft State Highway System Management Plan, which would consist both of the 10-year state highway rehabilitation plan and the 5-year maintenance plan. The bill would require the department to make the draft of its proposed State Highway System Management Plan available to regional transportation agencies for review and comment, and would require the department to include and respond to the comments in the final plan to the commission by February 15 of each odd-numbered year.		

<u>AB 523</u> <u>Reyes</u>	Chaptered 10/7/2017	Assembly Chaptered	Electric Program Investment Charge: allocation. Would require the Energy Commission, until July 1, 2023, to allocate at least 25% of the moneys in the Electric Program Investment Charge Fund for technology demonstration and deployment at sites located in, and benefiting, disadvantaged communities, as defined. The bill would require the Energy Commission to allocate at least an additional 10% of the moneys in the fund for technology demonstration and deployment at sites located in, and benefiting, low-income communities, as defined.		
<u>AB 544</u> <u>Bloom</u>	Chaptered 10/10/2017	Assembly Chaptered	Vehicles: high-occupancy vehicle lanes. Current federal law authorizes, until September 30, 2019, a state to allow low emission and energy-efficient vehicles, as specified, to use lanes designated for high-occupancy vehicles (HOVs). Current federal law also authorizes, until September 30, 2025, a state to allow alternative fuel vehicles, as defined, and new qualified plug-in electric drive motor vehicles, as defined, to use those HOV lanes. This bill would extend the authority of drivers of specified vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first.		
<u>AB 571</u> <u>Garcia,</u> <u>Eduardo</u>	Chaptered 9/29/2017	Assembly Chaptered	Farmworker housing: income taxes: insurance tax: credits: low-income housing: migrant farm labor centers. Current law establishes a low-income housing tax credit program pursuant to which the California Tax Credit Allocation Committee provides procedures and requirements for the allocation of state insurance, personal income, and corporation tax credit amounts among qualified low-income housing projects in modified conformity to federal law that have been allocated, or qualify for, a federal low-income housing tax credit, and for farmworker housing. This bill, under the law governing the taxation of insurers, the Personal Income Tax Law, and the Corporation Tax Law, would modify the definition of applicable percentage relating to qualified low-income buildings that are farmworker housing projects, as provided.		
<u>AB 617</u> <u>Garcia,</u> <u>Cristina</u>	Chaptered 7/26/2017	Assembly Chaptered	Nonvehicular air pollution: criteria air pollutants and toxic air contaminants. Would require the State Air Resources Board to develop a uniform statewide system of annual reporting of emissions of criteria air pollutants and toxic air contaminants for use by certain categories of stationary sources. The bill would require those stationary sources to report their annual emissions of criteria air pollutants and toxic air contaminants, as specified.		

AB 636 Irwin	Chaptered 8/20/2018	Assembly Chaptered	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 require the report to be submitted to the Controller by December 1 of each year relative to the preceding fiscal year ending on June 30.		
AB 673 Chu	Chaptered 7/25/2017	Assembly Chaptered	Public transit operators: bus procurement: safety considerations. Would require a public transit operator, before the procurement of a new bus to be used in revenue operations, to take into consideration recommendations of, and best practices standards developed by, the exclusive representative of the recognized organization representing bus operators of the transit operator for specified purposes, including, among other purposes, reducing the risk of assault on bus operators. By creating new duties for public transit operators, this bill would impose a state-mandated local program.		
AB 678 Bocanegra	Chaptered 9/29/2017	Assembly Chaptered	Housing Accountability Act. The Housing Accountability Act, among other things, prohibits a local agency from disapproving, or conditioning approval in a manner than renders infeasible, a housing development project for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified written findings based upon substantial evidence in the record. This bill would require the findings of the local agency to instead be based on a preponderance of the evidence in the record.		
AB 686 Santiago	Chaptered 10/1/2018	Assembly Chaptered	Housing discrimination: affirmatively further fair housing. Would require a public agency, as defined, to administer its programs and activities relating to housing and community development in a manner to affirmatively further fair housing, and to not take any action that is materially inconsistent with this obligation, as provided.		
AB 697 Fong	Vetoed 9/10/2018	Assembly Vetoed	Tolls: exemption for privately owned emergency ambulances. Current law provides for the exemption of authorized emergency vehicles, as defined, from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying public agency identification and driven while responding to or returning from an urgent or emergency call. Current law prohibits a person from operating a privately owned emergency ambulance unless licensed by the Department of the California Highway Patrol. This bill would generally modify the exemption to apply to the use of a toll facility, as defined, and would expand the exemption, dispute resolution procedures, and agreement provisions to include a privately owned emergency ambulance licensed by the Department of the California Highway Patrol.		

AB 730 Quirk	Chaptered 7/10/2017	Assembly Chaptered	Transit districts: prohibition orders. Current law authorizes the Sacramento Regional Transit District, the Fresno Area Express, and, until January 1, 2018, the San Francisco Bay Area Rapid Transit District to issue a prohibition order to any person cited for committing one or more of certain prohibited acts in specified transit facilities. Current law prohibits a person subject to the prohibition order from entering the property, facilities, or vehicles of the transit district for specified periods of time. Current law establishes notice requirements in that regard and provides for initial and administrative review of the order. This bill would permanently apply these provisions to the San Francisco Bay Area Rapid Transit District.		
AB 733 Berman	Chaptered 10/11/2017	Assembly Chaptered	Enhanced infrastructure financing districts: projects: climate change. Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, and makes related findings and declarations. This bill would additionally authorize the financing of projects that enable communities to adapt to the impacts of climate change, including, but not limited to, specified impacts described in the bill, and would make conforming changes to the Legislature's findings and declarations.		
AB 734 Bonta	Chaptered 10/1/2018	Assembly Chaptered	California Environmental Quality Act: Oakland Sports and Mixed-Use Project. Would establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for the Oakland Sports and Mixed-Use Project, as defined, located in the City of Oakland that is certified by the Governor as meeting certain requirements. Because a public agency would be required to comply with those new procedures, this bill would impose a state-mandated local program.		
AB 758 Eggman	Chaptered 10/13/2017	Assembly Chaptered	Transportation: Tri-Valley-San Joaquin Valley Regional Rail Authority. Would establish the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley, that meets the goals and objectives of the community, as specified. The bill would require the authority's governing board to be composed of 15 representatives.		

AB 805 Gonzalez Fletcher	Chaptered 10/11/2017	Assembly Chaptered	County of San Diego: transportation agencies. Current law provides for the consolidated agency, commonly known as SANDAG, to be governed by a board of directors of 21 city and county members selected by the governing body of each member agency. Current law provides that the officers of the board are the chairperson and the vice chairperson. This bill would require the mayor and the president of the city council of the City of San Diego to serve on the board. The bill would delete the requirement for the chair of the County of San Diego Board of Supervisors to serve on the board.		
AB 829 Chiu	Chaptered 9/27/2018	Assembly Chaptered	Local government: funding: state-assisted projects. Current law authorizes a local government to fund all or a part of a housing project or development. Existing law states legislative findings and declarations regarding the need for affordable housing and local authority to approve housing developments. This bill would prohibit the award, availability, or utilization of state assistance, as defined, for any housing development that is subject to a requirement as a threshold or condition for applying or being eligible for the award of any funding that the development proponent receive a letter of acknowledgment, letter of approval, or similar document from a legislative body of a local agency or from a member of a local legislative body.		
AB 863 Cervantes	Vetoed 10/14/2017	Assembly Vetoed	Affordable Housing and Sustainable Communities Program. Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 20% for the Affordable Housing and Sustainable Communities Program administered by the Strategic Growth Council. Current law provides for that program to fund projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would provide that a project receiving funding pursuant to the program shall be encouraged, among other things, to employ local entrepreneurs and workers utilizing appropriate workforce training programs. The bill would make related revisions to the policy objectives for the program.		

AB 879 Grayson	Chaptered 9/29/2017	Assembly Chaptered	Planning and zoning: housing element. The Planning and Zoning Law requires, after the legislative body of the city or county has adopted all or part of a general plan, the planning agency to investigate and make recommendations to the legislative body of the city or county regarding reasonable and practical means to implement the general plan or element and to provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that includes specified information pertaining to the implementation of the general plan. Current law excludes a charter city from these requirements. This bill would require that this report additionally include the number of housing development applications received in the prior year, units included in all development applications in the prior year, units approved and disapproved in the prior year, and a listing of sites rezoned to accommodate that portion of the city's or county's share of the regional housing need for each income level that could not be accommodated on specified sites.		
AB 890 Medina	Vetoed 10/15/2017	Assembly Vetoed	Land use: planning and zoning: initiatives. Would require that the city council of a city or the board of supervisors of a county have exclusive authority to adopt or amend a general plan, specific plan, or zoning ordinance, that would convert any discretionary land use approval necessary for a project to ministerial approval; change the land use or zoning designation of a parcel or parcels to a more intensive designation; or authorize more intensive land uses within an existing land use designation or zoning designation.		Oppose
AB 891 Mayes	Chaptered 10/3/2017	Assembly Chaptered	Tribal gaming: compact ratification. Would ratify the tribal-state gaming compact entered into between the State of California and the Morongo Band of Mission Indians, executed on September 6, 2017. The bill would provide that, in deference to tribal sovereignty, certain actions related to that compact are not projects for purposes of CEQA.		
AB 932 Ting	Chaptered 10/14/2017	Assembly Chaptered	Shelter crisis: homeless shelters. Current law authorizes a governing body of a political subdivision, as defined, to declare a shelter crisis if the governing body makes a specified finding. This bill, until January 1, 2021, upon a declaration of a shelter crisis by the City of Berkeley, Emeryville, Los Angeles, Oakland, or San Diego, the County of Santa Clara, or the City and County of San Francisco, would authorize emergency housing to include homeless shelters in the City of Berkeley, Emeryville, Los Angeles, Oakland, or San Diego, the County of Santa Clara, or the City and County of San Francisco, respectively. The bill, in lieu of compliance with local building approval procedures or state housing, health, habitability, planning and zoning, or safety standards, procedures, and laws, would authorize those jurisdictions to adopt by ordinance reasonable local standards for homeless shelters, as specified.		

AB 1041 Levine	Chaptered 6/1/2018	Assembly Chaptered	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 1069 Low	Chaptered 10/13/2017	Assembly Chaptered	Local government: taxicab transportation services. Current law, referred to as the pull-notice system, requires the prospective employer of a driver who drives a specified vehicle to obtain a report showing the driver's current public record as recorded by the Department of Motor Vehicles, as specified. A violation of this provision of the Vehicle Code is a crime. This bill, commencing January 1, 2019, would limit the applicability of that ordinance or resolution adoption requirement and related provisions to a city or county, including a charter city or charter county, in which a taxicab company is substantially located, and the City and County of San Francisco, regardless of whether a taxicab company is substantially located in the city and county.		
AB 1073 Garcia, Eduardo	Chaptered 10/10/2017	Assembly Chaptered	California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program. 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. This bill would require the state board, when funding a specified class of projects, to allocate, until December 31, 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.		

