



MEETING OF THE

LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
818 West 7th Street, 12th Floor
Los Angeles, CA 90017
T: (213) 236-1800
F: (213) 236-1825
www.scag.ca.gov

REGIONAL COUNCIL OFFICERS

President
Michele Martinez, Santa Ana

First Vice President
Margaret E. Finlay, Duarte

Second Vice President
Alan Wapner, Ontario

Immediate Past President
Cheryl Viegas-Walker, El Centro

COMMITTEE CHAIRS

Executive/Administration
Michele Martinez, Santa Ana

Community, Economic &
Human Development
Bill Jahn, Big Bear Lake

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Barbara Messina, Alhambra

Tuesday, March 21, 2017

8:30 a.m. - 10:00 a.m.

SCAG Offices

**818 West 7th Street, 12th Floor
Policy Committee Room B
Los Angeles, CA 90017
(213) 236-1800**

Videoconference Available

**San Bernardino SCAG Office
1170 W. 3rd Street, Suite 140
San Bernardino, CA 92418**

Riverside SCAG Office

**3403 10th Street, Suite 805
Riverside, CA 92501**

South Bay Cities COG

**20285 S. Western Avenue, Suite 100
Torrance, CA 90501**

Imperial County SCAG Office

**1405 North Imperial Avenue, Suite 1
El Centro, CA 92243**

Teleconference Is Available

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Jane Embry at (213) 236-1826 or via email embry@scag.ca.gov.

Agendas and Minutes for the Legislative/Communications and Membership Committee are also available at:

<http://www.scag.ca.gov/committees/Pages/default.aspx>.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1840 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1928.

Legislative/Communications and Membership Committee

March 2017

Pam O'Connor, District 41
Clint Lorimore, District 4

Chair
Vice-Chair

Member

Becerra, Glen
Clark, Margaret
Daniels, Gene
Finlay, Margaret
Hagman, Curt
Martinez, Michele
McCallon, Larry
Mitchell, Judy
Murray, Kris
Pettis, Greg
Viegas-Walker, Cheryl
Wapner, Alan

Representing

District 46
District 32
District 24
District 35
San Bernardino County
District 16
District 7
District 40
District 18
District 2
District 1
SANBAG

**Legislative/Communications & Membership Committee
TELECONFERENCE INFORMATION — Pursuant to
Government Code §54953**

TELECONFERENCE INSTRUCTIONS

Please Call: (877) 873-8018 and enter Participant Code: 452601

**For Brown Act requirements please have your agenda posted at
your teleconference location.**

Thank you. If you have any questions, please call
Jane Embry at (213) 236-1826

TELECONFERENCE LOCATIONS:

Hon. Glen Becerra
Metropolitan Transit Authority
One Gateway Plaza - 19th Floor
Los Angeles, CA 90012

Hon. Margaret Clark
Rosemead City Hall
8838 E Valley Blvd
Rosemead, CA 91770

Hon. Margaret Finlay
2221 Rim Road
Duarte, CA 91008

Hon. Michele Martinez
300 W. 2nd Street
Santa Ana, CA 92701

Hon. Kris Murray
200 S Anaheim Blvd,
Anaheim, CA 92805

Hon. Alan Wapner
Omnitrans
1700 W. 5th Street, Board Conference Room
San Bernardino, CA 92411

LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE AGENDA MARCH 21, 2017

The Legislative/Communications & Membership Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.

CALL TO ORDER & ROLL CALL

(Hon. Pam O'Connor, Chair)

PUBLIC COMMENT PERIOD

Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker provided that the Chair has the discretion to reduce this time limit based upon the number of speakers. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

	Attachment	Page
1. Minutes of February 21, 2017 Meeting	Attachment	1

ACTION ITEMS

2. SCAG Sponsorship <ul style="list-style-type: none">• Urban Land Institute Los Angeles – 2017 Urban Marketplace - \$7,500 <i>(Darin Chidsey, Chief Operating Officer)</i>	Attachment	4
3. AB 1060 (Burke) – Enhanced Infrastructure Financing Districts <i>(Darin Chidsey, Chief Operating Officer)</i>	Attachment	6
4. ACA 4 (Aguiar-Curry) – Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval <i>(Darin Chidsey, Chief Operating Officer)</i>	Attachment	7
5. SB 2 (Atkins) – Building Homes and Jobs Act <i>(Jeff Dunn, Senior Legislative Analyst)</i>	Attachment	9
6. SB 3 (Beall) – Affordable Housing Bond Act of 2018 <i>(Jeff Dunn, Senior Legislative Analyst)</i>	Attachment	13
7. SB 540 (Roth) – Workforce Housing Opportunity Zone <i>(Jeff Dunn, Senior Legislative Analyst)</i>	Attachment	16
8. S. 496 (Duckworth) – Metropolitan Planning Organization Coordination and Planning Area Reform Repeal <i>(Jeff Dunn, Senior Legislative Analyst)</i>	Attachment	18

LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE AGENDA MARCH 21, 2017

INFORMATION ITEMS

9. AB 342 (Chiu) – Vehicles: Automated speed Enforcement: Five-Year Pilot Program
(Darin Chidsey, Chief Operating Officer) Attachment 21
10. 2017 SCAG Legislative Reception/DC California Transportation Reception
(Darin Chidsey, Chief Operating Officer) Oral Report
11. Legislative Tracking Report /Bills of Interest
(Jeff Dunn, Senior Legislative Analyst) Attachment 23

FUTURE AGENDA ITEMS

Any Committee member or staff desiring to place items on a future agenda may make such a request.

