

Metropolitan Transportation Commission Policy Advisory Council

March 11, 2020

Agenda Item 10

Legislative Update

Subject: Update on state legislative activity related to the MTC/ABAG 2020 Advocacy Program

Background: This is the second year of a two-year legislative session in Sacramento and the bill introduction deadline for new bills was February 21, 2020. Bills introduced this year still have several months before they must pass their first committee in the end of April 2020. Bills must pass both houses by August 31st to be considered by the Governor. Typically, MTC takes positions on bills from the months of February through July. As the legislative session evolves, staff will keep the Policy Advisory Council updated regarding our priority bills with the goal of giving you an opportunity to provide input in advance of Commission Action.

Many bills of interest to MTC have been introduced this year. In particular, Senate Bill 278 (Beall) is anticipated to be amended (if it hasn't been already) to authorize a 1 percent sales tax for transportation—and potentially affordable housing as well—to be placed on the ballot in the nine-county San Francisco Bay Area in November 2020 or potentially a future election. Attachment A contains MTC/ABAG Advocacy Principles on SB 278 (Beall) related to a number of policy provisions that were adopted last month to provide staff an opportunity to engage on the legislation before it is introduced.

Negotiations related to what specific projects and programs the measure will fund are ongoing. The FASTER Bay Area Coalition has developed a transit-focused framework but it is unclear what will emerge as the bill goes through the process. With regard to housing funding, the FASTER Bay Area Coalition has been meeting with various affordable housing advocacy organizations to see if they can reach agreement on a proposed revenue share for housing that the two sides would then propose to Senator Beall. At the time this memo was finalized those negotiations were ongoing. Note that if the bill is to authorize a ballot measure for the November 2020 ballot, it must be signed by the Governor by the end of June in order to provide sufficient time for MTC to place a measure on the ballot.

In addition, Assembly Bill 2057 (Chiu), sponsored by Seamless Bay Area, aims to improve the seamlessness of the region's public transit systems with respect to a number of areas, including fares, wayfinding and more. Note that some of the advocacy principles MTC adopted with respect to SB 278 also apply to this bill. Staff has seen some early drafts of the legislation, but a substantive version has yet to be introduced. At this time, staff anticipates recommending a "support if amended" position on the bill in April and welcomes the Council's feedback on what our priorities should be.

In addition, Senator Dodd has introduced Senate Bill 1408 to authorize tolling on State Route 37 to help pay for interim congestion relief projects as well as make a down-payment on long-term resiliency improvements with respect to flooding and sea-level rise. Attachment B contains Joint MTC Legislation Committee and ABAG Legislation Committee Agenda Item 6d - Senate Bill 1408 (Dodd): State Route 37 Toll Bridge Act.

Statewide, there are once again many bills related to housing, both affordable housing-specific and more general with respect to accelerating market rate production. Staff is recommending a support position on two housing bills aimed at encouraging more production and preservation of “missing middle” housing at the March 13th Legislation Committee meeting:

- AB 725 (Wicks), which would require at least 25 percent of each jurisdiction’s share of moderate-income and above-moderate income regional housing need be allocated to sites zoned to allow at least two units of housing but no more than 35 units per acre of housing.
- AB 2829 (Ting), which creates a property tax exemption for qualified rental housing units with rents affordable to moderate-income households

Legislators have also taken a keen interest in transit fares this year with three individual proposals to mandate free transit fares to specified categories of riders as a condition of receiving state funds as follows:

- AB 1350 (Gonzalez) – free transit for youth
- AB 2012 (Chu) – free transit for seniors as a condition of receiving state funds
- AB 2176 (Holden)—free transit for students

Staff is concerned about a mandate to provide free transit for certain categories of riders without commensurate state funding to backfill for lost fare revenue and ultimately ensure that operators can sustain their existing service as well as accommodate the potential influx of new riders that might be attracted to transit as a result of the free fares. We are consulting with our transit agency partners and the California Transit Association on the legislation and considering recommending an “oppose unless amended” position on the bills to our Legislation Committee in April to address these concerns.

Lastly, we are also analyzing AB 2148 (Quirk) related to regional climate adaptation planning and developing potential amendments that our Legislation Committee could consider recommending at our April meeting as well.

We look forward to discussing these bills with you at your meeting.

Recommendation: Information

Attachments: Attachment A: MTC/ABAG Advocacy Principles on SB 278 (Beall)
Attachment B: Agenda Item 6a from the March 13, 2020 Joint MTC Legislation Committee and ABAG Legislation Committee meeting
Attachment C: SB 278 Framework Language one-pager (Senator Beall’s Office)
Attachment D: Legislative History

MTC/ABAG Advocacy Principles on SB 278 (Beall)

Revenue Mechanism – Neither agency has taken a formal position in support or opposition to the sales tax as the revenue mechanism for the bill. ABAG supports consideration of options *other than* the sales tax. MTC acknowledges there is concern among various stakeholders about the sales tax and *additional* revenue options should be considered.

Add Affordable Housing to the Measure – Assuming support from Senator Beall, the FASTER Bay Area coalition and affordable housing advocates (specifically, the Nonprofit Housing Association of Northern California (NPH) and Enterprise Community Partners who sponsored AB 1487 (Chiu)), support inclusion of affordable housing in the measure at a level that *at least* holds affordable housing funding “harmless” relative to a \$10 billion general obligation bond. In addition, ensure key, hard-fought provisions of AB 1487 (Chiu, 2019) are retained, including:

- Shared decision-making by ABAG and MTC (acting as the Bay Area Housing Finance Authority) consistent with the statutory requirement that the ABAG Executive Board makes decisions related to the expenditure of funds before the Metropolitan Transportation Commission (MTC) and must ratify any changes made by MTC.
- Retain the minimum shares across the “3Ps” of production, preservation and protection ($\geq 52\%/15\%/5\%$, respectively).
- Distribute funds between the counties and the region ($\geq 80\%/ \leq 20$ percent, respectively).
- Allow for the provision in AB 1487 that allows for a commercial linkage fee to be operable following a successful vote on a sales tax.

In addition, support the allocation of funds to directly address homelessness.

Equity - Ensure the legislation minimizes negative equity impacts on Bay Area residents by including:

- 1) a robust travel demand management program with sufficient funds for MTC to implement it
- 2) a mandate for all Bay Area transit operators to provide a uniform discount for transit fares for low-income transit riders along with funding levels necessary to avoid service reductions;
- 3) a sales-tax rebate for qualifying low-income residents.