<u>AB 1086</u> <u>Daly</u>	Chaptered 9/1/2017	Assembly Chaptered	Housing: regional housing needs. The Planning and Zoning Law requires the housing element, in turn, to include, among other things, an assessment of housing needs and an inventory of resources and constraints relevant to the meeting of those needs. That law further requires the Department of Housing and Community Development, for the 4th and subsequent revisions of the housing element, to determine the existing and projected need for housing for each region, based upon population projections produced by the Department of Finance and regional population forecasts used in preparing regional transportation plans, in consultation with each council of governments. Current law includes a declaration of legislative intent regarding the allocation of regional housing need. This bill would make additional findings regarding the relationship between the shortage of housing and the state's environmental policies.		
<u>AB 1094</u> <u>Choi</u>	Chaptered 10/7/2017	Assembly Chaptered	Vehicles: automated traffic enforcement systems. Current law defines an "official traffic control signal" as any device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and proceed and which is erected by authority of a public body or official having jurisdiction. This bill would also require a stop to be made at an official traffic control signal erected and maintained at a freeway or highway on ramp. The bill would also make technical, nonsubstantive changes to that provision.		
<u>AB 1113</u> <u>Bloom</u>	Chaptered 7/21/2017	Assembly Chaptered	State Transit Assistance Program. Current law requires funds in the Public Transportation Account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) Program. Current requires STA funds to be allocated by formulas based 50% on population and 50% on transit operator revenues. This bill would revise and recast the provisions governing the STA program. The bill would provide that only STA-eligible operators, as defined, are eligible to receive an allocation from the portion of program funds based on transit operator revenues.	Support	

<u>AB 1184</u> <u>Ting</u>	Chaptered 9/21/2018	Assembly Chaptered	City and County of San Francisco: local tax: transportation network companies: autonomous vehicles. Would authorize the City and County of San Francisco, subject to applicable voter approval requirements, to impose a tax on each ride originating in the City and County of San Francisco provided by an autonomous vehicle, whether facilitated by a transportation network company or any other person, or by a participating driver in an amount not to exceed 3.25% of net rider fares, as defined, for a ride and 1.5% of net rider fares for a shared ride, as specified. The bill would also authorize the City and County of San Francisco to set a lower tax rate for net rider fares for a ride provided by a zero-emission vehicle.		
<u>AB 1218</u> <u>Obernolte</u>	Chaptered 7/31/2017	Assembly Chaptered	California Environmental Quality Act: exemption: bicycle transportation plans. CEQA, until January 1, 2018, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. CEQA, until January 1, 2018, also exempts from its requirements projects consisting of restriping of streets and highways for bicycle lanes in an urbanized area that are consistent with a bicycle transportation plan under certain conditions. This bill would extend those 2 exemptions until January 1, 2021.		
<u>AB 1239</u> <u>Holden</u>	Vetoed 10/12/2017	Assembly Vetoed	Building standards: electric vehicle charging infrastructure. Would express legislative findings and declarations relating to the adoption of building standards to increase electric vehicle charging infrastructure. The bill would require the Department of Housing and Community Development and the California Building Standards Commission to research, develop, and propose for adoption building standards regarding electric vehicle capable parking spaces for existing parking structures and lots, as specified, located adjacent to, or associated with, multifamily dwellings and nonresidential buildings in a triennial edition of the California Building Standards Code adopted after January 1, 2018, as specified.		

AB 1282 Mullin	Chaptered 10/10/2017	Assembly Chaptered	Transportation Permitting Task Force. Would require, by April 1, 2018, the Secretary of Transportation, in consultation with the Secretary of the Natural Resources Agency, to establish a Transportation Permitting Taskforce consisting of representatives from specified entities to develop a process for early engagement for all parties in the development of transportation projects, establish reasonable deadlines for permit approvals, and provide for greater certainty of permit approval requirements. The bill would require the Secretary of Transportation, by December 1, 2019, to prepare and submit to the relevant policy and fiscal committees of the Legislature a report of findings based on the efforts of the taskforce.		
AB 1397 Low	Enrolled 9/30/2017	Assembly Chaptered	Local planning: housing element: inventory of land for residential development. The Planning and Zoning Law requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. Current law requires the housing element to contain, among other things, an inventory of land suitable for residential development, including vacant sites and sites having the potential for redevelopment. This bill would require the inventory of land to be available for residential development in addition to being suitable for residential development and to include vacant sites and sites that have realistic and demonstrated potential for redevelopment during the planning period to meet the locality's housing need for a designated income level.		
AB 1423 Chiu	Chaptered 9/19/2018	Assembly Chaptered	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, specifically for seawall lot 322-1, a structure that provides 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.		

<u>AB 1433</u> <u>Wood</u>	Chaptered 5/14/2018	Assembly Chaptered	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.		
<u>AB 1436</u> <u>Levine</u>	Chaptered 9/19/2018	Assembly Chaptered	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, 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 after January 1, 2021.		
<u>AB 1444</u> <u>Baker</u>	Chaptered 10/12/2017	Assembly Chaptered	Livermore Amador Valley Transit Authority: demonstration project. Current law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, a driver is seated in the driver's seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency. This bill would authorize the Livermore Amador Valley Transit Authority, in accordance with substantially similar conditions, to conduct a shared autonomous vehicle demonstration project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator, as specified.	Support	
<u>AB 1445</u> <u>Reyes</u>	Chaptered 9/15/2018	Assembly Chaptered	Designated qualified opportunity zones: sale or lease of property. This bill would direct a city or county to require a qualified opportunity zone fund to provide, as part of any transaction for the sale or lease of property owned by the city or county that is located within a designated qualified opportunity zone to a qualified opportunity zone fund for use as a qualified opportunity zone business property, a timeline for completion of the investment activity on the property and information relating to the development of the property, as specified. The bill would require that information to be posted on the city or county's Internet Web site. The bill would define various terms for these purposes.		

AB 1505 Bloom	Chaptered 9/29/2017	Assembly Chaptered	Land use: zoning regulations. Would authorize the legislative body of any county or city to adopt ordinances to require, as a condition of development of residential rental units, that the development include a certain percentage of residential rental units affordable to, and occupied by, moderate-income, lower income, very low income, or extremely low income households or by persons and families of low or moderate income, as specified, and would declare the intent of the Legislature in adding this provision.		Support
AB 1515 Daly	Enrolled 9/30/2017	Assembly Chaptered	Planning and zoning: housing. Under the the Housing Accountability Act, the local agency may disapprove or condition approval of a housing development project or emergency shelter if, among other reasons, the housing development project or emergency shelter is inconsistent with both the jurisdiction's zoning ordinance and general plan land use designation, as provided. This bill would specify that a housing development project or emergency shelter is deemed consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision if there is substantial evidence that would allow a reasonable person to conclude that the housing development project or emergency shelter is consistent, compliant, or in conformity.		
AB 1521 Bloom	Chaptered 9/29/2017	Assembly Chaptered	Land use: notice of proposed change: assisted housing developments. Would require the owner of an assisted housing development that is within 3 years of a scheduled expiration of rental restrictions to also provide notice of the scheduled expiration of rental restrictions to any prospective tenant at the time he or she is interviewed for eligibility, and to existing tenants by posting the notice, as specified. The bill would additionally specify that injunctive relief may include, but is not limited to, the reimposition of prior restrictions, as specified, and restitution of rent increases that were collected improperly.		
AB 1523 Oberholte	Chaptered 7/31/2017	Assembly Chaptered	San Bernardino County Transportation Authority: design-build. The County Transportation Commissions Act provides for the creation of county transportation commissions in specific counties, with various powers and duties relative to transportation planning and funding, as specified. This bill would authorize the SBCTA, upon approval of its board of directors, to use the design-build contracting process for local agencies to award a contract for the construction of the Mt. Vernon Avenue Viaduct project in the City of San Bernardino (the project). This bill contains other related provisions and other current laws.		

AB 1531 Berman	Chaptered 9/5/2018	Assembly Chaptered	Court fees: electronic filing. Current law establishes various fees to be paid upon the filing of documents with the court. Current law also provides for the electronic filing and service of documents through an electronic filing service provider. This bill would provide that, where a represented party fails to remit payment to an electronic filing service provider, the electronic filing service provider may notify the clerk, and the clerk may notify the attorney of record that the attorney may be sanctioned for nonpayment of fees.		
AB 1561 Quirk-Silva	Chaptered 9/10/2018	Assembly Chaptered	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.		
AB 1568 Bloom	Chaptered 10/7/2017	Assembly Chaptered	Enhanced infrastructure financing districts. Would enact the Neighborhood Infill Finance and Transit Improvements Act, which would authorize a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure refinancing plan, to allocate specified tax revenues to the district under specified circumstances. This bill would require the legislative body of a city or county establishing an enhanced infrastructure financing district that will allocate those revenues, as described, to adopt an ordinance to establish the procedure by which the city or county will calculate the amount of revenues that will be dedicated to the proposed district.		
AB 1598 Mullin	Chaptered 10/13/2017	Assembly Chaptered	Affordable housing authorities. Would authorize a city, county, or city and county to adopt a resolution creating an affordable housing authority with power limited to providing low- and moderate-income housing and affordable workforce housing, as defined, funded through a low- and moderate-income housing fund, as specified. The bill would prohibit certain local government entities from participating in the authority. The bill would authorize an authority created pursuant to those provisions to have boundaries that are identical to the boundaries of the city, county, or city and county that created the authority.		

<u>AB 1613</u> <u>Mullin</u>	Chaptered 9/12/2017	Assembly Chaptered	San Mateo County Transit District: retail transactions and use tax. Current law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in the county not exceed 2%. Current law also authorizes the board of the San Mateo County Transit District to adopt a retail transactions and use tax ordinance in accordance with the Transactions and Use Tax Law. This bill would authorize the board, unless the transactions and use tax described in paragraph (2) has been imposed, to exceed that 2% limit to impose a retail transactions and use tax set at a rate of no more than 0.5%, if approved by the board before January 1, 2026.		
<u>AB 1755</u> <u>Steinorth</u>	Chaptered 7/20/2018	Assembly Chaptered	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.		
<u>AB 1759</u> <u>McCarty</u>	Chaptered 9/5/2018	Assembly Chaptered	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 1771 Bloom	Chaptered 10/1/2018	Assembly Chaptered	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.		Oppose
AB 1796 Muratsuchi	Chaptered 8/20/2018	Assembly Chaptered	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 an ordinance requiring the lessor of such a dwelling to approve a written request of a lessee to install an electric vehicle charging station.		
AB 1797 Levine	Chaptered 8/28/2018	Assembly Chaptered	Residential property insurance. Would require an insurer that provides replacement cost coverage 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	Chaptered 9/21/2018	Assembly Chaptered	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	Chaptered 9/22/2018	Assembly Chaptered	California Environmental Quality Act: exemption: residential or mixed-use housing projects. Would, until January 1, 2025, exempt from CEQA residential or mixed-use housing projects, as defined, located in unincorporated areas of a county meeting certain requirements. The bill would require a lead agency, if the lead agency determines that a residential or mixed-use housing project is exempt from CEQA, to file a notice of exemption with the Office of Planning and Research and the county clerk in the county in which the project is located. Because a lead agency would be required to determine the applicability of this exemption and to file a notice with the office and the county clerk, this bill would impose a state-mandated local program.		
AB 1912 Rodriguez	Chaptered 9/29/2018	Assembly Chaptered	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. This bill would specify that the parties to the joint powers agreement may not specify otherwise with respect to retirement liabilities of the agency if the agency contracts with a public retirement system, and would eliminate an authorization for a party to a joint powers agreement to separately contract or assume responsibilities for specific debts, liabilities, or obligations of the agency.		