ANNOUNCEMENTS

Celebrating Hon. Gene Daniels.

ADJOURNMENT

The next meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30 AM, Tuesday, April 18, 2017 at the SCAG Los Angeles Office.

**LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**February 21 2017
Minutes**

The Legislative/Communications & Membership Committee held its February 21, 2017 meeting at SCAG's downtown Los Angeles Office.

Members Present

Hon. Glen Becerra, District 46 (Teleconference)
Hon. Margaret Clark, District 32 (Teleconference)
Hon. Gene Daniels, District 24
Hon. Margaret Finlay, District 35 (Teleconference)
Hon. Clint Lorimore, District 4 (Teleconference)
Hon. Michele Martinez, District 16 (Teleconference)
Hon. Larry McCallon, District 7 (Videoconference)
Hon. Judy Mitchell, District 40 (Videoconference)
Hon. Kris Murray, District 19 (Teleconference)
Hon. Pam O'Connor, District 41
Hon. Greg Pettis, District 2
Hon. Alan Wapner, SANBAG (Videoconference)

CALL TO ORDER

The meeting was called to order by the Hon. Greg Pettis at approximately 8:30 a.m. A quorum was confirmed and roll-call was taken.

PUBLIC COMMENT PERIOD

There were no public comments presented.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the Agenda.

CONSENT CALENDAR

1. Minutes of January 17, 2016 Meeting

A MOTION was made (Daniels) to approve the Consent Calendar. The MOTION was SECONDED (Finlay) and APPROVED by a majority vote. A roll-call vote was taken and recorded as follows:

AYES: Clark, Daniels, Finlay, Lorimore, Martinez, McCallon, Murray, Pettis, Wapner

NOES: None

ABSTAIN: None

Legislative/Communications & Membership Committee Minutes

ACTION ITEMS

2. SCAG Membership/Sponsorship

Darin Chidsey, Chief Operating Officer, provided an overview of the membership, Mobility 21 - \$25,000, and the sponsorship of California Transportation Reception (Washington, DC) - \$10,000.

A MOTION was made (Finlay) to support the membership, Mobility 21 - \$25,000, and the sponsorship of California Transportation Reception (Washington, DC) - \$10,000. The MOTION was SECONDED (Murray) and APPROVED by a majority vote. A roll-vote was taken and recorded as follows:

AYES: Clark, Daniels, Finlay, Lorimore, Martinez, McCallon, Mitchell, Murray, Pettis, Wapner

NOES: None

ABSTAIN: None

INFORMATION ITEMS

3. SCAG Sacramento Legislative Reception – March 15, 2017

Darin Chidsey, Chief Operating Officer, stated that the SCAG Sacramento Legislative Reception will be held at the Sheraton Hotel from 5:00 PM to 7:00 PM on March 15, 2017. Mr. Chidsey encouraged member participation.

4. NARC Conference Recap

Darin Chidsey, Chief Operating Officer, provided an overview of the events at the NARC Conference held in Washington, DC February 12 -15, 2017.

Hon. Margaret Finlay noted there was a sense of turmoil and uncertainty in Washington because of the current administration. She further noted that it was a very effective time for SCAG to be there to answer questions and offer a sense of stability. Hon Finlay congratulated staff for putting together an outstanding program.

Jeff Dunn, Senior Legislative Analyst, thanked the SCAG Board Members for making such a strong impression with their presence and visibility at the meetings. Mr. Dunn stated that as part of an ongoing strategy with the new Congress, SCAG will continue the dialogue and be a formidable resource in terms of information and analysis.

5. Legislative Tracking Report/Bills of Interest

Jeff Dunn, Senior Legislative Analyst, provided a review of bills of interest presented at the last meeting. Mr. Dunn noted there were no new bills introduced at this time. Staff has conferred with SCAG's transportation commission partners regarding bills requiring our support. There are no

Legislative/Communications & Membership Committee Minutes

bills at this time, but staff will continue to monitor the situation and apprise the committee members of any bills needing SCAG's support.

Hon. Larry McCallon suggested monitoring AB 199, which deals with prevailing wage on housing construction. Mr. Dunn stated that it will be included in the Legislative Tracking report next month.

The most current Legislative Tracking report is available on SCAG's website under the Legislative section.

FUTURE AGENDA ITEMS

There were no future agenda items presented.

ANNOUNCEMENTS

There were no announcements presented.

ADJOURNMENT

Chair Pam O'Connor adjourned the meeting at 9:05 a.m. The next regular meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30 a.m. – 10:00 a.m., Tuesday, March 21, 2017.