Seamless Transit - Seek the inclusion of policy provisions that can achieve near-term, achievable outcomes including:

- 1) Require implementation of integrated fares across the region’s 27 transit operators, consistent with recommendations that emerge from the Fare Coordination and Integration Study that is currently underway and being overseen jointly by MTC and transit operators;
- 2) Pursue regional transit wayfinding and mapping, consistent with the work currently underway;
- 3) Ensure the adoption of accurate real time transit information; and
- 4) Ensure the region’s transit operators continue to provide a unified option for transit riders to pay fares via a single universal transit fare payment card/platform, Clipper®.

Transit Network Planner - Assuming sufficient funds are included for MTC to assume this new role effectively, vest authority for planning and implementation of a seamless network in MTC, working in partnership with the region’s many transit operators, agencies and stakeholders. Oppose creation of a new entity to perform this work.

Mega-Project Delivery - Include provisions to establish a mechanism for enhanced oversight for any project funded by the measure with a total cost greater than \$1 billion as well as requirements for the region’s operators to develop, sustain and share expertise in project design and delivery across transit systems.

Express lanes - Establish MTC/Bay Area Infrastructure Financing Authority (BAIFA) as the arbiter of the region's express lane policies related to occupancy, hours of operation, payment, and all customer-facing communications, including signage and websites, etc. Such policies would be required to be developed in consultation with other express lane operators, Caltrans and California Highway Patrol.

Institutional Reforms - Include provisions to incentivize transit operator institutional reforms including consolidations conditional on voter approval of the sales tax.

Transit Operations – Transit operations funding to operate any new service paid for by the measure is critically important.

Climate Restoration – climate change should be taken into consideration in the delivery and design of infrastructure projects to reduce their greenhouse gas emissions over the lifecycle of the project.

**Metropolitan Transportation Commission
MTC Legislation Committee**

March 13, 2020

Agenda Item 6a

Senate Bill 1408 (Dodd): State Route 37 Toll Bridge Act

Subject: Authorizes tolls and bond financing on State Route 37 (SR 37) to make various improvements.

Background: SB 1408 (Dodd) authorizes tolling on SR 37 by an as-yet unnamed entity to help to fund interim congestion relief and longer-term resilience to flooding and sea-level rise. The bill authorizes the issuance of bonds and specifies coordination with the SR 37 Policy Committee on expenditures of toll revenue.

State Route 37 is a 21-mile roadway that extends from U.S. 101 in Novato to Interstate 80 in Vallejo and is a key east-west thoroughfare for commuters, freight and recreational travel. Handling traffic volumes of approximately 40,000 daily trips, the two-lane facility (one lane in each direction for an extended segment) experiences heavy congestion seven days a week. As a low-lying roadway, it has also experienced significant flooding and according to a study conducted by Solano Transportation Authority, portions of the highway could be inundated by sea-level rise by 2050.

SR 37 Policy Committee To address growing concerns about the corridor, the authorities of Marin, Napa, Solano and Sonoma Counties in 2015 signed a Memorandum of Understanding (MOU) to develop an expedited funding, financing and project implementation strategy for the reconstruction of SR 37 to withstand rising seas and storm surge while improving mobility and safety in the near term as well. MTC has been a partner in this effort dating back to 2017 when we helped fund a Corridor Improvement Plan, which has since evolved into a formal Caltrans Project Initiation Document.

In February 2019, the MOU governing the effort was expanded to include the Bay Area Toll Authority (BATA) and Caltrans, with both agencies having a formal role on the State Route 37 Policy Committee comprised of elected officials from each of the four north bay counties, as well as the staff-level Executive Steering Committee.

Interim and Ultimate Projects Under Development Extensive technical work has been done over the last four years to understand the options, develop priorities and reach consensus on the preferred path forward in the corridor. In the near-term, the focus is on congestion relief and providing better multi-modal options in the corridor. Commonly referred to as the “interim project,” design work is underway for Segment B, the 9-mile segment that runs from the intersection of SR 37 with State Route 121 to Mare Island. The proposed improvements would add a new lane in each direction and has a cost-estimate in the \$150-\$200 million range.

Over the long-term, the corridor will need complete reconstruction to make it resilient to sea-level rise. Adding in environmental enhancements deemed necessary to clear the project through the environmental review process in such an ecologically sensitive area, this “ultimate project,” has a preliminary cost estimate of \$4 billion.

Tolling to Help Pay for SR 37 Improvements Despite this significant price tag, there appears to be strong support in the north bay for ensuring this corridor remains viable over the long-term. As such, the SR 37 Policy Committee has been exploring the addition of tolls to help pay for the ultimate project for a number of years. In 2016, United Bridge Partners submitted an unsolicited proposal to fully privatize the facility and pay for the entire project with tolls. While this proposal was ultimately not accepted, the concept of adding tolls to the facility as a means to help pay for the ultimate project has been gaining momentum for a number of years. Interestingly, the roadway originated as a tolled facility, with tolls set at 35-cents when it first opened as the Sears Point Toll Road in 1928 operated by Golden Gate Ferry. The roadway was subsequently purchased by the State of California in 1938 and the tolls were removed.

Who Should Administer Tolls on SR 37? Notably, SB 1408 does not specify an agency to administer the tolls, leaving this key item to be filled in once consensus is reached. While our 2020 Advocacy Program recommended adding SR 37 as the 8th toll bridge under BATA’s enterprise, upon more detailed examination of this option in the last few months in preparation for the legislation, staff has determined that adding SR 37 to the BATA network poses significant risk to BATA’s credit rating, while also providing the SR 37 corridor a much more constrained tolling arrangement than could be structured in a stand-alone tolling system still administered at the regional level.

The attached presentation provides more details on this analysis, but a key factor is that BATA bridges operate as a single system. Carving out special rules applicable to a new facility would violate this underlying principle and would contradict bond indentures of the existing BATA bonds. To comply with these bond indentures, if SR 37 were added as an 8th toll bridge, revenue from the first three dollars (Regional Measures 1-3) of tolls on SR 37 would be pledged to those programs and could not be reserved for SR 37. Similarly, if BATA were required to raise tolls in the future to address rehabilitation needs on any of the other seven bridges, revenue generated from that toll increase on SR 37 would go towards that purpose, rather than remain in the SR 37 corridor.

By the same token, if SR 37 were added to the BATA enterprise, even if the legislation narrowly circumscribed BATA’s responsibility for operation and maintenance and for completing the ultimate project, investors and bond rating agencies could consider flooding and the cost of the ultimate project as risks to the BATA enterprise as a whole, potentially causing a bond rating downgrade that would drive up borrowing costs and reduce the availability of toll revenue for transportation improvements.