<u>AB 1919</u> <u>Wood</u>	Chaptered 9/21/2018	Assembly Chaptered	Price gouging: state of emergency. Would, upon the proclamation or declaration of an emergency as described above, 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. By creating a new crime, this bill would create a state-mandated local program.		
<u>AB 1999</u> <u>Chau</u>	Chaptered 10/1/2018	Assembly Chaptered	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.		
<u>AB 2006</u> <u>Eggman</u>	Chaptered 9/14/2018	Assembly Chaptered	Charge Ahead California Initiative: agricultural worker vanpool programs. Would require the State Air Resources Board, in consultation with the State Energy Resources Conservation and Development Commission, air pollution control and air quality management districts, and the public, to require existing agricultural vanpool programs to serve disadvantaged communities, as defined, and low-income communities, as defined, and to allocate a minimum of 25% of the moneys appropriated for agricultural vanpool programs to those programs servicing low-income communities.		
<u>AB 2035</u> <u>Mullin</u>	Chaptered 9/28/2018	Assembly Chaptered	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. The bill would additionally revise these provisions to limit the authority to providing low- and moderate-income housing and affordable housing, as specified.		

AB 2061 Frazier	Chaptered 9/20/2018	Assembly Chaptered	Near-zero-emission and zero-emission vehicles. Current state and federal 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. Current federal law authorizes a vehicle operated by an engine fueled primarily by natural gas to exceed these weight limits by an amount equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system. Under existing federal law, the maximum gross vehicle weight of that vehicle may not exceed 82,000 pounds. This bill would, to the extent expressly authorized by federal law, authorize a near-zero-emission vehicle or a zero-emission vehicle, as defined, to exceed the weight limits on the power unit by up to 2,000 pounds.		
AB 2063 Aguiar-Curry	Chaptered 9/27/2018	Assembly Chaptered	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. The CFL defines the term "PACE solicitor" and "PACE solicitor agent" to not include specified persons. This bill would clarify that the term "PACE solicitor" and "PACE solicitor agent" does not include a person who only solicits a property owner to enter into an assessment contract with a person who is not considered a program administrator within the meaning of the CFL.		
AB 2127 Ting	Chaptered 9/14/2018	Assembly Chaptered	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	Chaptered 9/15/2018	Assembly Chaptered	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	Chaptered 9/22/2018	Assembly Chaptered	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.		
AB 2162 Chiu	Chaptered 9/26/2018	Assembly Chaptered	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 2195 Chau	Chaptered 9/14/2018	Assembly Chaptered	Natural gas: out-of-state sources: greenhouse gases. Would, beginning January 1, 2020, additionally require the State Air Resources Board to quantify and publish annually 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 2238 Aguiar-Curry	Chaptered 10/1/2018	Assembly Chaptered	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 provides the authority and procedures for the initiation, conduct, and completion of changes of organization and reorganization of cities and districts. The act 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, per capita assessed valuation and the proposal's consistency with city or county general and specific plans This bill would require the commission to consider the assessed valuation rather than per capita assessed valuation.		

<u>AB 2272</u> <u>Mayes</u>	Chaptered 9/17/2018	Assembly Chaptered	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.		
<u>AB 2307</u> <u>Frazier</u>	Vetoed 6/1/2018	Assembly Vetoed	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.		
<u>AB 2341</u> <u>Mathis</u>	Chaptered 9/7/2018	Assembly Chaptered	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, until January 1, 2024, 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.		
<u>AB 2343</u> <u>Chiu</u>	Chaptered 9/5/2018	Assembly Chaptered	Real property: possession: unlawful detainer. Current law establishes a procedure, known as an unlawful detainer action, that a landlord must follow in order to evict a tenant. Current law provides that a tenant is subject to such an action if the tenant continues to possess the property without permission of the landlord in specified circumstances, including when the tenant has violated the lease by defaulting on rent or failing to perform a duty under the lease, but the landlord must first give the tenant a 3-day notice to cure the violation or vacate. This bill would change the notice period to exclude judicial holidays, including Saturday and Sunday.		

AB 2346 Quirk	Vetoed 9/21/2018	Assembly Vetoed	Public utilities: rates: wildfire expense memorandum accounts. Would require the Public Utilities Commission to authorize an electrical corporation, upon request, to establish a wildfire expense memorandum account for incremental unreimbursed costs relating to California wildfires that occur on or after January 1, 2015, and to record certain costs in those accounts. The bill would require the recovery in rates of those costs to be subject to review by, and the determination of, the commission, as specified. The bill would require an electrical corporation to notify the commission by letter within 30 days after the electrical corporation begins recording costs in its wildfire expense memorandum account.		
AB 2363 Friedman	Chaptered 9/21/2018	Assembly Chaptered	Zero Traffic Fatalities Task Force. Would require the Secretary of Transportation, on or before July 1, 2019, to establish and convene the Zero Traffic Fatalities 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, the Department of Transportation, the State Department of Public Health, local governments, bicycle safety organizations, statewide motorist service membership organizations, transportation advocacy 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 2372 Gloria	Chaptered 9/29/2018	Assembly Chaptered	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 or mixed use, location, zoning, replacement of units, and affordability.		Support and Seek Amendment
AB 2447 Reyes	Vetoed 10/1/2018	Assembly Vetoed	California Environmental Quality Act: land use: environmental justice. Would, except as provided, require a lead agency that is preparing an EIR or a negative declaration to provide certain notices required by CEQA to owners and occupants of property located within 1/2 mile of any parcel or parcels, and to any schools located within one mile of any parcel or parcels, on which is located a project involving an industrial or equivalent land use, as defined, within a disadvantaged community or within 1/2 mile of a disadvantaged community.		

AB 2473 Bonta	Chaptered 9/10/2018	Assembly Chaptered	State Highway Route 185: relinquishment: City of San Leandro. Current law authorizes the California Transportation Commission to relinquish all or a portion of Route 185 in the City of Hayward to that city, as specified, and to relinquish all or a portion of Route 185 in the County of Alameda to that county, as specified. This bill would additionally 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	Vetoed 9/18/2018	Assembly Vetoed	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. As part of the update, current law requires the Natural Resources Agency to coordinate with other state agencies to identify a lead agency or group of agencies to lead adaptation efforts in each sector. This bill would add 3 new sectors to the climate adaptation strategy: the land use and community development sector, the climate justice sector, and the parks, recreation, and California culture sector.		
AB 2535 Obernolte	Chaptered 9/17/2018	Assembly Chaptered	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	Chaptered 8/20/2018	Assembly Chaptered	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, and revise as necessary, 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 2562 Mullin	Chaptered 9/26/2018	Assembly Chaptered	Department of Housing and Community Development loans. Current law authorizes the Department of Housing and Community Development to approve an extension of a department loan, the subordination of a department loan to new debt, or an investment of tax credit equity under specified rental housing finance programs other than the Multifamily Housing Program, subject to specified conditions. This bill would include loans made under the Multifamily Housing Program and any and all other multifamily housing loans funded or monitored by the department within specified provisions authorizing the extension of an existing loan, subordination of an existing loan to new debt, or an investment of tax credit equity.		
AB 2576 Aguilar-Curry	Chaptered 9/23/2018	Assembly Chaptered	Emergencies: health care. 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 moneys were originally appropriated.		
AB 2681 Nazarian	Vetoed 9/28/2018	Assembly Vetoed	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. The mitigation program may include, among other things, the adoption by ordinance of a hazardous buildings program, measures to strengthen buildings, and the application of structural standards necessary to provide for life safety above current code requirements. This bill would, upon the identification of funding by the Office of Emergency Services, require the building department of a city or county that meets specified requirements 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.		
AB 2734 Frazier	Vetoed 9/14/2018	Assembly Vetoed	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	Chaptered 9/29/2018	Assembly Chaptered	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	Chaptered 8/24/2018	Assembly Chaptered	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	Chaptered 9/29/2018	Assembly Chaptered	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.		
AB 2865 Chiu	Chaptered 9/18/2018	Assembly Chaptered	High-occupancy toll lanes: Santa Clara Valley Transportation Authority. Would authorize the Santa Clara Transportation Valley Transportation Authority (VTA) to apply to the California Transportation Commission pursuant to specified provisions to conduct, administer, and operate HOT lanes or other toll facilities on State Highway Route 101 and a specified portion of State Highway Route 280 in the City and County of San Francisco if the San Francisco County Transportation Authority (SFCTA) approves the facilities before VTA submits an application to the commission for approval.		

<u>AB 2885</u> <u>Rodriguez</u>	Chaptered 9/14/2018	Assembly Chaptered	Air Quality Improvement Program: Clean Vehicle Rebate Project. Would require the State Air Resources Board, for the 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, until January 1, 2022, to prioritize rebate payments to low-income applicants.		
<u>AB 2898</u> <u>Gloria</u>	Chaptered 9/15/2018	Assembly Chaptered	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>	Chaptered 9/21/2018	Assembly Chaptered	Fire safety. Current law authorizes a local agency, at its discretion, to exclude from specified requirements governing fire risk reduction an area identified as a very high fire hazard severity zone by the director within the jurisdiction of the local agency, following a specified finding supported by substantial evidence that those requirements are not necessary for effective fire protection within the area. This bill would eliminate the above-described exemption and exclusion and would require a local agency to transmit a copy of any ordinance adopted pursuant to these provisions to the State Board of Forestry and Fire Protection within 30 days of adoption. By imposing new responsibilities on local agencies with regard to the adoption of fire safety ordinances, the bill would impose a state-mandated local program.		
<u>AB 2920</u> <u>Thurmond</u>	Chaptered 9/26/2018	Assembly Chaptered	Transactions and use taxes: North Lake Tahoe Transportation Authority and 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 above-described 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.		