Reviewed by:



Darin Chidsey
Chief Operating Officer

REPORT

DATE: March 21, 2017

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Darin Chidsey; Chief Operating Officer; (213) 236-1836; chidsey@scag.ca.gov

SUBJECT: SCAG Sponsorship

RECOMMENDED ACTION:

Approve

EXECUTIVE SUMMARY:

The Legislative/Communications & Membership Committee (LCMC) is asked to approve up to \$7,500 in sponsorships for the Urban Land Institute Los Angeles: 2017 Urban Marketplace.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:**1. Urban Land Institute Los Angeles: 2017 Urban Marketplace – \$7,500**

The Urban Land Institute (ULI) Los Angeles 2017 Urban Marketplace will be held on April 12, 2017 at The Reef. The Urban Marketplace is ULI Los Angeles's flagship annual event and draws the city's top-level development professionals, including elected officials, city staff, developers, urban planners, architects, attorneys, and builders. The mission of the event is to convene dealmakers in one room for a half-day, inspirational program with plenty of time to dialogue. The Urban Marketplace is a conference and expo designed to promote real estate investment opportunities and development strategies for the Los Angeles area's lower income and higher poverty neighborhoods.

Previous events have attracted well over 400 attendees and SCAG Executive Director Hasan Ikhrata has participated as a speaker in the past. SCAG staff is recommending that the agency continue sponsorships at the "Gold" level in the amount of \$7,500, which will include the following benefits:

- One (1) half-page advertisement in the program;
- Eight (8) complimentary registrations to the conference (value of \$960);
- Eight (8) city/county tables to promote development opportunities that aligned with work resulting from SCAG's Sustainability Planning Grant program efforts;
- Priority placement on all publicity and marketing; and
- Premium exhibitor booth space.

REPORT

FISCAL IMPACT:

\$7,500 for sponsorships is included in the approved FY 16-17 General Fund budget.

ATTACHMENTS:

None.

Reviewed by:



Darin Chidsey, Chief Operating Officer

Reviewed by:



Basil Panas, Chief Financial Officer

REPORT

DATE: March 21, 2017

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Darin Chidsey; Chief Operating Officer; (213) 236-1836; chidsey@scag.ca.gov

SUBJECT: AB 1060 (Burke) – Enhanced Infrastructure Financing Districts

RECOMMENDED ACTION:

Support

EXECUTIVE SUMMARY:

AB 1060 (Burke) would authorize the Los Angeles County Metropolitan Transportation Authority to create an enhanced infrastructure financing district to fund public capital facilities or other specified projects of communitywide significance.

STRATEGIC PLAN:

This item supports SCAG’s Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

AB 1060 was introduced by Assemblymember Autumn Burke (D-Inglewood). Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district (EIFD) to finance public capital facilities or other specified projects of communitywide significance, including, but not limited to, the acquisition, construction, or rehabilitation of housing for persons of low and moderate income for rent or purchase. This bill would amend California Government Code Section 53398.51, which relates to the creation and implementation of EIFDs, to include the Los Angeles County Metropolitan Transportation Authority under its definition of authorized entities that can create an EIFD. In other words, this bill would authorize the Los Angeles County Metropolitan Transportation Authority to create an EIFD. For these purposes, any reference to a “city or county” under the section would be deemed to include the Los Angeles County Metropolitan Transportation Authority and any reference to a “legislative body” would be deemed to include the board of directors of the Los Angeles County Metropolitan Transportation Authority.

AB 1060 was introduced on February 16, 2017 and was referred to the Assembly Committees on Local Government and Transportation on March 6, 2017. No support or opposition is on record yet.

As a bill that supports the agency’s adopted State Legislative Priorities, especially that which pertains to transportation funding, staff recommends the Legislative/Communications and Membership Committee forward a support recommendation to the Regional Council for adoption.

ATTACHMENTS:

None



REPORT

DATE: March 21, 2017

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Darin Chidsey; Chief Operating Officer; (213) 236-1836; chidsey@scag.ca.gov

SUBJECT: ACA 4 (Aguiar-Curry) – Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval

RECOMMENDED ACTION:

Support

EXECUTIVE SUMMARY:

ACA 4 (Aguiar-Curry) would lower to 55% the voter-approval threshold—from the existing 2/3 of voter approval requirement—to authorize a local government to impose, extend, or increase a special tax for the purposes of funding the construction, rehabilitation or replacement of public infrastructure or affordable housing. This measure would similarly lower to 55% the voter-approval threshold for a city, county, or city and county to incur bonded indebtedness in the form of general obligation bonds issued to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing projects. Propositions for creating a tax or authorization to incur bonded indebtedness would be required to include specified accountability requirements. This legislation supports the agency's adopted 2017 State Legislative Priorities.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

ACA 4 was introduced by Assemblymember Cecilia Aguiar-Curry (D-Winters) and was co-authored by Assemblymembers David Chiu (D-San Francisco), Susan Talamantes Eggman (D-Stockton), Eduardo Garcia (D-Coachella), Todd Gloria (D-San Diego), Monique Limón (D-Santa Barbara), Kevin McCarty (D-Sacramento), Kevin Mullin (D-San Mateo), Blanca Rubio (D-Baldwin Park), Miguel Santiago (D-Los Angeles), and Phil Ting (D-San Francisco).

At present, the California Constitution:

- Prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property.
- Conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, and prohibits these entities from imposing an ad valorem tax on real property or a transactions or sales tax on the sale of real property.