Staff Recommendation Given the recent discussion of seamless mobility, including the Commission's interest in bringing more tolling functions under a regional umbrella, staff believes a good alternative to BATA as the entity to administer tolls on SR 37 could be the Bay Area Infrastructure Financing Authority (BAIFA), an existing joint powers authority of MTC and BATA which currently administers the regional express lanes in Alameda, Contra Costa and Solano Counties. An important consideration is that all of the technical and financial staffing expertise that exists now under BATA is similarly attached to BAIFA, and BAIFA already has a track record of operating toll facilities.

However, the current governance of BAIFA does not include the entire MTC/BATA governing board, and thus some of the north Bay Counties attached to SR 37 are not currently represented. As well, there are other regional financing needs at play at this time that similarly prompt a reassessment of BAIFA's current responsibilities and structure. Staff recommends we begin this assessment now, with the goal of completion this spring in time to inform the final version of SB 1408. In the meantime, we recommend a "support and seek amendment" position on the bill with suggested amendments we believe would be necessary to create the financial and operational structure needed to support tolling of SR 37 where the administration of toll collection and revenue bond financing would be handled at the regional level using existing staffing expertise.

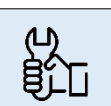
Bill Positions: SR 37 Policy Committee – Support in Concept

Recommendation: Support and Seek Amendments / MTC Commission Approval

Attachment: None


Therese W. McMillan

SB 278: Framework Language/Off the Top Expenditures

	Transit Operations	Approx. \$250m Annually, [Approx. 15% of Measure]
	• \$250m, or up to 15% of measure • Ramp-up period: 5 years • Bus, rail, ferries • Dedicated for new and expanding service	
	Transit Fare Discount Program	Approx. \$100m Annually, [Approx. 4% of Measure]
	• Based on 50% discount • Eligible residents: Up to 200% above federal poverty line: students, disabled, seniors	
	Earned Income Tax Credit	Approx. \$130m Annually, [Approx. 5.2% of Measure]
	• Credit Amount Per-Person: \$100 + \$20/dependent (Max 3 dependents) • Income eligibility sub-\$50,000 (Approx. 30% of Bay Area Residents)	
	Return to Source	Approx. \$175m Annually, [Approx. 7% of Measure]
	• Distributed quarterly • Based on Sales Tax • To Local Transportation Commission & CMA's • Flexible Funds: Local Transit, ATP, Grade Separations, Complete Streets, etc.	
	Housing	TBD [TBD%]
	• Contribution Involvement of Medium/Small Size Cities • Consistent with Process in AB 1487 (Chiu)	
	Research and Development	Approx. \$2m Annually, [Approx. 0.08% of Measure]
	• \$1m to Bay-Area UC, \$1m to Bay-Area CSU	
	Labor	TBD [TBD%]
	• Skilled & Trained Language/Workforce Development	
	Totals	Approx. \$660m Annually, [Approx. 31.3% of Measure]

Employer Share – TBD

	Travel Demand Management → Placeholder Language Included in Framework	
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SB 278: Framework Language/Off the Top Expenditures

	Next Steps: Programmatic Funding For:	TBD	[TBD%]
	• <i>Transit Capital:</i> • <i>Bus, rail, ferries</i> • <i>Fleet, stations, etc.</i> • <i>ATP / Trails / etc.</i> • <i>Regional: Managed Lanes / Goods Movement</i> • <i>Corridor-specific projects</i> • <i>Innovation, Transit Integration, and Sea-level Rise</i>		



METROPOLITAN
TRANSPORTATION
COMMISSION

LEGISLATIVE HISTORY
MTC/ABAG Priority Bills
Monday, March 09, 2020



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
AB 10 Chiu	Amended 8/12/2019	Senate Appropriations Suspense File	Income taxes: credits low-income housing: farmworker housing. Current law limits the total annual amount of the state low-income housing credit for which a federal low-income housing credit is required to the sum of \$70,000,000, as increased by any percentage increase in the Consumer Price Index for the preceding calendar year, any unused credit for the preceding calendar years, and the amount of housing credit ceiling returned in the calendar year, and authorizes CTCAC, for calendar years beginning in 2020, to allocate an additional \$500,000,000 to specified low-income housing projects and, for calendar years beginning in 2021, requires this additional amount only to be available for allocation pursuant to an authorization in the annual Budget Act or related legislation, and specified regulatory action by CTCAC. This bill would remove the requirement that, beginning in the 2021 calendar year, the above-described additional \$500,000,000 allocation only be available pursuant to an authorization in the annual Budget Act or related legislation, and specified regulatory action by CTCAC.		
AB 291 Chu	Amended 1/23/2020	Senate Rules	Local Emergency Preparedness and Hazard Mitigation Fund. Would establish a Local Emergency Preparedness and Hazard Mitigation Fund to, upon appropriation by the Legislature, support staffing, planning, and other emergency mitigation priorities to help local governments meet emergency management, preparedness, readiness, and resilience goals. The bill would require the Office of Emergency Services to establish the Local Emergency Preparedness and Hazard Mitigation Fund Committee under the Standardized Emergency Management System Advisory Board.		
AB 323 Daly	Amended 4/2/2019	Senate Rules	Disaster Preparedness Account. Current law establishes the various funds in the State Treasury, including the Disaster Response-Emergency Operations Account, Disaster Relief Fund, and the Disaster Assistance Fund. This bill would establish the Disaster Preparedness Account in the State Treasury and would provide that funds in the account are available only for specified purposes, for appropriation by the Legislature, upon the Governor's proclamation of a state of emergency, as provided.		

<u>AB 393</u> <u>Nazarian</u>	Amended 5/29/2019	Senate 2 year	Building codes: earthquake safety: functional recovery standard. Would require the California Building Standards Commission, by June 30, 2020, to assemble a functional recovery working group comprised of certain state entities and members of the construction and insurance industries, as specified. The bill would require the working group, by June 30, 2021, to consider whether a “functional recovery” standard is warranted for all or some building occupancy classifications, using specified criteria, and to investigate the practical means of implementing that standard, as specified. The bill would require the working group to advise the appropriate state agencies to propose the building standards, as specified.		Support
<u>AB 429</u> <u>Nazarian</u>	Amended 8/30/2019	Senate 2 year	Seismically vulnerable buildings: inventory. 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. Current law requires the Alfred E. Alquist Seismic Safety Commission to report annually to the Legislature on the filing of mitigation programs relating to building construction standards from local jurisdictions. This bill would require the commission, by specified deadlines, to identify funding and develop a bidding process for hiring a third-party contractor to create an inventory of potentially vulnerable buildings, as defined.		Support
<u>AB 660</u> <u>Levine</u>	Amended 8/12/2019	Senate 2 year	Building energy efficiency standards: solar reflectance of roofs. Would require the State Energy Resources Conservation and Development Commission, during one or more of the next 4 triennial code adoption cycles after January 1, 2020, to consider amendments to the roof replacement building standards for alterations to existing low-rise, steep-sloped roof residential buildings with the goal of increasing the value of minimum aged solar reflectance up to 0.40 in the 2031 standard and the goal of expanding the range of climate zones in which minimum aged solar reflectance values are prescribed for those alterations. The bill would require the commission, prior to considering these amendments, to assess whether there is an adequate supply of labor resources and available compliant products in the climate zones for which the commission may consider the amendments.		