AB 2923 Chiu	Chaptered 10/1/2018	Assembly Chaptered	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. Current law requires the board to determine all questions of district policy and what transit facilities should be acquired or constructed, and authorizes the board to establish zones within the district to undertake the acquisition or construction of any transit facilities. This bill would require the board to adopt by ordinance new transit-oriented development (TOD) zoning standards for each station that establish minimum local zoning requirements for height, density, parking, and floor area ratio only, that apply to an eligible TOD project, as defined.	Support & Seek Amendment	Oppose Unless Amended
AB 3012 Gallagher	Chaptered 9/21/2018	Assembly Chaptered	State Coastal Conservancy: grants: climate change projects. Current law authorizes the State Coastal Conservancy to award grants to public agencies and nonprofit organizations for certain projects that address the effects of climate change, and, to the extent allowed, to prioritize projects that maximize public benefits, including, but not limited to, reducing emissions of greenhouse gases, reducing hazards to harbors and ports, preserving and enhancing coastal wetlands and natural lands, conserving biodiversity, and providing recreational opportunities. This bill would require the conservancy, to the extent allowed, to prioritize projects that maximize public benefits and accomplish either the above-described benefits or reduce flood risk and enhance fish and wildlife habitat, as described.		
AB 3034 Low	Vetoed 9/28/2018	Assembly Vetoed	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-Miliias-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 3124 Bloom	Chaptered 6/1/2018	Assembly Chaptered	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 3135 Frazier	Vetoed 9/19/2018	Assembly Vetoed	Traffic safety: state funding. Would require the annual budget proposed by the Governor, for the 2019–20 fiscal year to the 2023–24 fiscal year, inclusive, to include the level of funding and position authority necessary for the Department of the California Highway Patrol to add 120 approved officer positions each of those fiscal years.		
AB 3139 Bonta	Chaptered 9/17/2018	Assembly Chaptered	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 for a lease amount, for up to 10 parcels, of \$1 per month, and a payment of an administrative fee not to exceed \$500 per year, as specified.		
AB 3194 Daly	Chaptered 8/28/2018	Assembly Chaptered	Housing Accountability Act: project approval. The Housing Accountability Act requires a local agency proposing to disapprove a housing development project that complies with applicable, objective general plan and zoning standards and criteria, or to approve it on the condition that it be developed at a lower density, to base its decision upon written findings supported by a preponderance of the evidence on the record that specified conditions exist, including if the housing development project would have a specific, adverse impact upon the public health or safety. This bill would specify that a proposed housing development project is not inconsistent with the applicable zoning standards and criteria, and would prohibit a local government from requiring a rezoning, if the housing development project is consistent with the objective general plan standards and criteria but the zoning for the project site is inconsistent with the general plan.		

AB 3232 Friedman	Chaptered 9/14/2018	Assembly Chaptered	Zero-emissions buildings and sources of heat energy. Would require the State Energy Resources Conservation and Development Commission, by January 1, 2021, 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 the commission to include in the 2021 edition of the integrated energy policy report and all subsequent integrated energy policy reports a report on the emissions of greenhouse gases associated with the supply of energy to residential and commercial buildings.		
AB 3246 Committee on Transportation	Chaptered 8/24/2018	Assembly Chaptered	Transportation: omnibus bill. Current law authorizes a county, upon the adoption of a resolution by its board of supervisors, to impose a fee on motor vehicles, as specified, that is paid quarterly to the Controller and continuously appropriated for disbursement to the county, as specified, to be used to fund programs relating to vehicle theft crimes. Current law requires a county that imposes this fee to issue an annual report to the Controller on or before August 31. Current law requires the Controller to suspend a county's fee for one year if the county fails to submit the report by November 30 and requires the Controller to inform the Department of Motor Vehicles on or before January 1 that a county's authority to collect the fee is suspended. This bill would instead require the Controller to inform the Department of Motor Vehicles on or before February 1 that a county's authority to collect the fee described above is suspended.		
ACA 5 Frazier	Chaptered 4/17/2017	Assembly Chaptered	Motor vehicle fees and taxes: restriction on expenditures: appropriations limit. Would add Article XIX to the California Constitution to require revenues derived from vehicle fees imposed under a specified chapter of the Vehicle License Fee Law to be used solely for transportation purposes, as defined. The measure would prohibit these revenues from being used for the payment of principal and interest on state transportation general obligation bonds that were authorized by the voters on or before November 8, 2016. The measure would prohibit the revenues from being used for the payment of principal and interest on state transportation general obligation bonds issued after that date unless the bond act submitted to the voters expressly authorizes that use.		
SB 1 Beall	Chaptered 4/30/2017	Senate Chaptered	Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program.	Support	

<u>SB 2</u> <u>Atkins</u>	Chaptered 9/29/2017	Senate Chaptered	Building Homes and Jobs Act. Would enact the Building Homes and Jobs Act. The bill would make legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. The bill would impose a fee, except as provided, of \$75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded, per each single transaction per single parcel of real property, not to exceed \$225.	Support	
<u>SB 3</u> <u>Beall</u>	Chaptered 9/29/2017	Senate Chaptered	Veterans and Affordable Housing Bond Act of 2018. Would enact the Veterans and Affordable Housing Bond Act of 2018, which, if adopted, would authorize the issuance of bonds in the amount of \$4,000,000,000 pursuant to the State General Obligation Bond Law. Of the proceeds from the sale of these bonds, \$3,000,000,000 would be used to finance various existing housing programs, as well as infill infrastructure financing and affordable housing matching grant programs, as provided, and \$1,000,000,000 would be used to provide additional funding for the above-described program for farm, home, and mobilehome purchase assistance for veterans, as provided.	Support	Support
<u>SB 5</u> <u>De León</u>	Chaptered 10/15/2017	Senate Chaptered	California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018. Would enact the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, which, if approved by the voters, would authorize the issuance of bonds in an amount of \$4,000,000,000 pursuant to the State General Obligation Bond Law to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program. The bill, upon voter approval, would reallocate \$100,000,000 of the unissued bonds authorized for the purposes of Propositions 1, 40, and 84 to finance the purposes of a drought, water, parks, climate, coastal protection, and outdoor access for all program.		
<u>SB 20</u> <u>Hill</u>	Chaptered 10/8/2017	Senate Chaptered	Vehicles: buses: seatbelts. Would require a passenger who is 16 years of age or older in a bus that is equipped with safety belts to be properly restrained by a safety belt and would require a motor carrier to maintain those safety belts in good working order for the use of the passengers. The bill would prohibit a parent, legal guardian, or chartering party from transporting on a bus that is equipped with safety belts, or permitting to be transported on a bus that is equipped with safety belts, a child, ward, or passenger who is 8 years of age or older, but under 16 years of age, unless he or she is properly restrained by a safety belt.		

SB 35 Wiener	Chaptered 9/29/2017	Senate Chaptered	Planning and zoning: affordable housing: streamlined approval process. The Planning and Zoning Law requires a planning agency, after a legislative body has adopted all or part of a general plan, to provide an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development on the status of the general plan and progress in meeting the community's share of regional housing needs. Current law requires the housing element portion of the annual report to be prepared through the use of forms and definitions adopted by the department pursuant to the Administrative Procedure Act. This bill would require the housing element portion of the annual report to be prepared through the use of standards, forms, and definitions adopted by the department.		
SB 103 Committee on Budget and Fiscal Review	Chaptered 7/21/2017	Senate Chaptered	Transportation. Would require the Department of Transportation to develop and submit to the Legislature and specified legislative caucuses, by January 1, 2019, a detailed outreach plan intended to increase procurement opportunities for new and limited contracting small business enterprises, as defined, including, but not limited to, those owned by women, minority, disabled veterans, LGBT, and other disadvantaged groups, in all the department's transportation programs, to undertake specified outreach activities required to be included in the plan, and to update that plan and submit it to specified entities.		
SB 106 Committee on Budget and Fiscal Review	Chaptered 7/21/2017	Senate Chaptered	State Government. Until December 31, 2023, the Planning and Zoning Law requires a county that is in the San Francisco-Oakland-Fremont California Metropolitan Statistical Area and that has a population of less than 400,000 to be considered suburban for purposes of determining the densities appropriate to accommodate housing for lower income households. That law requires these counties to utilize the sums existing in their housing trust funds as of June 30, 2013, for affordable housing, as specified. For that same purpose, current law requires a city that has a population of less than 100,000 and is incorporated within that county to be considered suburban and requires a county or city so classified to make 2 reports, as specified, to the Legislature and the Department of Housing and Community Development. Until December 31, 2023, the Planning and Zoning Law also requires that housing density requirements in place on June 30, 2014, apply within ½ mile of a Sonoma-Marin Area Rail Transit station. This bill would extend the repeal date to December 31, 2028, thereby extending operation of these provisions until that date.		

SB 145 Hill	Chaptered 10/12/2017	Senate Chaptered	Autonomous vehicles: testing on public roads. Current law requires the Department of Motor Vehicles to notify the Legislature if it receives an application from a manufacturer seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. Current law prohibits such an application from becoming effective any sooner than 180 days after that application is submitted. This bill would repeal the requirement that the department notify the Legislature of receipt of an application seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. The bill would also repeal the requirement that the approval of such an application not be effective any sooner than 180 days after the date the application is submitted.		
SB 150 Allen	Chaptered 10/10/2017	Senate Chaptered	Regional transportation plans. Current law requires metropolitan planning organizations to adopt a sustainable communities strategy or alternative planning strategy, subject to specified requirements, as part of a regional transportation plan, which is to be designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. This bill would require the State Air Resources Board by September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board.		
SB 167 Skinner	Chaptered 9/29/2017	Senate Chaptered	Housing Accountability Act. The Housing Accountability Act, among other things, prohibits a local agency from disapproving, or conditioning approval in a manner than renders infeasible, a housing development project for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified written findings based upon substantial evidence in the record. This bill would require the findings of the local agency to instead be based on a preponderance of the evidence in the record.		Oppose
SB 229 Wieckowski	Chaptered 10/8/2017	Senate Chaptered	Accessory dwelling units. Would authorize a local agency to provide by ordinance for the creation of accessory dwelling units in areas zoned to allow single-family or multifamily use. The bill would authorize the ordinance to prohibit the sale or other conveyance of the unit separate from the primary residence. The bill would extend the use of the maximum standards to a proposed accessory dwelling unit on a lot zoned for residential use that includes a proposed single-family dwelling.		

SB 231 Hertzberg	Chaptered 10/6/2017	Senate Chaptered	Local government: fees and charges. Articles XIIIC and XIID of the California Constitution generally require that assessments, fees, and charges be submitted to property owners for approval or rejection after the provision of written notice and the holding of a public hearing. Current law, the Proposition 218 Omnibus Implementation Act, prescribes specific procedures and parameters for local jurisdictions to comply with Articles XIIIC and XIID of the California Constitution and defines terms for these purposes. This bill would define the term "sewer" for these purposes. The bill would also make findings and declarations relating to the definition of the term "sewer" for these purposes.		
SB 400 Portantino	Chaptered 10/7/2017	Senate Chaptered	Highways: surplus residential property. Would, until January 1, 2020, prohibit the Department of Transportation from increasing the rent of tenants who reside in surplus residential property located within the State Route 710 corridor in the County of Los Angeles and who participate in the Affordable Rent Program administered by the department.		
SB 406 Leyva	Chaptered 9/30/2017	Senate Chaptered	Vehicles: high-occupancy vehicle lanes: exceptions. Current law authorizes the Department of Transportation and local authorities to designate certain highway lanes for the exclusive or preferential use of high-occupancy vehicles (HOVs), requires the department or local authorities to place signage advising motorists of the rules governing the use of those lanes, and prohibits the use of those lanes by motorists other than in conformity with the posted rules. Current law provides a limited exemption allowing motorcycles, mass transit vehicles, and paratransit vehicles to use HOV lanes. This bill would provide an exemption to allow for blood transport vehicles, as defined, to use HOV lanes, regardless of the number of occupants.		
SB 418 Hernandez	Chaptered 9/30/2017	Senate Chaptered	Public contracts: skilled and trained workforce. Current law defines a "skilled and trained workforce" to mean a workforce that meets certain conditions for when a public entity is required by statute or regulation to obtain an enforceable commitment that a bidder, contractor, or other entity will use a skilled and trained workforce to complete a contract or project. Current law also authorizes a public entity to require that a bidder, contractor, or other entity use a skilled and trained workforce to complete a contract or project. This bill would revise the definition of a "skilled and trained workforce" to exclude from the conditions work performed on or after specified dates, in certain occupations.		