REPORT

- Prohibits specified local government agencies from incurring any indebtedness exceeding in any year the income and revenue provided in that year, without the assent of 2/3 of the voters.
- Permits school districts, community college districts, or county offices of education, to incur bonded indebtedness in the form of general obligation bonds for the construction, reconstruction, rehabilitation, or replacement of school facilities, including the furnishing and equipping of school facilities, or the acquisition or lease of real property for school facilities, if the proposition proposing the bond is approved by 55% of the voters of the district or county, as appropriate, voting on the proposition at an election.

ACA 4 would amend the California Constitution to:

- Create an additional exception to the 1% limit that would authorize a city, county, or city and county to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing, 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.
- Authorize a local government to impose, extend, or increase a special tax for the purposes of funding the construction, rehabilitation or replacement of public infrastructure or affordable housing, if the proposition proposing that tax is approved by 55% of its voters voting on the proposition and the proposition includes specified accountability requirements. This measure would also make conforming changes to related provisions.
- Similarly lower to 55% the voter-approval threshold for a city, county, or city and county to incur bonded indebtedness, exceeding in any year the income and revenue provided in that year, that is in the form of general obligation bonds issued to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing projects, if the proposition proposing that bond includes specified accountability requirements.

ACA 4 was introduced on February 17, 2017 and has yet to be referred to a committee. No support or opposition is on record yet.

As legislation that supports the agency's adopted State Legislative Priorities, especially that which pertains to transportation funding and lowering the voter threshold to approve local tax measures, staff recommends the Legislative/Communications and Membership Committee forward a support recommendation to the Regional Council for adoption.

ATTACHMENTS:

None

REPORT

DATE: March 21, 2017

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Jeffrey Dunn; Sr. Legislative Analyst; (213) 236-1880; dunn@scag.ca.gov

SUBJECT: SB 2 (Atkins) - Building Homes and Jobs Act

RECOMMENDED ACTION:

Support

EXECUTIVE SUMMARY:

Assesses \$75 fee on real estate recorded documents, excluding real estate sales; 50% distributed directly to local governments the remainder allocated by the state on a competitive basis. 20% of overall funds must be allocated to affordable, workforce homeownership needs, and 10% for affordable housing needs of farmworkers.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

SB 2, the Building Homes and Jobs Act, is co-authored by Senators Jim Beall (D-San Jose), Steven Bradford (D-Inglewood), Bill Dodd (D-Napa), Robert Hertzberg (D-Van Nuys), Jerry Hill (D-San Mateo), Ben Hueso (D-El Centro), Hana-Beth Jackson (D-Santa Barbara), Tony Mendoza (D-Cerritos), Holly Mitchell (D-Los Angeles), Richard Roth (D-Riverside), Nancy Skinner (D-Oakland), Bob Wieckowski (D-Fremont), and Scott Wiener (D-San Francisco); and by Assembly Members Rob Bonta (D-Oakland), Todd Gloria (D-San Diego), and Tony Thurmond (D-Oakland). It builds on AB 1335 which was introduced by then-Assembly Speaker Atkins in 2015, adding two new allowable uses for the funding provided by the fee: local community plan updates and fiscal incentives for local governments to approve new housing for low-income families.

SB 2 establishes a permanent funding source for affordable housing through a \$75 fee on real estate transaction documents. The fee is capped at \$225 on a per-parcel, per transaction basis, and exempts commercial and residential real-estate transactions. The fee would be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law per each single transaction per single parcel of real property. This would include but is not limited to a deed, grant deed, trustee's deed, deed of trust, reconveyance, quit claim deed, fictitious deed of trust, assignment of deed of trust, request for notice of default, abstract of judgment, subordination agreement, declaration of homestead, abandonment of homestead, notice of default, release or discharge, easement, notice of trustee sale, notice of completion, UCC financing statement, mechanic's lien, maps, and covenants, conditions, and restrictions.

REPORT

The fee would be remitted quarterly by counties to the Department of Housing and Community Development (HCD) to be deposited in the Building Homes and Jobs Trust Fund established by the bill. Fifty percent (50%) of collected fees will be distributed directly to local governments to address local needs. The remainder will be allocated by the state on a competitive basis; 20% allocated to affordable homeownership needs for the workforce and 10% of funds must be used to meet the affordable housing needs of farmworkers and their families. The monies generated will also be leveraged by additional funding through federal, local, and bank investment.

The bill sets forth a process by which HCD, with participation of the California Housing Finance Agency, the California Tax Credit Allocation Committee, the California Debt Limit Allocation Committee, and the Governing Board of the Building Homes and Jobs Trust Fund consisting of members from the public and private sectors, academia, lending institutions, and others, shall prepare a strategy for allocation of the funds to achieve these objectives, and submit to the Legislature. There is a public input process of four required workshops prior to submission of the strategy.

Local governments will be required to submit a plan to HCD detailing how allocated funds will be used their jurisdictions in a manner consistent with the strategy, and funding will be appropriated through the annual budget act based upon the recommendations of HCD, which must be approved by the Governing Board of the Fund.

SB 2 is both an urgency statute, taking effect immediately upon passage, and is a tax increase for the purposes of Section III of Article XIII A of the California Constitution. As such, the measure requires the approval of 2/3 of the membership of the Senate and the Assembly to be enacted.