AB 725 Wicks	Amended 1/16/2020	Senate Rules	General plans: housing element: moderate-income and above moderate-income housing: suburban and metropolitan jurisdictions. The Planning and Zoning Law requires that the housing element include, among other things, an inventory of land suitable for residential development, to be used to identify sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need determined pursuant to specified law. This bill would require that at least 25% of a metropolitan jurisdiction's share of the regional housing need for moderate-income housing be allocated to sites with zoning that allows at least 2 units of housing, but no more than 35 units per acre of housing. The bill would require that at least 25% of a metropolitan jurisdiction's share of the regional housing need for above moderate-income housing be allocated to sites with zoning that allows at least 2 units of housing, but no more than 35 units per acre of housing.		
AB 873 Irwin	Amended 5/2/2019	Senate 2 year	California Consumer Privacy Act of 2018. The California Consumer Privacy Act of 2018 excludes from the definition of personal information consumer information that is deidentified, or aggregate consumer information. This bill would revise the definition of "deidentified" to instead mean information that does not identify, and is not linkable, directly or indirectly, to a particular consumer, provided that the business makes no attempt to reidentify the information and takes reasonable technical and administrative measures designed to ensure that the data is deidentified, publicly commits to maintain and use the data in a deidentified form, and contractually prohibits recipients of the data from trying to reidentify it.		
AB 953 Ting	Amended 1/6/2020	Senate Rules	Land use: accessory dwelling units. Current law requires a local agency to ministerially approve or deny a permit application for the creation of an accessory dwelling unit or junior accessory dwelling unit within 60 days from the date the local agency receives a completed application if there is an existing single-family or multifamily dwelling on the lot. This bill would deem a permit application for the creation of an accessory dwelling unit or junior accessory dwelling unit approved if the local agency has not acted upon the completed application within 60 days.		

AB 992 Mullin	Amended 4/22/2019	Senate Rules	Open meetings: local agencies: social media. The Ralph M. Brown Act generally requires that the meetings of legislative bodies of local agencies be conducted openly. That act defines “meeting” for purposes of the act and prohibits a majority of the members of a legislative body, outside a meeting authorized by the act, from using a series of communications of any kind to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body. This bill would provide that the prohibition described above does not apply to the participation, as defined, in an internet-based social media platform, as defined, by a majority of the members of a legislative body, provided that a majority of the members do not discuss among themselves, as defined, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.		
AB 1035 Mayes	Amended 5/23/2019	Senate 2 year	Personal information: data breaches. Would require a person or business, as defined, that owns or licenses computerized data that includes personal information to disclose a breach of the security of the system in the most expedient time possible and without unreasonable delay, but in no case more than 45 days, following discovery or notification of the breach, subject to the legitimate needs of law enforcement, as provided. The bill would make other conforming changes.		
AB 1112 Friedman	Amended 6/19/2019	Senate 2 year	Shared mobility devices: local regulation. Current law generally regulates the operation of bicycles, electric bicycles, motorized scooters, and electrically motorized boards. Current law allows local authorities to regulate the registration, parking, and operation of bicycles and motorized scooters in a manner that does not conflict with state law. This bill would define a “shared mobility device” as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public for shared use and transportation, as provided.		
AB 1142 Friedman	Amended 8/12/2019	Senate 2 year	Regional transportation plans: transportation network companies. Current law requires a regional transportation plan to include a policy element, an action element, a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Under current law, the policy element describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, as well as pragmatic objective and policy statements. Current law authorizes the policy element of transportation planning agencies with populations that exceed 200,000 persons to quantify a set of specified indicators. This bill would authorize the inclusion of an additional indicator regarding measures of policies to increase use of existing transit.	Support	

AB 1190 Irwin	Amended 5/1/2019	Senate Rules	Unmanned aircraft: state and local regulation: limitations. Would, among other things, prohibit a state or local agency from adopting any law or regulation that bans the operation of an unmanned aircraft system. The bill would also authorize a local agency to adopt regulations to enforce FAA regulations regarding the operation of unmanned aircraft systems and would authorize local agencies to regulate the operation of unmanned aircraft and unmanned aircraft systems within their jurisdictions, as specified. The bill would also authorize a local agency to require an unmanned aircraft operator to provide proof of federal, state, or local registration to licensing or enforcement officials.		
AB 1279 Bloom	Introduced 2/21/2019	Senate 2 year	Planning and zoning: housing development: high-resource areas. Would require the department to designate areas in this state as high-resource areas, as provided, by January 1, 2021, and every 5 years thereafter. The bill would authorize a city or county to appeal the designation of an area within its jurisdiction as a high-resource area during that 5-year period. In any area designated as a high-resource area, the bill would require that a housing development project be a use by right, upon the request of a developer, in any high-resource area designated pursuant be a use by right in certain parts of the high-resource area if those projects meet specified requirements, including specified affordability requirements. For certain development projects where the initial sales price or initial rent exceeds the affordable housing cost or affordable rent to households with incomes equal to or less than 100% of the area median income, the bill would require the applicant agree to pay a fee equal to 10% of the difference between the actual initial sales price or initial rent and the sales price or rent that would be affordable, as provided. The bill would require the city or county to deposit the fee into a separate fund reserved for the construction or preservation of housing with an affordable housing cost or affordable rent to households with a household income less than 50% of the area median income. This bill contains other related provisions and other existing laws.		
AB 1286 Muratsuchi	Amended 6/6/2019	Senate 2 year	Shared mobility devices: agreements. Would require a shared mobility service provider, as defined, to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use. The bill would require that the provider maintain a specified amount of commercial general liability insurance and would prohibit the provider from including specified provisions in a user agreement before distributing a shared mobility device within that jurisdiction. The bill would define shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided.		