SB 540 Roth	Enrolled 9/30/2017	Senate Chaptered	Workforce Housing Opportunity Zone. Would authorize a local government, as defined, to establish a Workforce Housing Opportunity Zone by preparing an EIR pursuant to CEQA and adopting a specific plan that is required to include text and a diagram or diagrams containing specified information. The bill would require a local government that proposes to adopt a Workforce Housing Opportunity Zone to hold public hearings on the specific plan. The bill would authorize a local government, after a specific plan is adopted and the zone is formed, to impose a specific plan fee upon all persons seeking governmental approvals within the zone.		
SB 564 McGuire	Chaptered 10/2/2017	Senate Chaptered	Joint powers authorities: Water Bill Savings Act. Would enact the Water Bill Savings Act, which would authorize a joint powers authority to provide funding for a customer of a local agency in the Counties of Alameda, Contra Costa, Los Angeles, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma or its publicly owned utility to acquire, install, or repair a water efficiency improvement on the customer's property served by the local agency or its publicly owned utility. The bill would require the customer to repay the authority through an efficiency charge on the customer's water bill to be established and collected by the local agency or its publicly owned utility on behalf of the authority pursuant to a servicing agreement.		Support
SB 595 Beall	Chaptered 10/10/2017	Senate Chaptered	Metropolitan Transportation Commission: toll bridge revenues: BART Inspector General: Santa Clara Valley Transportation Authority: high-occupancy toll lanes. Would require the City and County of San Francisco and the other 8 counties in the San Francisco Bay area to conduct a special election, to be known as Regional Measure 3, on a proposed increase in the amount of the toll rate charged on the state-owned toll bridges in that area to be used for specified projects and programs. The bill would require the Bay Area Toll Authority (BATA) to select the amount of the proposed increase, not to exceed \$3, to be placed on the ballot for voter approval. If approved by the voters, the bill would authorize BATA, beginning 6 months after the election approving the toll increase, to phase in the toll increase over a period of time and to adjust the toll increase for inflation after the toll increase is phased in completely.	Support	

SB 614 Hertzberg	Chaptered 9/1/2017	Senate Chaptered	Public transportation agencies: administrative penalties. Current law makes it a crime, punishable as an infraction or misdemeanor, as applicable, for a person to commit certain acts on or in a facility or vehicle of a public transportation system. Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for and other passenger misconduct on or in a transit facility vehicle in lieu of the criminal penalties otherwise applicable. Current law requires these administrative penalties to be deposited in the general fund of the county in which the citation is administered. This bill would instead require the administrative penalties to be deposited with the public transportation agency that issued the citation.		
SB 622 Wiener	Chaptered 9/30/2017	Senate Chaptered	Local Agency Public Construction Act: Golden Gate Bridge, Highway and Transportation District. Would require a bridge and highway district to advertise for contracts for all vessel repair, maintenance, and alteration work if the estimated expenditure exceeds \$1,000,000, and for all other construction, repair, maintenance, and alteration work, and all similar work, if the estimated expenditure exceeds \$5,000, in at least one newspaper and one trade paper of general circulation, as specified. The bill would also authorize the district, at its discretion, to use informal bidding for a contract for construction, repair, maintenance, and alteration work, and all similar work, with an estimated expenditure that does not exceed \$50,000, and for a contract for vessel repair, maintenance, and alteration work that does not exceed \$1,000,000, if it enacts an ordinance that governs the selection of contractors, as specified.		
SB 680 Wieckowski	Chaptered 7/21/2017	Senate Chaptered	San Francisco Bay Area Rapid Transit District Current law authorizes the San Francisco Bay Area Rapid Transit District to take by gift, or take or convey by grant, purchase, devise, or lease, and hold and enjoy, real and personal property of every kind within and without the district necessary for, incidental to, or convenient for, transit-oriented joint development projects, as commercial, residential, or mixed-use developments that are undertaken in connection with existing, planned, or proposed transit facilities and are located 1/4 mile or less from the external boundaries of that facility. This bill would extend the maximum distance in that definition to 1/2 mile.		

SB 732 Stern	Chaptered 10/2/2017	Senate Chaptered	General plan: agricultural land. Would authorize a city and county to develop an agricultural land component of the city or county's open-space element, or a separate agricultural land element. The bill would require a city or county to comply with specified requirements when preparing that component or element, including identifying and mapping, where applicable, using specified data, agricultural lands that are within the city's or county's jurisdiction; establishing a comprehensive set of goals, policies, and objectives to support the long-term protection of agricultural land; identifying and designating priority land for conservation; and identifying and establishing a set of feasible implementation measures designed to promote those goals, policies, and objectives.		
SB 765 Wiener	Chaptered 9/27/2018	Senate Chaptered	Planning and zoning: housing. Current law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards. Current law requires the objective planning standards to include specified requirements. This bill would modify those provisions by requiring a skilled and trained workforce to be used if the application for the development consists of a specified number of units with a residential component that is not 100% subsidized affordable housing.		
SB 797 Hill	Chaptered 10/10/2017	Senate Chaptered	Peninsula Corridor Joint Powers Board: transactions and use tax. Would authorize the Peninsula Corridor Joint Powers Board, by a resolution approved by 2/3 of the board and with the approval of specified entities, to levy a tax pursuant to the Transactions and Use Tax Law at a rate not to exceed 0.125%, with net revenues from the tax to be used by the board for operating and capital purposes of the Caltrain rail service, subject to 2/3 voter approval of a regional measure submitted by the board to voters of the Counties of San Francisco, San Mateo, and Santa Clara. The bill would authorize the board to exceed the 2% limit as specified to impose the retail transactions and use tax.	Support	
SB 819 Hill	Vetoed 9/21/2018	Senate Vetoed	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	Chaptered 9/21/2018	Senate Chaptered	Emergency notification: county jurisdictions. Would authorize each county, including a city and county, to enter into an agreement 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 require any county that enters into such an agreement to include procedures to enable any resident to opt out of the warning system and a process to terminate the receiving agency's access to the resident's contact information.		
SB 822 Wiener	Chaptered 10/1/2018	Senate Chaptered	Communications: broadband Internet access service. Would enact the California Internet Consumer Protection and Net Neutrality Act of 2018. This act would prohibit fixed and mobile Internet service providers, as defined, that provide broadband Internet access service, as defined, from engaging in specified actions concerning the treatment of Internet traffic.		
SB 824 Lara	Chaptered 9/21/2018	Senate Chaptered	Insurers: declared disaster: homeowners' insurance policies. Would prohibit, subject to certain exceptions, 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 an area in which a wildfire has occurred, with respect to an insured property located within or adjacent to the fire perimeter, as specified.		
SB 828 Wiener	Chaptered 10/1/2018	Senate Chaptered	Land use: housing element. Current law requires the appropriate council of governments, or the department for a city and county that does not have a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county in accordance with certain requirements and procedures, including that a specified type of ordinance or policy that limits the number of residential building permits issued by a city or county may not be used as a justification for a determination or reduction in a jurisdiction's share of the regional housing need. This bill would prohibit the prior underproduction of housing in a city or county from the previous cycle and stable population numbers in a city or county from the previous cycle from being used as a justification for a determination or a reduction in the jurisdiction's share of the regional housing need.	Support	Support

SB 829 Wiener	Vetoed 10/1/2018	Senate Vetoed	Cannabis: donations. Current administrative law prohibits a retailer licensee from providing free cannabis goods to any person or allowing individuals who are not employed by the retailer to provide free cannabis goods to any person on the licensed premises. Current administrative law provides an exception to this prohibition for specified medicinal retailer and microbusiness licensees to provide access to medicinal cannabis patients who have difficulty accessing medicinal cannabis goods, as specified. This bill would similarly authorize those specified licensees to provide free cannabis or cannabis products to a medical cannabis patient if specified requirements are met, including that the cannabis or cannabis products otherwise meet specified requirements of MAUCRSA.		
SB 833 McGuire	Chaptered 9/21/2018	Senate Chaptered	Emergencies: Office of Emergency Services: guidelines: alert and warning systems. Would, on or before July 1, 2019, would require OES, in consultation with specified entities, to develop voluntary guidelines for alerting and warning the public of an emergency. The bill would require OES to provide each city, county, and city and county with a copy of the guidelines.		
SB 881 Wieckowski	Chaptered 9/22/2018	Senate Chaptered	Flood control: County of Santa Clara: South San Francisco Bay Shoreline Project. Would authorize the state to provide subvention funds, as prescribed, 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.		
SB 901 Dodd	Chaptered 9/21/2018	Senate Chaptered	Wildfires. The Budget Act of 2018 appropriated \$99,376,000 to the Office of Emergency Services for purposes of local assistance. Of those funds, \$25,000,000 was made available, pursuant to a schedule, for equipment and technology that improves the mutual aid system. Current law authorizes the Department of Forestry and Fire Protection (CalFire) to administer various programs, including grant programs, relating to forest health and wildfire protection. This bill would revise the Budget Act of 2018 to provide that the \$25,000,000 described above shall be applied to support activities directly related to regional response and readiness.		

SB 912 Beall	Chaptered 9/21/2018	Senate Chaptered	California Housing Finance Agency: management compensation. Current law, among other officers within the California Housing Finance Agency, provides for a director of enterprise risk management and compliance with specified duties related to the development of new programs or changes to existing law or regulations that may result in new or increased risk to the agency. Current law requires that the board of directors of the agency establish the compensation of the key exempt management in the agency's annual budget, as provided. This bill, with respect to the compensation of those key exempt management positions, would include the director of enterprise risk management and compliance and the risk manager among those positions, and would delete obsolete references.		
SB 914 Dodd	Chaptered 7/16/2018	Senate Chaptered	Local agency contracts: construction manager at-risk construction 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 expand that authorization by authorizing a public entity, of which the members of the county board of supervisors make up the members of the governing body of that public entity, with the approval of its governing body, to utilize construction manager at-risk construction contracts.		
SB 918 Wiener	Chaptered 9/27/2018	Senate Chaptered	Homeless Youth Act of 2018. Current law establishes various programs, including, among others, the Emergency Housing and Assistance Program, homeless youth emergency service pilot projects, and Housing First and the Homeless Coordinating and Financing Council, to provide assistance to homeless persons. Current law establishes the council to oversee the implementation of the Housing First guidelines and regulations, and, among other things, identify resources, benefits, and services that can be accessed to prevent and end homelessness in California. This bill would require the council to assume additional responsibilities, including setting specific, measurable goals aimed at preventing and ending homelessness among youth in the state and defining outcome measures and gathering data related to those goals.		