DISCUSSION

Compelling statistical evidence supports the thesis that California has a housing affordability crisis. The state ranks 49th nationwide in housing units per capita and is by far the largest state by population. According to the Public Policy Institute of California (PPIC) roughly 36% of mortgaged homeowners and approximately 48% of all renters are spending more than one-third of their household incomes on housing. California continues to have the second lowest homeownership rate in the nation and the *Los Angeles metropolitan area is now a majority renter region*. Five of the eight lowest homeownership rates in the nation are in California metropolitan areas.

There are, too, significant impacts upon California's economy by the high cost of housing. The Bay Area Council, LA Area Chamber of Commerce, LA Business Council, Orange County Business Council, and Silicon Valley Leadership Group agree that less affordable housing impedes California businesses from attracting and retaining workers. The McKinsey Global Institute estimates that California loses \$140 billion per year in output (or 6 percent of state GDP) due to the housing shortage from lost construction investment and consumption crowded out by housing costs.

The Regional Council has recognized the state and region's housing crisis and has adopted principles to address the issue, in addition to adopting among its legislative priorities support of measures to enhance funding for and development of increased housing and affordable housing development. The Governor, in his released 2017-18 proposed budget also recognized the crisis and allocated additional funds to housing, but emphasized that any additional funding or resources to the issue must be new funding that

REPORT

does not impact the state's General Fund (GF), not moving existing GF funding from elsewhere to housing. SB 2 satisfies these objectives.

SB 2 passed the Senate Transportation and Housing Committee by 9-3 vote on February 28, 2017. The bill currently is referred to the Senate Government and Finance Committee.

Support/Opposition

The bill has an extensive list of on-record support from wide ranging housing, local government, labor, and business interests; and opposition from a number of local government, business, and tax groups, listed below.

SUPPORT: Housing California (sponsor); California Housing Consortium (sponsor); AARP; Adobe Communities, Affirmed Housing; Affordable Housing Now!; American Federation of State, County, and Municipal Employees (SFSCME), AFL-CIO; Alliance of Californians for Community Empowerment; Allied Argenta; Bay Area Business Roundtable; Bay Area Council; Burbank Housing Development Corporation; California Apartment Association; California Association of Realtors; California Bicycle Coalition; California Building Industry Association; California Coalition for Rural Housing; California Community Economic Development Association; California Council for Affordable Housing; California Downtown Association; California Faculty Association; California Federation of Teachers (CFT); California Housing Partnership Corporation; California Infill Federation (CIF); California Labor Federation; California Police Chiefs Association; California Reinvestment Coalition; California Special Districts Association; California-Nevada Conference of Operating Engineers; Central City Association of Los Angeles; Central Housing Corporation; Charities Housing; Christian Church Homes(CCH); Cities Association of Santa Clara County; City of American Canyon; City of Belmont; City of Carpinteria; City of Cloverdale; City of Daly City; City of Fort Bragg; City of Goleta; City of Glendale; City of Hayward; City of Indio; City of Los Angeles; City of Mill Valley; City of Napa; City of Oakland; City of Sacramento; City of San Jose; City of San Mateo; City of San Rafael; City of Santa Monica; City of Santa Rosa; City of Union City; City of Walnut Creek; City of West Hollywood; Community Corporation of Santa Monica; Community Development Commission of Mendocino County; Community Economics, Inc.; Community Housing Improvement Program; Community Housing Improvement Systems and Planning Association, Inc.; Community Housing Opportunities Corporation; Community Housing Partnership; Corporation for Supportive Housing; Council of Community Housing Organizations; Dignity Health; Downtown Sacramento Partnership; Downtown Women's Center; EAH Housing; East Bay Asian Local Development Corporation; East Bay Developmental Disabilities Legislative Coalition (EBLC); East Bay Housing Organizations; Eden Housing; ElderFocus; Enterprise Community Partners; Family Care Network, Inc. First Place for Youth; Greenbelt Alliance; Habitat for Humanity, California; Heffernan Insurance Brokers; Highridge Costa Companies; Housing Authority of the County of Santa Barbara; Housing Consortium of the East Bay (HCEB); Housing Trust Silicon Valley; Innovative Housing Opportunities; The John Stewart Company; The Kennedy Commission; LeadingAge California; League of California Cities; League of Women Voters of California; Life Skills Training & Educational Programs, Inc. (LifeSTEPS); LINC Housing; Little Tokyo Service Center; Los Angeles Business Council; Manzanita Services, Inc.; Marin County Council of Mayors and Councilmembers (MCCMC); Mayor, City of Santa Barbara Helene Schneider; Mental Health Association of San Mateo County; Mercy Housing Management Group; Metropolitan Transportation Commission; MidPen Housing Corporation; Monterey Bay Economic Partnership; Move LA; Mutual Housing California; Napa Valley Community Housing; National Association for Social