AB 1350 Gonzalez	Amended 1/15/2020	Senate Rules	Free youth transit passes: eligibility for state funding. Would require transit agencies to offer free youth transit passes to persons 18 years of age and under in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free youth transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs.		
AB 1484 Grayson	Amended 9/6/2019	Senate Rules	Mitigation Fee Act: housing developments. The Mitigation Fee Act requires a local agency that establishes, increases, or imposes a fee as a condition of approval of a development project to, among other things, determine a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. This bill would prohibit a local agency from imposing a housing impact requirement adopted by the local agency on a housing development project, as defined, unless specified requirements are satisfied by the local agency, including that the housing impact requirement be roughly proportional in both nature and extent to the impact created by the housing development project.		
AB 1580 Levine	Amended 7/1/2019	Senate 2 year	Major infrastructure construction projects: oversight committees. Current law requires the Department of Transportation and the Bay Area Toll Authority to establish the Toll Bridge Program Oversight Committee, as provided, to review and provide program direction for seismic retrofit and replacement projects on toll bridges within the geographic jurisdiction of the committee. This bill, except as specified, would similarly require a state agency undertaking a publicly funded major infrastructure construction project that is estimated to cost \$1,000,000,000 or more to form an oversight committee, as provided, to develop and use risk management plans throughout the course of the project, and to take specified actions relating to managing risks. The bill would require the oversight committee to act as the authority for critical decisions regarding the implementation of the project's risk management plan and to have sufficient staff to support decisionmaking.		

AB 1782 Chau	Amended 5/24/2019	Senate 2 year	Automated license plate recognition information: usage and privacy policy. Current law authorizes the Department of the California Highway Patrol to share automated license plate data with law enforcement agencies for specified purposes and requires both an ALPR operator and an ALPR end-user, as those terms are defined, to implement a usage and privacy policy regarding that ALPR information, as specified. Current law requires that the usage and privacy policy implemented by an ALPR operator and an ALPR end-user include the length of time ALPR information will be retained, and the process the ALPR operator and ALPR end-user will utilize to determine if and when to destroy retained ALPR information. This bill would delete the requirement that the usage and privacy policy implemented by an ALPR operator and an ALPR end-user include the retention and destruction information described above, and would instead require those usage and privacy policies to include a procedure to ensure the destruction of all nonanonymized ALPR information no more than 60 days from the date of collection, except as provided.		
AB 1839 Bonta	Introduced 1/6/2020	Assembly Print	Climate change: California Green New Deal. Current law establishes various environmental and economic policies. This bill would create the California Green New Deal Council with a specified membership appointed by the Governor. The bill would require the California Green New Deal Council to submit a specified report to the Legislature no later than January 1, 2022. The bill also would make various findings and declarations.		
AB 1905 Chiu	Introduced 1/8/2020	Assembly Housing and Community Development	Housing and Homeless Response Fund: personal income taxation: mortgage interest deduction. The Personal Income Tax Law allows various deductions in computing the income that is subject to the taxes imposed by that law, including, in modified conformity with federal income tax laws, a deduction for a limited amount of interest paid on acquisition indebtedness, as defined, with respect to a qualified residence of the taxpayer. Current law limits the aggregate amount treated as acquisition indebtedness for these purposes to \$1,000,000, or \$500,000 in the case of a married individual filing a separate return. Existing law specifies for these purposes that a qualified residence includes the taxpayer's principal residence and one other residence selected by the taxpayer, as provided. This bill, for taxable years beginning on or after January 1, 2020, and with respect to acquisition indebtedness initially incurred by a taxpayer on or after January 1, 2018, would reduce the above-described limit on the aggregate amount treated as acquisition indebtedness from \$1,000,000, or \$500,000 in the case of a married individual filing a separate return, to \$750,000 and \$375,000, respectively.		

<u>AB 1924</u> <u>Grayson</u>	Introduced 1/14/2020	Assembly Local Government	Housing development: fees. Would require that a fee levied or imposed on a housing development project by a local agency be proportionate to the square footage of the proposed unit or units. By imposing additional duties on local agencies that impose fees under the Mitigation Fee Act, the bill would impose a state-mandated local program.		
<u>AB 1964</u> <u>Frazier</u>	Introduced 1/21/2020	Assembly Transportation	Autonomous vehicles. Current law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met. Current law defines an "autonomous vehicle" for this purpose as any vehicle equipped with autonomous technology, as defined, that has been integrated into the vehicle. This bill would expand the definition of the term "autonomous vehicle" to also include a remotely operated vehicle, defined as a specified type of vehicle that is capable of being operated by a driver or operator that is not inside of the vehicle.		
<u>AB 1991</u> <u>Friedman</u>	Introduced 1/27/2020	Assembly Transportation	Transit and Intercity Rail Capital Program: passenger tramways. Would expand the purpose of the Transit and Intercity Rail Capital Program to authorize funding for passenger tramway transit systems. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.		
<u>AB 1992</u> <u>Friedman</u>	Introduced 1/27/2020	Assembly Transportation	Transportation: asset management plan: California Transportation Plan: transportation infrastructure: climate change. Would state the intent of the Legislature to enact legislation that would establish a new program to fund climate change adaptation planning for transportation impacts, data collection, modeling, and training. The bill would require the department, in consultation with the commission, to update the asset management plan on or before December 31, 2022, and for the update to also address the forecasted transportation infrastructure impacts of climate change. The bill would require both the 3rd update to the California Transportation Plan, which is due in 2025, and the Strategic Growth Council's report to include a forecast of the transportation impacts of climate change and measures to address those impacts.		

<u>AB 1997</u> <u>Nazarian</u>	Introduced 1/27/2020	Assembly Housing and Community Development	Building codes: earthquake safety: functional recovery standard. Would require the California Building Standards Commission, by June 30, 2021, to assemble a functional recovery working group comprised of certain state entities and members of the construction and insurance industries, as specified. The bill would require the working group, by June 30, 2023, to consider whether a "functional recovery" standard is warranted for all or some building occupancy classifications, using specified criteria, and to investigate the practical means of implementing that standard, as specified. The bill would require the working group to advise the appropriate state agencies to propose the building standards, as specified. The bill would authorize the commission to adopt regulations based upon the recommendations from the working group for nonresidential occupancies. The bill would define "functional recovery" for purposes of these provisions, as specified.		
<u>AB 1999</u> <u>Frazier</u>	Introduced 1/27/2020	Assembly Transportation	Vehicles: speed limits. Current law prohibits driving certain vehicles, including a schoolbus transporting school pupils or a vehicle transporting explosives, upon a highway at a speed in excess of 55 miles per hour. This bill would repeal that provision.		
<u>AB 2012</u> <u>Chu</u>	Introduced 1/28/2020	Assembly Transportation	Free senior transit passes: eligibility for state funding. Would require transit agencies to offer free senior transit passes to persons over 65 years of age in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, and the Low Carbon Transit Operations Program. The bill would require those free senior transit passes to count as full price fares for purposes of calculating the ratio of fare revenues to operating costs.		
<u>AB 2057</u> <u>Chiu</u>	Introduced 2/3/2020	Assembly Print	San Francisco Bay area: public transportation. Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services. This bill would state the intent of the Legislature to later enact legislation relating to public transportation in the 9-county San Francisco Bay area.		