SB 957 Lara	Chaptered 9/14/2018	Senate Chaptered	Vehicles: high-occupancy vehicle lanes. Current law makes identifiers for ULEVs valid until January 1, 2019, and makes identifiers for SULEVs, enhanced AT PEZEVs, and TZEVs valid until January 1, 2019, January 1, 2022, or January 1 of the 4th year after the year in which they were issued, as specified. Current law, except as specified, prohibits a vehicle from being issued an identifier more than once. This bill would authorize an identifier to be issued commencing January 1, 2020, until January 1, 2024, 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, 2024, if the applicant for the identifier has a household income at or below 80% of the state median income.	Oppose	
SB 961 Allen	Chaptered 9/19/2018	Senate Chaptered	Enhanced infrastructure financing districts. Would enact the Second Neighborhood Infill Finance and Transit Improvements Act, which would similarly authorize a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate tax revenues of that entity to the district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if the area to be financed is within one-half mile of a major transit stop, as specified, and, among other things, certain conditions relating to housing and the infrastructure financing plan are or will be met.		
SB 1000 Lara	Chaptered 9/14/2018	Senate Chaptered	Transportation electrification: electric vehicle charging infrastructure. Current law requires a city, county, or city and county to approve an application for the installation of electric vehicle charging stations, as defined, through the issuance of specified permits unless the city or county makes specified written findings. This bill would prohibit a city, county, or city and county from restricting which types of electric vehicles may access an electric vehicle charging station approved for passenger vehicles that both is publicly accessible and the construction of which was funded, at least in part, by the state or through moneys collected from ratepayers.		

SB 1014 Skinner	Chaptered 9/14/2018	Senate Chaptered	California Clean Miles Standard and Incentive Program: zero-emission vehicles. Would establish the California Clean Miles Standard and Incentive Program, which would require, by January 1, 2020, that the State Air Resources Board establish a baseline for emissions of greenhouse gases for vehicles used on the online-enabled applications or platforms by transportation network companies on a per-passenger-mile basis, as provided. The bill would require, by January 1, 2021, that the state board establish, and the commission implement, annual targets and goals starting in 2023 for the reduction under that baseline for emissions of greenhouse gases per passenger-mile driven on behalf of a transportation network company.	Support	
SB 1035 Jackson	Chaptered 9/23/2018	Senate Chaptered	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 1040 Dodd	Chaptered 9/26/2018	Senate Chaptered	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	Chaptered 9/14/2018	Senate Chaptered	Regional Climate Collaborative Program: technical assistance. Current law creates the Transformative Climate Communities Program, which is administered by the Strategic Growth Council. This bill would, until October 1, 2029, establish a regional climate collaborative program, to be administered by the council, to assist under-resourced communities, as defined, in a region to access statewide public and other grant moneys, as specified, for climate change mitigation and adaptation projects by establishing collaboratives, as specified. The bill would authorize the council to award specified annual grants to collaboratives for specified activities		
SB 1078 Committee on Transportation and Housing	Chaptered 10/1/2018	Senate Chaptered	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 Roth	Chaptered 9/18/2018	Senate Chaptered	Transportation network companies: driver requirements and identification. The Passenger Charter-party Carriers' Act defines a participating driver or driver as any person who uses a vehicle in connection with a transportation network company's online-enabled application or platform to connect with passengers. This bill would require a participating 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.		
SB 1115 Hill	Chaptered 9/22/2018	Senate Chaptered	Property taxation: welfare exemption: low income housing. Current law partially exempts from property taxation property used exclusively for rental housing and related facilities, if specified criteria are met, including, except in the case of a limited partnership in which the managing general partner is a nonprofit corporation eligible for the exemption, that 90% or more of the occupants of the property are lower income households whose rents do not exceed the rent limits prescribed by a specified law. 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 increase the total exemption amount allowed from \$10,000,000 to \$20,000,000 in assessed value with respect to lien dates occurring on and after January 1, 2019.		

SB 1119 Beall	Chaptered 9/20/2018	Senate Chaptered	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 waive the above requirement if the recipient transit agencies expend the funding provided on certain transit activities.	Support & Seek Amendment	
SB 1145 Leyva	Chaptered 9/19/2018	Senate Chaptered	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. Current 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 1172 Beall	Chaptered 9/26/2018	Senate Chaptered	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 for a taking by the High-Speed Rail Authority.		

<u>SB 1226</u> <u>Bates</u>	Chaptered 10/1/2018	Senate Chaptered	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>	Chaptered 9/29/2018	Senate Chaptered	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 will be 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 and the developer enters into an agreement with an institution of higher education to that effect, 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.		
<u>SB 1251</u> <u>McGuire</u>	Chaptered 9/15/2018	Senate Chaptered	California Training Benefits Program. Current law, until January 1, 2019, establishes the California Training Benefits Program, which authorizes an unemployed individual who files a claim for unemployment compensation benefits or extended duration benefits to apply to the Employment Development Department for a determination of potential eligibility for benefits during a period of training or retraining. This bill would delete the repeal of the California Training Benefits Program, thereby providing for its operation in perpetuity.		

SB 1260 Jackson	Chaptered 9/21/2018	Senate Chaptered	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 within 120 days of receiving recommendations from the Director of Forestry and Fire Protection and exempts a local agency, as defined, from that requirement if ordinances of the local agency, adopted on or before December 31, 1992, impose standards that are equivalent to, or more restrictive than, specified state standards. Current law authorizes a local agency, at its discretion, to exclude from specified requirements governing fire risk reduction an area identified as a very high fire hazard severity zone by the director within the jurisdiction of the local agency, following a specified finding supported by substantial evidence that those requirements are not necessary for effective fire protection within the area. This bill would eliminate the above-described exemption and exclusion and 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.		
SB 1262 Beall	Chaptered 9/17/2018	Senate Chaptered	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 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 1328 Beall	Chaptered 9/22/2018	Senate Chaptered	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, gather public comment on issues and concerns related to the pilot program, 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	Chaptered 9/27/2018	Senate Chaptered	Planning and zoning: general plan: zoning regulations: charter cities. Would specify that provisions of the Planning and Zoning Law regarding general plans, specific plans, and the adoption and review of housing elements apply to charter cities. The bill would also make a nonsubstantive change with respect to the requirement that a charter city adopt a general plan by resolution.		
SB 1376 Hill	Chaptered 9/22/2018	Senate Chaptered	Transportation network companies: accessibility for persons with disabilities. Would require the Public Utilities Commission, as part of its regulation of transportation network companies (TNCs), to establish a program in a new or existing proceeding relating to accessibility for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle (WAV). As part of the program, the bill would require the commission, by January 1, 2019, to begin conducting workshops with stakeholders in order to determine community WAV demand and WAV supply and to develop and provide recommendations regarding specified topics for programs for on-demand services and partnerships.		
SB 1387 Beall	Chaptered 9/18/2018	Senate Chaptered	Vehicles: license plate pilot programs. Current law authorizes the Department of Motor Vehicles to conduct a pilot program, to be completed no later than January 1, 2019, to evaluate the use of alternatives to stickers, tabs, license plates, and registration cards, subject to certain requirements, and if the department conducts a pilot program, requires the department to submit a report of the results of the pilot program, as specified, to the Legislature no later than July 1, 2020. This bill would extend the date for which the authorized pilot program is to be completed by the department to January 1, 2020.		
SB 1403 Lara	Chaptered 9/14/2018	Senate Chaptered	California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program. Would, commencing with the funding plan for the 2019–20 fiscal year of the Air Quality Improvement Program, would require the State Air Resources Board to include a 3-year investment strategy for zero- and near-zero-emission heavy-duty vehicles and equipment commensurate with meeting certain goals. The bill would require the funding plan to include information related to milestones achieved by the state's schoolbus incentive programs and the projected need for funding.		
SB 1415 McGuire	Vetoed 10/1/2018	Senate Vetoed	Housing. Would, until January 1, 2029, require each entity responsible for enforcing building standards and other regulations of the State Fire Marshal, as specified, to inspect, every 5 years, all privately owned structures within the entity's responsibility that are in the Storage Group S occupancy classifications, as described, for compliance with those standards and regulations, or, if applicable, more stringent or restrictive local regulations, unless the structure meets any of 4 specified criteria.		

SB 1416 McGuire	Vetoed 9/27/2018	Senate Vetoed	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 for specified violations related to the nuisance abatement using a nuisance abatement lien or a special assessment. The bill would require any fines or penalties related to nuisance abatement that are recovered pursuant to these provisions to be used for specified purposes relating to supporting local enforcement of state and local building and fire code standards.		
SB 1427 Hill	Vetoed 10/1/2018	Senate Vetoed	Discrimination: veteran or military status. Current law declares that housing discrimination on the basis of race, color, religion, sex, gender, gender identity, gender expression, sexual orientation, marital status, national origin, ancestry, familial status, source of income, disability, or genetic information is against public policy. This bill would state findings and declarations of the Legislature regarding the importance of housing for veterans and its priority and declare that housing discrimination on the basis of veteran or military status is against public policy.		
SB 1487 Stern	Vetoed 10/1/2018	Senate Vetoed	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, 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.		

Federal Bills

United States House of Representatives					
Bill Number (Author)	Topic	Current Version	Status	Summary	Position
H.R. 4 (Shuster) (See H.R. 302)	Federal Aviation Administration Reauthorization	4/27/18	Senate Calendar	Reauthorizes Federal Aviation Administration programs. Other provisions include requiring that metropolitan planning organization boards include local elected officials and a reduction in the statute of limitation for states utilizing state-federal reciprocity for environmental review of surface transportation projects.	
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. 302 (Guthrie)	Federal Aviation Administration Reauthorization	10/4/18	Presented to President	Reauthorizes Federal Aviation Administration programs for five years (FY 2019-2023) for a total of \$96.7 billion, the longest funding authorization period for FAA programs since the 1982. Includes numerous provisions relating to airline customer service, safety and "unmanned aircraft systems" (i.e. drones).	
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.	
H.R. 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."	MTC - 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.	

Bill Number (Author)	Topic	Current Version	Status	Summary	Position
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 create 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."	MTC - 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.	

Bill Number (Author)	Topic	Current Version	Status	Summary	Position
<u>H.R. 2559 (Crowley)</u>	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.	
<u>H.R. 3001 (Lowenthal)</u>	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.	
<u>H.R. 3388 (Latta)</u>	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 of such vehicles.	
<u>H.R. 4241 (Etsy)</u>	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.	
<u>H.R. 4739 (Hastings)</u>	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.	
<u>H.R. 4766 (DeFazio)</u>	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 authorizes grant funding to support PTC implementation along passenger rail lines.	
<u>H.R. 4800 (Eshoo)</u>	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.	
<u>H.R. 4889 (Beyer)</u>	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.	
<u>H.R. 4926 (Blumenauer)</u>	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.	
<u>H.R. 5003 (Hultgren)</u>	Advance Refunding Bonds	2/13/18	House Ways & Means Committee	Reinstates advance refunding bonds.	