REPORT

Workers-California Chapter (NASW-CA); Nonprofit Housing Association of Northern California; North Bay Leadership Council; North Orange County Chamber of Commerce; Northern California Community Loan Fund; PolicyLink; Promise Energy, Inc.; Public Law Center; The Northern California Land Trust; The Pacific Companies; Resources for Community Development; RISE; Rural Community Assistance Corporation; San Diego and Imperial Counties Labor Council, AFL-CIO; San Diego Housing Federation; San Francisco Chamber of Commerce; San Luis Obispo County Housing Trust Fund; Santa Clara County Board of Supervisors; Satellite Affordable Housing Associates; Self-Help Enterprises; Sierra Business Council (SBC); Sierra Club California; Silicon Valley Bank; Silicon Valley Leadership Group; Small Businesses for Affordable Housing in Petaluma; Sonoma County Community Development Commission; Southern California Association of Nonprofit Housing; State Building and Construction Trades Council, AFL-CIO; State Controller Betty Yee; SV@Home; Tenderloin Neighborhood Development; Town of Danville; Valley Economic Development Center; Ventura Council of Governments; Wakeland Housing and Development Corporation; five individuals.

OPPOSITION: Kami Foote, Inyo County Clerk-Recorder; Kelly Sanders, Humboldt County ClerkRecorder and Registrar of Voters; American Resort Development Association; Butte County Board of Supervisors; California Business Properties Association; California Escrow Association, California Land Title Association, California Mortgage Association, California Pool and Spa Association, California Taxpayers Association, County Recorders' Association of California; Community Associations Institute, First American Financial Corporation; Humboldt County Clerk-Recorder; Inyo County Board of Supervisors, National Federation of Independent Business, United Trustees Association.

Based upon the foregoing staff recommends the Legislative/Communications and Membership Committee forward a support recommendation to the Regional Council for adoption.

ATTACHMENTS:

None

REPORT

DATE: March 21, 2017

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Jeffrey Dunn; Sr. Legislative Analyst; (213) 236-1880; dunn@scag.ca.gov

SUBJECT: SB 3 (Beall) - Affordable Housing Bond Act of 2018

RECOMMENDED ACTION:

Support

EXECUTIVE SUMMARY:

SB 3 would put a \$3 billion housing bond before voters on the November 6, 2018 general election ballot to finance various existing housing programs and infill infrastructure financing and affordable housing matching grant programs. The bond would provide \$1.5 billion for rental housing for persons with incomes of up to 60% of median income; \$600 million for Transit-Oriented Development and Infill Infrastructure; \$600 million for farmworkers and other affordable housing projects; and \$300 million to CalHome Program among other provisions.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

This bill would enact the Affordable Housing Bond Act of 2018, which, if adopted by voters at the November 6, 2018 general election would authorize issuance of \$3 billion of General Obligation bonds to finance various existing housing programs, as well as infill infrastructure financing and affordable housing matching grant programs

The bill proposes new funding for several existing programs described below, all of which received funding under Proposition 1C, the Housing and Emergency Shelter Trust Fund Act of 2006 approved by voters that provided an additional \$2.85 billion for housing across the state. According to the state Department of Housing and Community Development (HCD), only \$250 million of Prop 1C monies remain available for expenditure. Prop 1C resulted in building 92,000 housing units and 3,000 shelter spaces. Continued funding of these programs under SB 3 if voters approve the bond include:

- Multifamily Housing Program (\$1.5 billion) — The Multifamily Housing Program assists the new construction, rehabilitation, and preservation of permanent and transitional rental housing for lower income households through loans to local governments and non- and for-profit developers. Funds are for incomes up to 60% of area median income.
- Transit-Oriented Development Implementation Program (\$0.2 billion) — under the program, low-interest loans are available as gap financing for rental housing developments that include affordable units, and as mortgage assistance for homeownership developments. Grants to cities,

counties, and transit agencies are for the provision of the infrastructure necessary for the development of higher density uses within close proximity to a transit station and loans for the planning and development of affordable housing within one-quarter mile of a transit station.

- Infill Infrastructure Financing Grants (\$0.3 billion) — this program assists in the new construction and rehabilitation of infrastructure that supports higher density affordable and mixed-income housing in locations designated as infill, such as water and sewer extensions.
- Joe Serna, Jr. Farmworker Housing Grant Program (\$0.3 billion) — this program finances the new construction, rehabilitation, and acquisition of owner-occupied and rental units for agricultural workers, with a priority for lower income households.
- Local Housing Trust Matching Grant Program (\$0.3 billion) — this provides matching grants to local governments and non-profits that raise money for affordable housing.
- CalHome (\$0.3 billion) — this program provides grants to local public agencies and nonprofit developers to assist individual households through deferred-payment loans. The funds would provide direct, forgivable loans to assist development projects involving multiple ownership units, including single-family subdivisions. This money would also be available to self-help mortgage assistance programs and manufactured homes.
- Building Equity and Growth in Neighborhoods program (\$0.1 billion) — this program provides down payment assistance for first-time low- and moderate-income homebuyers where project affordability has been improved through regulatory incentives

DISCUSSION

SB 3 is authored by Senate Transportation and Housing Committee Chair Jim Beall (D-San Jose), and is co-authored by Senators Benjamin Allen (D-Redondo Beach), Toni Atkins (D-San Diego), Bill Dodd (D-Napa), Jerry Hill (D-San Mateo), Connie Leyva (D-San Bernardino), Mike McGuire (D-San Rafael), Tony Mendoza (D-Cerritos), Bill Monning (D-San Luis Obispo), Richard Roth (D-Riverside), and Scott Wiener (D-San Francisco).