<u>AB 2058</u> <u>Gabriel</u>	Amended 3/2/2020	Assembly Revenue and Taxation	Income taxes: credits: low-income housing. The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill, for taxable years beginning on or after January 1, 2021, and before January 1, 2026, would allow a credit against those taxes to a taxpayer that is transferred, and allocated, credits pursuant to the sale of a multifamily rental housing development or mobilehome park to a qualified developer, as defined, that has received a credit reservation from the California Tax Credit Allocation Committee, in specified amounts. The bill would limit the aggregate amount of credit that may be allocated by the committee to \$500,000,000. The bill would require the credits to be reserved on a first-come-first-served basis.		
<u>AB 2063</u> <u>Mullin</u>	Introduced 2/4/2020	Assembly Revenue and Taxation	Property taxation: welfare exemption: low-income housing. Would require any outstanding qualified ad valorem property tax in excess of the \$20,000,000 limitation, and related interest or penalty, which was levied or imposed on and after January 1, 2019, and before January 1, 2020, with respect to qualified property for which a qualified claim was filed, to be canceled to the extent that the amount canceled does not result in a total assessed value exemption amount in excess of \$100,000,000 being allowed to a qualified taxpayer with respect to a single property or multiple properties for any fiscal year. The bill would, on and after January 1, 2020, prohibit an escape assessment from being levied on qualified property if that amount would be subject to cancellation pursuant to this bill.		
<u>AB 2078</u> <u>Calderon</u>	Introduced 2/5/2020	Assembly Print	Housing development. Current law establishes the California Housing Finance Agency within the Department of Housing and Community Development and prescribes the primary purpose of the agency as meeting the housing needs of persons and families of low or moderate income. This bill would state the intent of the Legislature to enact legislation that would authorize the California Housing Finance Agency to loan money to developers for the purpose of building housing units, conditioned on loan terms and the payment of interest at commercial market rates and full repayment of the loan.		

<u>AB 2089</u> <u>Rivas, Luz</u>	Introduced 2/5/2020	Assembly Natural Resources	Environmental and Justice Empowerment Outreach Pilot Program. Would establish the Environmental and Justice Empowerment Outreach Pilot Program from January 1, 2021, through January 1, 2025, and would have the program be administered by the council as a grant pilot program for eligible community-based organizations, as defined, to provide a comprehensive suite of coordinated incentives and services to disadvantaged communities, as defined, at the resident household level to provide economic savings, reduce greenhouse gas emissions and air pollution, and improve resiliency to the impacts of climate change. The bill would require the council to submit specified reports to the Legislature on the program no later than December 31, 2025.		
<u>AB 2121</u> <u>Friedman</u>	Introduced 2/6/2020	Assembly Transportation	Traffic safety. Would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual.		
<u>AB 2137</u> <u>Wicks</u>	Introduced 2/10/2020	Assembly Local Government	Planning and Zoning Law: court orders: housing development projects. The Housing Accountability Act, which is part of the Planning and Zoning Law, prohibits a local agency from disapproving a housing development project for very low, low-, or moderate-income households, or an emergency shelter, or condition approval in a manner that renders the housing development project infeasible for development for the use of very low, low-, or moderate-income households, or an emergency shelter, including through the use of design review standards, unless it makes prescribed written findings. The act defines a housing development project for these purposes to mean residential units, mixed-use developments consisting of residential and nonresidential uses with at least two-thirds of the square footage designated for residential use, and transitional housing or supportive housing. This bill would remove the option of a court, when issuing a final order or judgment in favor of a plaintiff challenging the validity of a general plan or mandatory element, to suspend the authority of the city, county, or city and county to issue specified building permits, to grant zoning changes or variances, and to grant subdivision map approvals, for housing development projects, as defined in the Housing Accountability Act.		
<u>AB 2145</u> <u>Ting</u>	Introduced 2/10/2020	Assembly Print	Transportation electrification: vehicle charging stations. Would state the intent of the Legislature to enact legislation to reform the electric vehicle charging infrastructure approval process employed by the Public Utilities Commission to help ensure that by 2030, California will safely install enough electric vehicle charging ports to meet the demand for charging infrastructure through public and private investment.		

AB 2148 Quirk	Amended 3/5/2020	Assembly Natural Resources	Climate change: adaptation: regional climate adaptation planning groups: regional climate adaptation plans. Current law establishes the Integrated Climate Adaptation and Resiliency Program, administered by the Office of Planning and Research, to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as specified. This bill would require the Strategic Growth Council, by July 1, 2021, to establish guidelines for the formation of regional climate adaptation planning groups. The bill would require the council, by July 1, 2022, to develop criteria for the development of regional climate adaptation plans.		
AB 2176 Holden	Introduced 2/11/2020	Assembly Transportation	Free student transit passes: eligibility for state funding. Would require transit agencies to offer free student transit passes to persons attending the California Community Colleges, the California State University, or the University of California in order to be eligible for state funding under the Mills-Alquist-Deddeh Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free student transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs.		
AB 2195 Maienschein	Introduced 2/12/2020	Assembly Print	Housing development incentives. Current law, the Zenovich-Moscone-Chacon Housing and Home Finance Act, generally governs housing and home finance and makes legislative declarations regarding the urgency of affordable housing and defines terms for purposes of the act. This bill would state the intent of the Legislature to subsequently amend this bill to include provisions that would incentivize local jurisdictions and developers to include capital assets, such as neighborhood parks, school facilities, and bicycle paths in the undertaking or approval of housing developments.		
AB 2249 Mathis	Introduced 2/13/2020	Assembly Print	High-speed rail: legislative oversight. Would create the Joint Legislative Committee on High-Speed Rail Oversight consisting of 3 Members of the Senate and 3 Members of the Assembly and would require the committee to ascertain facts, review documents, and take action thereon, and make recommendations to the Legislature concerning the state's programs, policies, and investments related to high-speed rail, as specified. The bill would require the authority and any entity contracting with the authority to give and furnish to the committee upon request information, records, and documents as the committee deems necessary and proper to achieve its purposes.		