Bill Number (Author)	Topic	Current Version	Status	Summary	Position
H.R. 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.	
H.R. 6016 (Napolitano)	Bus Operator and Pedestrian Protection Act	6/7/18	House Transportation & Infrastructure Committee	Requires transit operators of fixed route bus service to develop a risk reduction program for bus operators.	
H.R. 6037 (Conaway)	Nonprofits Support Act	6/7/18	House Ways & Means Committee	Revises the 2017 tax law to reinstate the ability of nonprofits to deduct the from their federal tax liability the costs of providing transportation fringe benefits to their employees.	
H.R. 6220 (Johnson)	Transportation Workforce Modernization Act	6/22/18	House Transportation & Infrastructure Committee	Creates a grant program to fund worker retraining for workers displaced by the adoption of automated driving systems.	
H.R. 6493 (DeSaulnier)	The Metropolitan Planning Enhancement Act	7/24/18	House Transportation & Infrastructure Committee	Amends the metropolitan planning process to add requirements related to identifying high priority projects in the long range plan and the transportation improvement plan.	
H.R. 6542 (Clyburn)	Restoring Tax Credits for Affordable Housing Act	7/26/18	Ways & Means Committee	Amends the Internal Revenue Code of 1986 to provide an increase in the low-income housing credit, among other provisions.	
H.R. 6592 (DeSalunier)	Transportation Megaprojects Accountability and Oversight Act of 2018	7/27/18	House Transportation & Infrastructure Committee	Adds oversight requirements to federal transportation projects with estimated costs of \$2.5 billion or more.	
H.R. 6650 (Rohrabacher)	National Earthquake Hazards Reduction Program Reauthorization Act of 2018	8/16/18	House Science, Space & Technology; Natural Resources and Transportation & Infrastructure Committees	Amends and reauthorizes and amend the National Earthquake Hazards Reduction Program.	
H.R. 6572 (Speier)	San Francisco Bay Restoration	9/7/19	House Budget and Transportation & Infrastructure Committees	Amends the Federal Water Pollution Control Act to establish a grant program to support the restoration of San Francisco Bay. (Bill text is not yet available.)	

United States Senate

Bill Number (Author)	Topic	Current Version	Status	Summary	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."	MTC - 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.	

Bill Number (Author)	Topic	Current Version	Status	Summary	Position
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. 1405 (Thune)	Federal Aviation Administration Reauthorization Act	5/9/18	Senate Calendar	Reauthorizes Federal Aviation Administration programs. The committee report includes language related to Bay Area self-help counties' authority to direct aviation-related sales taxes to voter-approved expenditure plans.	
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.	

Bill Number (Author)	Topic	Current Version	Status	Summary	Position
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.	
S. 2643 (Markey)	Greener Air Standards Mean Our National security, Environment, and Youth Saved Act	4/10/18	Senate Environment & Public Works Committee	Prohibits the Environmental Protection Agency administration from reducing the stringency of light-duty vehicle greenhouse gas emissions standards for model years 2022 through 2025 under previous final rules.	
S. 3190 (Lee)	Transportation Empowerment Act	7/10/18	Senate Finance Committee	Devolves a significant portion of the federal transportation program to states.	
S. 3250 (Harris)	Rent Relief Act of 2018	7/19/18	Senate Finance Committee	Amends the Internal Revenue Code to create a low- and moderate-income renters tax credit.	
S. 3342 (Booker)	Housing, Opportunity, Mobility, and Equity Act of 2018	8/1/18	Senate Finance Committee	Requires Community Development Block Grant recipients to develop a strategy to support inclusive zoning policies and amends the Internal Revenue Code to create a renters tax credit.	
S. 3365 (Wyden)	Middle-Income Housing Tax Credit Act of 2018	8/22/18	Senate Finance Committee	Amends the Internal Revenue Code to allow a tax credit for the development of housing affordable to middle-income households.	

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

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0760 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/7/2018 **In control:** Legislation Committee
On agenda: 10/12/2018 **Final action:**
Title: 2018 Legislative Scorecard

Summary of outcomes on MTC priority bills and MTC 2018 Advocacy Program.

Sponsors:

Indexes:

Code sections:

Attachments: [3a_LegislativeScorecard 2018.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

2018 Legislative Scorecard

Summary of outcomes on MTC priority bills and MTC 2018 Advocacy Program.

Presenter:

Rebecca Long

Recommended Action:

Information

Attachments:



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3a

Bay Area Metro Center
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Memorandum

TO: Legislation Committee

DATE: October 5, 2018

FR: Executive Director

W. I. 1131

RE: 2018 Legislative Scorecard

Our 2018 Legislative Scorecard, which compares our advocacy program with the outcomes in Sacramento and Washington D.C. this year, is attached for your reference.



Steve Heminger

Attachment:

- Attachment A: 2018 Legislative Scorecard

SH:rl

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2018 Legislative Scorecard



STATE		
Issue	Goal	Outcome
1. Transportation Funding	A. Defend Senate Bill 1 (Beall)	The ultimate outcome of our efforts to defend SB 1 will not be known until after November 6, when voters will vote on Proposition 6. As anticipated when our 2018 advocacy program was adopted last January, Proposition 6 would repeal all new sources of funding enacted as part of SB 1 (Beall, 2017) and require any new taxes on motor vehicle fuel or vehicles be subject to statewide voter approval retroactive to January 1, 2017. To ensure Bay Area voters are informed of the consequences of repealing SB 1 funding, staff has developed various public information materials, including fact sheets, presentations and videos detailing impacts within each of the nine counties. These materials have been shared on the MTC and ABAG web sites, our e-newsletters, on social media and with our state and federal legislative delegation.
	B. Provide Public Information Regarding Regional Measure 3	Similarly, staff prepared numerous informational materials for Bay Area voters regarding Regional Measure 3 (RM 3), the Bay Area Traffic Relief plan. Voters approved RM 3 at the June 2018 election by 55 percent regionwide. Materials included an overview brochure, maps of projects and programs and presentations.
	C. Cap and Trade Funding	Succeeded at maintaining the existing transportation and housing programs funded by cap and trade and securing additional funding for clean vehicle incentives, including zero-emission bus incentives. SB 1119 (Beall) was enacted, which MTC supported, streamlining eligibility for the Low Carbon Transit Operations Program. Staff also successfully opposed an administrative effort in September 2018 to shift \$20 million in Affordable Housing and Sustainable Communities (AHSC) funding to the Transformative Climate Communities Program, a program limited to census tracts scoring in the top 5 percent of disadvantaged communities based on the CalEnviroScreen 3.0 (CES3.0) tool – only three census tracts in the entire Bay Area.

Issue	Goal	Outcome
1. Transportation Funding	D. Definition of Disadvantaged Communities	See Item 1C above in reference to Cap and Trade funding. No bills were enacted in 2018 to change the definition of DACs or expand the use of CES3.0 to other programs.
2. Housing Supply/ Affordability	A. CASA implementation	Provided technical support to CASA in the development of CASA's state legislative recommendations. Provided regular updates to key legislative staff.
	B. Housing funding	The most significant housing funding opportunities at the statewide level in 2018 are in the hands of the voters. Both MTC and ABAG have endorsed Propositions 1 and 2 on the November ballot. Proposition 1 would authorize the sale of \$4 billion in bonds to finance existing housing programs, as well as infrastructure work and grants to match a local housing trust fund dollar-to-dollar. One quarter of this \$4 billion would help veterans purchase farms, homes and mobile homes. Proposition 2 would provide \$2 billion in bonds to pay to build housing that includes mental health services for chronically homeless people. The original bonds are part of the Mental Health Services Act, approved by voters in 2004 to provide mental health services to Californians. Legislators tried to appropriate this money two years ago, but that law has been tied up in courts ever since.
	C. Incentivize production	Several bills were enacted this year with the goal of boosting housing production. Specifically, AB 2923 (Chiu) – which MTC supported but ABAG opposed (unless amended) – is a 10-year pilot program that requires the Bay Area Rapid Transit District (BART) to adopt transit-oriented development zoning standards applicable to BART-owned parcels that are at least 75 percent within one-half mile of existing or planned stations and requires local governments to revise their own zoning requirements in conformance with the BART zoning standards within two years of BART adoption of the standards. Where local zoning remains inconsistent, the bill requires the BART TOD standards to become the local zoning in applicable areas. AB 2372 (Gloria) – which ABAG supported but MTC had no position – authorizes a city council or county board of supervisors to establish a floor area ratio bonus policy that a developer could choose to use, in lieu of a density bonus, thereby enabling a developer to increase the number of units by sizing units smaller, rather than making buildings taller. A developer using an FAR bonus is also given the option of calculating impact fees based on square feet rather than on a per unit basis.

Issue	Goal	Outcome
	D. Reform state housing law	MTC and ABAG both supported SB 828 (Wiener), which modified the methodology by which the state develops its overall estimate of total housing units needed for each region in a manner that better reflects actual housing need. Staff worked closely with the author's office to significantly amend SB 828 in order to address concerns that it would have double or triple counted the number of housing units needed. Additionally, AB 686 (Santiago) and AB 1771 (Bloom) add new social equity and fair housing provisions to housing element law. ABAG had originally opposed AB 686, but it was amended to address our concerns. ABAG also took an "oppose unless amended" position on AB 1771.
	E. Lower housing construction costs and facilitate greater housing production	While there were a couple of bills related to reducing the cost of building accessory dwelling units (ADUs) as a way to lower one type of housing stock, including SB 831 (Wieckowski) and SB 1469 (Skinner), both of which were supported (if amended) by ABAG, the bills did not reach the Governor's desk.
	F. North Bay Wildfires	The Legislature approved a \$1 billion wildfire prevention and response package that included funding for fire prevention along with provisions related to liability and cost recovery. Specifically, SB 901 (Dodd) allows utilities to assign some costs directly to customers if state regulators deem it is "just and reasonable" based on an array of factors, including the utility's conduct. The bill contains numerous other provisions including a California Environmental Quality Act (CEQA) exemption through January 1, 2023 for certain prescribed fire, thinning or fuel reduction projects. Another bill supported by ABAG and MTC that was focused on Sonoma County, AB 2267 (Wood) did not make it through the Legislative process.
3. Climate Change & Energy	A. Accelerate the transition to a low carbon future	The most notable energy-related bill enacted in 2018 was SB 100 (De León), which increases the renewable energy target from 50 to 60 percent by 2030 and sets a goal of 100 percent by 2045. Governor Brown also issued a new target to achieve carbon neutrality by 2045 as well. In the transportation sector, SB 1014 (Skinner) establishes the California Clean Miles Standard and Incentive Program and requires the Air Resources Board adopt, and the Public Utilities Commission (PUC) implement, annual targets and goals for increasing the portion of passenger miles traveled by zero-emission vehicles (ZEV) on behalf of transportation network companies (TNCs). The bill also requires TNCs to develop proposals for achieving the emissions reduction targets. The program is required to be integrated into ongoing efforts to increase the ZEV adoption rate and significantly expand ZEV charging infrastructure.