The author reports that California is home to 21 of the 30 most expensive rental housing markets in the country, which has had a disproportionate impact on the middle class and the working poor. This is due to a housing shortage in California where 2.2 million extremely low-income and very low-income renter households are competing for only 664,000 rental homes that are categorized as affordable. A recent report by HCD showed that statewide for very low- and extremely low- households, California has a shortage of approximately 1.5 million rental units.

Additionally, according to a 2015 study by the nonpartisan Legislative Analyst's Office (LAO), California's average monthly rent is 50% higher than the rest of the county, and the majority of California renters pay more than 30% of their income towards rent with more than 1.5 million households paying more than half of their incomes towards rent.

The programs in this bond specifically fund the construction, rehabilitation, and preservation of housing for those at risk of or currently experiencing homelessness and low-income earners, in addition to helping create more homeownership opportunities for low and moderate-income earners.

According to the author, California can leverage \$3 in federal tax credits and bonds. Taken together with an additional \$11 billion in leveraged federal funding, this bond bill will result in:

REPORT

- 147,000 jobs;
- More than \$9 billion in labor income and \$24.5 billion in economic activity;
- \$1.1 billion in additional local and state taxes & fee revenue.

The Regional Council has adopted housing principles to address the need to develop more housing and affordable housing throughout the region, in addition to adopting among its legislative priorities support of measures to enhance funding for and more housing and affordable housing development. SB 3 would give voters the opportunity to decide whether issuance of a state general obligation bond to fund existing programs would be a worthy investment to address the state's housing needs.

SB 3 is referred to the Senate Transportation and Housing Committee and the Senate Committee on Government and Finance. It passed the Senate Transportation and Housing Committee by 10-2 vote on February 28, 2017. The bill currently is calendared for hearing by the Senate Committee on Government and Finance on March 22, 2017.

SUPPORT/OPPOSITION

The bill has an extensive list of on-record support from housing and local government interests listed below; and opposition from the Howard Jarvis Taxpayers Association.

SUPPORT: California Building Industry Association, California Coalition for Rural Housing, California Commission on Aging, California Rural Legal Assistance Foundation, California Housing Partnership Corporation, California Housing Consortium, City of Belmont, City of Concord, City of Daly City, City of Fort Bragg, City of Fremont, City of Goleta, City of Hayward, City of Indio, City of Lakeport, City of Los Angeles, City of Mountain View, City of Napa, City of Petaluma, City of Sacramento, City of San Jose, City of San Mateo, City of San Rafael, City of Santa Monica, City of Santa Rosa, City of Sunnyvale, City of Thousand Oaks, City of Union City, City of Walnut Creek, City of West Hollywood, Community Housing Partnership, EAH Housing, East Bay Developmental Disabilities Legislative Coalition, East Bay Local Asian Development Corporation, Eden Housing, ElderFocus, Habitat for Humanity, Housing California, The John Stewart Company, League of California Cities, Mercy Housing, Metropolitan Transportation Commission, Non-Profit Housing Association of Northern California, San Luis Obispo Housing Trust Fund, Southern California Association of Nonprofit Housing, Town of Danville, TransForm, Western Center on Law and Poverty.

Staff recommends the Legislative/Communications and Membership Committee forward a recommendation of support of SB 3, consistent with Regional Council adopted legislative priorities and housing principles to support proposals that seek additional funding and resources to address California's acute shortage of housing and affordable housing.

ATTACHMENTS:

None.

REPORT

DATE: March 21, 2017

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Jeffrey Dunn; Sr. Legislative Analyst; (213) 236-1880; dunn@scag.ca.gov

SUBJECT: SB 540 (Roth) - Workforce Housing Opportunity Zone

RECOMMENDED ACTION:

Support

EXECUTIVE SUMMARY:

SB 540 would authorize local governments to create Workforce Housing Zones to expedite development of projects providing housing units within those zones by preparing an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) and adopting a specific plan that would streamline the approval process for the projects proposed within the zone that are consistent with the plan. Staff recommends support to provide additional tool to local governments to increase housing development within their jurisdictions.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

The League of California Cities is sponsoring Senator Richard Roth's (D-Riverside) SB 540 to create an enhanced up-front planning process for local governments that choose to develop Workforce Housing Districts with specific plans per provisions of the bill that would reduce delays and uncertainty when proposed projects are consistent with the plans. Ensuring local planning requirements and environmental mitigation measures are identified early would streamline the approval process to facilitate more housing construction.

Under SB 540, cities and counties could identify priority housing areas within a community where enhanced planning, necessary environmental reviews and public engagement would occur at the front end. By focusing on workforce and affordable housing in areas close to jobs and transit, the additional streamlined process would encourage developers to propose projects that address affordable housing needs and climate protection goals. In order to be eligible, projects would have to meet the following criteria:

- 30 percent of units must be sold or rented to moderate income households;
- 15 percent must be sold or rented to lower income households; and,
- 5 percent must be sold or rented to very low income households.