<u>AB 2262</u> <u>Berman</u>	Introduced 2/14/2020	Assembly Transportation	Regional transportation plans: sustainable communities strategies: zero-emission vehicle readiness plan. Current law requires the sustainable communities strategy to, among other things, identify a transportation network to service the transportation needs of the region. After adopting a sustainable communities strategy, current law requires a metropolitan planning organization to submit the strategy to the state board for review to determine whether the strategy, if implemented, would achieve the greenhouse gas emission reduction targets. Current law requires each transportation planning agency to adopt and submit to the California Transportation Commission and the Department of Transportation an updated regional transportation plan every 4 or 5 years, as specified. This bill would require each sustainable communities strategy to also include a zero-emission vehicle readiness plan, as specified. By imposing new requirements on local agencies, the bill would impose a state-mandated local program.		
<u>AB 2310</u> <u>Daly</u>	Introduced 2/14/2020	Assembly Transportation	Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest. Would continuously appropriate interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program.		
<u>AB 2323</u> <u>Friedman</u>	Introduced 2/14/2020	Assembly Natural Resources	California Environmental Quality Act: specific plan: community plan: exemption. CEQA requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its environmental review provisions certain residential, employment center, and mixed-use development projects meeting specified criteria, including that the project is undertaken and is consistent with a specific plan for which an environmental impact report has been certified. This bill would require, in order to qualify for the CEQA exemption, that the project is undertaken and is consistent with either a specific plan prepared pursuant to specific provisions of law or a community plan as defined in a specific provision of law. Because a lead agency would be required to determine the applicability of this exemption, this bill would impose a state-mandated local program.		

<u>AB 2674</u> <u>Ting</u>	Introduced 2/20/2020	Assembly Transportation	Toll bridges: pedestrians and bicycles. Current law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and private entities that have entered into a franchise agreement with the state. Current law, until January 1, 2021, prohibits a toll from being imposed on the passage of a pedestrian or bicycle over these various toll bridges. This bill would extend that prohibition until January 1, 2031.		
<u>AB 2824</u> <u>Bonta</u>	Introduced 2/20/2020	Assembly Print	San Francisco-Oakland Bay Bridge: public transit: greenhouse gases. Would state the intent of the Legislature to enact future legislation pertaining to the issue of high carbon emissions and inefficient public transit across the San Francisco-Oakland Bay Bridge in order to create a more environmentally sustainable, equitable, and efficient approach to transportation.		
<u>ACA 1</u> <u>Aguiar-Curry</u>	Amended 3/18/2019	Assembly Reconsideration	Local government financing: affordable housing and public infrastructure: voter approval. The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.	Support	Support
<u>SB 59</u> <u>Allen</u>	Amended 7/3/2019	Assembly 2 year	California Transportation Commission: advisory committee: autonomous vehicle technology. Current law creates the California Transportation Commission with various powers and duties, including the duty to advise and assist the Secretary of Transportation and the Legislature in formulating and evaluating state policies and plans for transportation programs in the state. This bill would require the chair of the commission to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that California continues to be the world leader in autonomous, driverless, and connected vehicle technology.		

SB 146 Beall	Introduced 1/18/2019	Assembly 2 year	Peninsula Rail Transit District. Current law, operative under certain conditions, redesignates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers. This bill would repeal the provisions relating to the Peninsula Rail Transit District.		
SB 182 Jackson	Amended 9/6/2019	Assembly 2 year	Local government: planning and zoning: wildfires. Current law requires 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. Current law requires that the Office of Planning and Research, among other things, coordinate with appropriate entities, including state, regional, or local agencies, to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities, as provided. This bill would require the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after January 1, 2020, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit strategy to reduce the risk of property loss and damage during wildfires, as specified, and would require the planning agency to submit the adopted strategy to the Office of Planning and Research for inclusion into the above-described clearinghouse.		
SB 254 Hertzberg	Amended 1/6/2020	Assembly Desk	California Earthquake Authority. Under current law, the CEA is authorized to transact insurance in this state as necessary to sell policies of basic residential earthquake insurance. Current law establishes a capital structure for the CEA, with several sources of financing. Current law authorizes the CEA to assess participating insurance companies up to \$1,780,000,000, if claims and claim expenses paid by the CEA due to earthquake events exhaust 4 specified sources of capital, including the CEA's available capital and all insurer capital contributions and assessments. This bill would repeal that assessment authorization. The bill would also make technical and conforming changes.		Support and Seek Amendments

<u>SB 278</u> <u>Beall</u>	Amended 3/28/2019	Assembly Desk	Metropolitan Transportation Commission. The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a local area planning agency to provide comprehensive regional transportation planning for the region comprised of the 9 San Francisco Bay area counties. The act requires the commission to continue to actively, on behalf of the entire region, seek to assist in the development of adequate funding sources to develop, construct, and support transportation projects that it determines are essential. This bill would also require the commission to determine that those transportation projects are a priority for the region.		
<u>SB 336</u> <u>Dodd</u>	Amended 4/29/2019	Assembly 2 year	Transportation: fully-automated transit vehicles. Would require a transit operator, as defined, until January 1, 2025, to ensure each of its fully-automated transit vehicles, as defined, is staffed by at least one of its employees, who has had specified training, while the vehicle is in service. The bill would require a transit operator that deploys a fully-automated transit vehicle to report the results of that deployment to the Legislature on or before March 31, 2025.		
<u>SB 592</u> <u>Wiener</u>	Amended 9/9/2019	Assembly Rules	Housing development: Housing Accountability Act: permit streamlining. The Housing Accountability Act (the HAA), among other things, requires a local agency that proposes to disapprove or impose specified conditions on a housing development project that complies with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time the application for the project is deemed complete, within the meaning of the Permit Streamlining Act, to make specified written findings based on a preponderance of the evidence in the record. This bill would additionally require a local agency to make those findings if it proposes to disapprove or impose specified conditions on a housing development project that is determined to be complete, as provided, and would make other related conforming changes.		
<u>SB 621</u> <u>Glazer</u>	Amended 6/17/2019	Assembly 2 year	California Environmental Quality Act: expedited judicial review: affordable housing projects: reports. Would require the Judicial Council, by July 1, 2020, to adopt a rule of court applicable to an action or proceeding brought to attack, review, set aside, void, or annul the certification of an environmental impact report for an affordable housing project, as defined, or the granting of an approval of an affordable housing project that requires the action or proceeding, including any potential appeals therefrom, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceeding with the court. The bill would provide that these provisions do not apply to an affordable housing project if it is in certain locations.		

<u>SB 664</u> <u>Allen</u>	Amended 9/10/2019	Assembly 2 year	Electronic toll and transit fare collection systems. Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, in compliance with specified objectives, including that a vehicle owner shall not be required to purchase or install more than one device to use on all toll facilities, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would expand the above-described objective so that a user of a toll facility shall also not be required to purchase or install more than one device to use on all toll facilities.	Support	
<u>SB 672</u> <u>Hill</u>	Amended 4/25/2019	Assembly 2 year	Planning and zoning: regional housing need allocation: City of Brisbane. Would, for the 5th and 6th cycle of the housing element planning period for the City of Brisbane, prohibit the Association of Bay Area Governments from allocating to the City of Brisbane a share of the regional housing need that exceeds the share allocated to the city for the current planning period if specified conditions apply. Among these conditions, the bill would require that the City of Brisbane has taken action during the current planning period to zone or rezone sites sufficient to accommodate 615% or more of its regional housing need allocation for the current planning period.		
<u>SB 773</u> <u>Skinner</u>	Amended 1/6/2020	Assembly Desk	Land use: accessory dwelling units. Current law requires a local agency to ministerially approve or deny a permit application for the creation of an accessory dwelling unit or junior accessory dwelling unit within 60 days from the date the local agency receives a completed application if there is an existing single-family or multifamily dwelling on the lot. This bill would deem a permit application for the creation of an accessory dwelling unit or junior accessory dwelling unit approved if the local agency has not acted upon the completed application within 60 days.		