Issue	Goal	Outcome
	B. Improve energy and water efficiency	See 3A above
4. Resilience	A. Protect existing and future housing stock from natural hazards, such as earthquake and fire	Unfortunately, Governor Brown vetoed two modest earthquake safety bills that ABAG supported – AB 2681 and AB 1857, both authored by Assemblymember Nazarian. AB 2651 would have required local building departments to create an inventory of seismically vulnerable buildings, to be compiled into a statewide inventory by the Office of Emergency Services, while AB 1857 would have required the California Building Standards Commission to explore updating California’s seismic building code standards to provide for a new “functional recovery” standard that newly constructed buildings remain usable after an earthquake.
	B. Relieve congestion and mitigate the effects of sea level rise on S.R. 37	No legislative activity occurred related to SR 37 in 2018, other than voter approval of RM 3, which provided \$100 million for the project.
5. HOV Lanes	Improve HOV and Express Lane performance	Due to budgetary constraints in the Motor Vehicle Account, which funds the California Highway Patrol, there was no support among the Administration for increasing funding for manual enforcement of high-occupancy vehicle (HOV) lanes in 2018. Staff drafted legislation to develop a state-level task force, which would include a seat for MTC and other regional agencies, with the authority to approve demonstration projects of camera-based enforcement. MTC Operations staff also completed a pilot program testing three camera-based occupancy detection systems which demonstrated some of the challenges of automated systems, including relatively high error rates. Unfortunately, despite MTC opposition to SB 957 (Lara), the Governor signed a bill that will expand the Clean Air Vehicle decal program to eligible low-income vehicle owners who buy a qualifying used CAV whose decal would otherwise have expired in January 2019. The bill could result in more than 200,000 additional solo drivers in the state’s carpool lanes.
6. Bus Service	Authorize “bus-on-shoulder”	No legislation was pursued on this in 2018, but we understand the California Transit Association and a number of Bay Area bus operators are interested in sponsoring a bill to authorize part-time usage of the shoulder to bypass major stop-and-go traffic in order to provide bus riders with a more reliable travel time.

Issue	Goal	Outcome
7. Active Transportation	Improve roadway safety for all users	No significant roadway safety bills were pursued in 2018.
8. Shared Mobility	Support policies that enable technological innovations to improve mobility, while protecting the public's interest	MTC endorsed and the Governor signed SB 1376 (Hill), which requires the Public Utilities Commission (PUC) to accelerate its regulations related to accessibility for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle (WAV) to access on-demand transportation via a transportation network company. The bill requires the PUC begin workshops to assess demand and supply for WAVs and develop recommendations. The bill requires each TNC by July 1, 2019 to pay at least \$0.05 per trip for trips that originate in areas specified by the PUC. Moneys raised by the fee are required to be deposited in the TNC Access for All Fund, and further distributed by PUC on a competitive basis to access providers that establish on-demand transportation programs or partnerships to meet the needs of persons with disabilities in the geographic areas selected by the PUC. In addition, AB 1184 (Ting) allows the City and County of San Francisco to impose a tax on Uber and Lyft to fund public transportation efforts. It would be subject to a two-thirds vote at the ballot. The bill could provide an estimated \$30 million annually based on a 3.25 percent surcharge on net fares for rides that begin in S.F., the maximum rate authorized. Discount rates are authorized for electric vehicles. The revenue would be dedicated to transportation operations and infrastructure within S.F.
9. Connected and Autonomous Vehicles	Monitor and engage in legislation and regulations to facilitate deployment of connected vehicles and autonomous vehicles	No state legislation advanced on this subject in 2018.
10 Project Delivery	A. Speed up the design and construction of transportation projects	No state legislation advanced on this subject in 2018.
	B. Update CEQA to curb its abuse by project opponents and speed up the environmental review process	MTC and ABAG supported AB 2267 (Wood), which would have streamlined housing construction in Santa Rosa to accelerate rebuilding after the North Bay Fires of 2017. As noted in Item 2F, the bill did not progress due to opposition.

Issue	Goal	Outcome
11. Statewide Bond for Parks/Water	Ensure the Bay Area receives a fair share of funding from statewide bond for parks, water/drought and flood protection on the June 2018 ballot	No major legislation on this subject in 2018.
12. Natural and Agricultural Lands	Encourage the protection and stewardship of Bay Area natural and agricultural land	No major legislation on this subject in 2018.

FEDERAL		
Issue	Goal	Outcome
1. Transportation and Housing Funding	A. Defend fiscal year 2018 and 2019 appropriations	Congress appears likely to boost funding for the core transit and highway formula programs in the FY 2019 appropriations act by between \$4.2 billion (Senate) and \$5 billion (House) respectively. This new funding is a result of the \$200 billion two-year bipartisan budget deal signed in 2018, which included a commitment to direct at least \$20 billion of the spending increase to infrastructure. Both the House and Senate would direct the lion's share of the funding increase to highways (\$4.2 billion in the House bill and \$3.3 billion in the Senate bill) and each would allocate an additional \$800 million for transit formula programs. In the near term, Congress is providing a continuous appropriation for FY 2019 with a full-year bill expected after the November election.
	B. Advocate for Capital Investment Grant funding for Resolution 3434/ <i>Plan Bay Area 2040</i> Projects	Congress appropriated funding to the CIG program hundreds of millions of dollars above funding levels in the FAST Act in FY 2018 and appear on track to do the same in FY 2019, rejecting the President's proposal to scale back the program. This funding level would ensure the Caltrain Peninsula Corridor Electrification Project receives \$100 million in FY 2019, consistent with the project's funding schedule.
	C. Protect federal transportation and housing investments in the Bay Area	While Congress did not directly reduce housing or transportation funding for the Bay Area in 2018, the reduction of the corporate income tax rate from 35 percent to 21 percent reduced the value of Low Income Housing Tax Credits (LIHTCs), significantly reducing affordable housing funding.
	D. Disaster recovery	California was awarded \$212 million in Community Development Block Grant – Disaster Relief funding in 2018 to help with North Bay Fire recovery and mitigation.
2. Infrastructure Initiative	Increase federal transportation and housing investment in metropolitan regions under any new infrastructure funding initiative	Other than the release of an outline of an infrastructure proposal by the Administration, there was no action on infrastructure in Washington this year.

Issue	Goal	Outcome
3. Tax Reform	Support housing affordability	As noted in Item 1C, the tax bill preserved LIHTCs but reduced their value as a result of reducing the corporate income tax rate. In addition, the Trump Administration scaled back previous regulations related to Affirmatively Furthering Fair Housing.
	Protect and expand transportation fringe benefits	The tax bill retained the transportation fringe benefit that allows employees to pay for transit, vanpooling or parking with pre-tax dollars. However, it eliminated the ability of employers to deduct expenses associated with providing tax-free transportation fringe benefits, such as a transit subsidy.
	Marketplace Fairness Act	In June 2018, the Supreme Court ruled 5-4 in <i>South Dakota v. Wayfair</i> that internet retailers can be required to collect sales taxes even in states where they have no physical presence if a seller's gross revenue exceeds a reasonable threshold of value or quantity. The decision was hailed as a victory for brick-and-mortar businesses and for states that have expressed concern about losing out on tax revenue as internet sales comprise an increasingly larger share of all sales. While many other states took action in 2018 in response to the court ruling, California did not. It is likely that legislation will be introduced on this subject – with the potential to increase both state and local sales tax revenue – in 2019.
4. Climate Change and Resiliency	Strengthen federal partnership to support resiliency and climate change preparedness	There was no progress at the national level as it relates to climate change and resiliency in 2018. Quite the contrary, the Administration has proposed to roll back fuel efficiency standards for vehicles along with other environmental regulations related to methane that would result in increased carbon emissions.
5. Connected Vehicles and Autonomous Vehicles	Monitor and engage in legislation and regulations to facilitate deployment of connected vehicles and autonomous vehicles	Since last fall, MTC staff has been engaging with a range of partners to provide feedback on the Senate Commerce Committee-passed AV Start Act (S. 1885) and the House-passed SELF DRIVE Act (H.R. 3388). In coordination with numerous Bay Area cities, state agencies and national partners, including ITS America, staff has supported Senator Feinstein's efforts to secure a savings clause in the preemption section of the AV Start Act (Section 3 (a)(3)) to clarify that states and locals would continue to set the rules for how vehicles are operated on their public roads. Though the exact language is still under negotiation, the clause would specify that nothing in the preemption section may be construed to prohibit states and political subdivisions of states from enforcing highly-automated vehicles' compliance with state and local laws, including traffic laws, and rules of the road.



Metropolitan Transportation Commission

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Legislation Details (With Text)

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Report from Washington D.C. advocate.

Sponsors:

Indexes:

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Attachments: [4a Tom Bulger's DC Report SEPT 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:

September 2018 Monthly Washington, D.C. Report



To: Steve Heminger, Executive Director

From: Tom Bulger, President GRI

Date: September 30, 2018

RE: Monthly Report for September 2018

- **FY 2019 Federal Spending Bill**
- **Positive Train Control Hearing**
- **Federal Aviation Administration (FAA) Reauthorization Bill Approved**
- **Federal Transit Administration (FTA) Bus Grants**
- **Coming and Going**

FY 2019 Federal Spending Bill

The House and Senate Conference Committee could not resolve differences on the Department of Transportation (USDOT), Housing and Urban Development, and related agencies spending bill by the September 30, 2018 deadline. Congress passed another Continuing Resolution (CR) on September 26, 2018 to extend funding to December 7, 2018 at FY 2018 funding levels. The President signed the CR on September 29, 2018.

Because USDOT requires a full year's appropriation package to issue grant awards in FY 2019 this could delay future awards.

Positive Train Control Hearing

The House Transportation and Infrastructure Committee held a hearing on the State of Positive Train Control on September 13, 2018. Stacey Mortensen, Altamont Corridor Express (ACE) Executive Director testified. She indicated that with luck, ACE will be compliant by the end of 2018. However, Caltrain may need to request an alternative schedule to complete Positive Train Control installation and testing.

Federal Aviation Administration (FAA) Reauthorization Bill Approved

The Congress finally passed a long-term, five- year FAA reauthorization bill (H.R. 302) in September. Highlights include:

- Stable Airport Improvement program funding for planning and development
- Removal of Passenger facility Charge (PFC) restrictions to allow airports to raise PFC amounts
- Direction to FAA to set minimum leg room and length requirements for passenger seats

Federal Transit Administration (FTA) Bus Grants

In September, the Bay Area received two FTA Bus & Bus Facilities Grants: \$1.8 million for the City of Santa Rosa for zero emission buses and \$3.6 million for San Francisco MUNI for modernization of the Woods Bus Maintenance Facility, which maintains the majority of the agency's hybrid electric bus fleet.

Coming and Going

Alex Herrgott is named Executive Director of the Federal Permitting Improvement Steering Council. The Council was established in the Fixing America's Surface Transportation Act, to act as a one-stop-shop coordinating permits across 15 Federal Departments and federal agencies. We have worked with Alex when he was a lead aide at the Senate Environment and Public Works Committee for over a decade.