<u>SB 899</u> <u>Wiener</u>	Amended 3/5/2020	Senate Rules	Planning and zoning: housing development: nonprofit hospitals or religious institutions. The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. That law allows a development proponent to submit an application for a development that is subject to a specified streamlined, ministerial approval process not subject to a conditional use permit if the development satisfies certain objective planning standards. This bill would require that a housing development project be a use by right upon the request of a nonprofit hospital, nonprofit diagnostic or treatment center, nonprofit rehabilitation facility, nonprofit nursing home, or religious institution that partners with a qualified developer on any land owned in fee simple by the applicant if the development satisfies specified criteria. The bill would define various terms for these purposes.		
<u>SB 902</u> <u>Wiener</u>	Introduced 1/30/2020	Senate Housing	General plan. the Planning and Zoning Law requires a planning agency of a city or county to provide by April 1 of each year an annual report to, among other entities, the Department of Housing and Community Development. The law requires that the annual report include, among other specified information, the number of housing development applications received and the number of units approved and disapproved in the prior year. This bill would additionally require the planning agency include in the annual report whether the city or county is a party to a court action related to a violation of state housing law, and the disposition of that action. By requiring a planning agency to include additional information in its annual report, the bill would impose a state-mandated local program.		
<u>SB 906</u> <u>Skinner</u>	Introduced 2/3/2020	Senate Housing	Housing: joint living and work quarters and occupied substandard buildings or units. Current law permits a city or county to adopt alternative building regulations for the complete or partial conversion of commercial or industrial buildings to joint living and work quarters. Current law defines a joint living and work quarter as residential occupancy by a family or not more than 4 unrelated persons maintaining a common household of one or more rooms or floors in a building originally designed for industrial or commercial occupancy, as specified. This bill would redefine joint living and work quarters to mean residential occupancy by a group of persons, whether those persons are related or unrelated.		

<u>SB 940</u> <u>Beall</u>	Introduced 2/10/2020	Senate Gov. & F.	Housing Crisis Act of 2019: City of San Jose. Would authorize the City of San Jose to proactively amend a zoning ordinance to a more intensive use and use the added capacity to subsequently change a zoning ordinance to a less intensive use as long as there is no net loss in residential capacity. The bill would require that the change to a zoning ordinance to a less intensive use pursuant to these provisions occur within one year of the change to the zoning ordinance to a more intensive use.		
<u>SB 944</u> <u>McGuire</u>	Introduced 2/10/2020	Senate Gov. & F.	Personal income taxes: Fire Safe Home Tax Credits Act. Would allow credits against the tax imposed by the Personal Income Tax Law for each taxable year beginning on or after January 1, 2021, and before January 1, 2026, to a qualified taxpayer for qualified costs relating to qualified home hardening, as defined, and for qualified costs relating to qualified vegetation management, as defined, in specified amounts, not to exceed an aggregate amount of \$500,000,000 per taxable year.		
<u>SB 945</u> <u>Beall</u>	Introduced 2/10/2020	Senate Transportation	Rules of the road: Dutch Reach method. Would require the Department of Motor Vehicles to include in its California Driver Handbook publication information advising drivers on the Dutch Reach method, as defined, when opening a vehicle door after parallel parking the vehicle. The bill would also require the department to include test questions regarding driving safely in the presence of bicycles in the question pool used for the written portion of the driver's license examination. The bill would permit one of those questions to be a question regarding the Dutch Reach method.		
<u>SB 964</u> <u>Skinner</u>	Introduced 2/11/2020	Senate Rules	Greenhouse Gas Reduction Fund: investment plan. The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires moneys from the fund to be allocated for the purpose of reducing emissions of greenhouse gases in this state and satisfying other purposes, if applicable and to the extent feasible, and authorizes specified investments if the investment furthers the regulatory purposes of the act and is consistent with law. This bill would make nonsubstantive changes to the provision related to the expenditure of moneys appropriated from the fund.		

<u>SB 986</u> <u>Allen</u>	Introduced 2/12/2020	Senate Natural Resources and Water	Coastal resources: new development: greenhouse gas emissions. The California Coastal Act of 1976 regulates development, as defined, in the coastal zone, as defined, and requires that new development comply with specified requirements, including, among other things, requirements intended to minimize the adverse environmental impacts of the new development, minimize energy consumption and vehicle miles traveled, and, where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses. This bill would additionally require that new development minimize greenhouse gas emissions.		
<u>SB 992</u> <u>Beall</u>	Introduced 2/12/2020	Senate Transportation	Road Repair and Accountability Act of 2017: reporting website. Would require the Transportation Agency to oversee the development and implementation of a comprehensive one-stop reporting interface available to the public through an internet website maintained by the agency. The bill would require the interface to provide timely fiscal information regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from the Road Repair and Accountability Act of 2017.		
<u>SB 995</u> <u>Atkins</u>	Introduced 2/12/2020	Senate Environmental Quality	Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2011. The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 authorizes the Governor, until January 1, 2020, to certify projects that meet certain requirements for streamlining benefits provided by that act related to compliance with CEQA and streamlining of judicial review of action taken by a public agency. The act provides that if a lead agency fails to approve a project certified by the Governor before January 1, 2021, the certification expires and is no longer valid. The act requires a lead agency to prepare the record of proceedings for the certified project concurrent with the preparation of the environmental documents. The act is repealed by its own terms on January 1, 2021. This bill would extend the authority of the Governor to certify a project to January 1, 2024. The bill would provide that the certification expires and is no longer valid if the lead agency fails to approve a certified project before January 1, 2025.		
<u>SB 1363</u> <u>Allen</u>	Introduced 2/21/2020	Senate Rules	Regional transportation plans: sustainable communities strategies: greenhouse gas emissions and vehicle miles traveled reduction targets. Would also require the State Air Resources Board to provide, no later than December 31, 2022, each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050, and with vehicle miles traveled reduction targets for 2035, 2045, and 2050, and to release, no later than September 30, 2022, a draft of those targets, as specified.		