REPORT

Funding to support the up-front planning would come from a revolving state loan fund available to local governments. Under the bill, the state would provide funding for the state loan fund; and local governments would have authority to impose a one-time fee to developers seeking to build projects within the zone, which would be based on its best estimated prorated amount of the applicant's relative benefit derived from the plan, to offset its costs and to reimburse funds borrowed from OPR to develop the plan.

Bill provisions require that local governments hold public hearings as part of the process of developing the plan for the workforce housing zone, and retains opportunities for public engagement and through the up-front plan development and environmental review. After the zone is adopted, a lead agency is not required to prepare an EIR or negative declaration for a housing development that occurs within the zone. Because the local government has fully conducted the necessary environmental reviews, no project-specific additional environmental reviews would be needed.

A local government would have authority to approve or disapprove the housing development within 90 days of a completed application, but for 5 years after adoption of the plan it may not deny a development that satisfies the criteria of the plan unless the local government makes certain findings. These provisions would dramatically streamline housing approvals.

SB 540 has been triple referred to the Senate Committee on Transportation and Housing, Senate Committee on Governance and Finance, and the Senate Environmental Quality Committee. It will have its first hearing today, on March 21, 2017, in the Senate Committee on Transportation and Housing.

Staff recommends the Legislative Communications and Membership Committee forward a support recommendation to the Regional Council. This bill strikes a balance between local control by allowing local governments to identify the zones where such development could occur and to develop the plan with local public input, but then having a limited 'by right' approval process for projects that meet the criteria of the plan that would significantly reduce approval and permitting of the approved projects, as well as not requiring repetitious EIRs by individual projects once one has been approved for the entire zone. Staff recommends support.

ATTACHMENTS:

None.

REPORT

DATE: March 21, 2017

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Jeffrey Dunn; Sr. Legislative Analyst; (213) 236-1880; dunn@scag.ca.gov

SUBJECT: S. 496 (Duckworth) - Metropolitan Planning Organization Coordination and Planning Area Reform Repeal

RECOMMENDED ACTION:

Support

EXECUTIVE SUMMARY:

S. 496 would repeal the rule issued by the Federal Highway Administration and the Federal Transit Administration entitled “Metropolitan Planning Organization Coordination and Planning Area Reform.”

STRATEGIC PLAN:

This item supports SCAG’s Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

On June 27, 2016 the Federal Highway Administration and Federal Transit Administration jointly released a Notice of Proposed Rulemaking on Metropolitan Planning Organization (MPO) Coordination and Planning Area Reform; and, after extensive public comment and input on the proposed Rule, adopted it on December 20, 2016.

This rule has the potential to dramatically reshape the transportation planning landscape by strongly encouraging MPO consolidation and requiring state DOTs to have a stronger system for working with the MPOs that remain. There are 409 metropolitan planning organizations in operation today. All Census-defined urban areas must be covered by an MPO. As many as 142 MPOs (35%) share an urban area with another MPO. The Rule targets these MPOs for consolidation. Some of the largest urban areas in the country are split into multiple MPOs—especially in the fast-growing Sun Belt.

MPOs were created to provide local control over route selection of Interstate projects in the 1960s and 1970s, and remain an important counterbalance to the power of state DOTs. Congress first mandated MPOs in the 1973 Federal Aid Highway Act, and strengthened their mission in ISTEA in 1991. The proposed rule asserts that Congress’ intent was for each urban area to have a single MPO (with limited exceptions). This proposed rule would require a re-designation of MPOs based on the standard of one MPO per urban area, effectively providing a reset button on boundaries drawn over the past 43 years.

The Rule change does three things:

1. **One MPO Per Urban Area.** The rule clarifies that one MPO per metropolitan planning area (a legal term that includes the Census-defined urban area plus land expected to be urban within 20 years) is the intent of statute and administrative code. Governors and local governments would be required to redesignate new MPOs with boundaries that meet the one-MPO-per-urban area standard. After each Census, MPOs would go through a similar process. The governor and local governments are still able to jointly declare that a single urban area should have multiple MPOs if the region has extenuating circumstances.
2. **Single Set of Planning Documents.** In cases where an urban area will have more than one MPO, a single set of planning products is required. Joint documents would include a 20-year long range transportation plan, short-range transportation improvement program, and a 1-2 year unified planning work program. This provision eliminates much of the incentive for separate MPOs in the same urban area.
3. **Adoption of State DOT/MPO Planning Agreements.** All state DOTs will be required to negotiate and agree to *planning agreements* with all MPOs in their state. Further, the planning agreement must include a process for resolving disputes between the MPO and the state DOT. This could erode local control and autonomy in local and regional planning practices for circumstances unique to each region.

If adopted, MPOs would be required to meet the new standard within two years. By late 2018 the reshuffle will be complete, and the country could see the number of MPOs in operation reduced by 100 or more.

Opposition

The Rule as adopted has been very unpopular with MPOs and other stakeholders – during the public comment period only 16 commenters supported the rule while 299 opposed it. Although SCAG did not officially oppose the Rule, it did sign a joint letter expressing concern with other California MPOs and stakeholders that it was too prescriptive with respect to forced consolidation of MPOs and that greater flexibility should be allowed for local decision making on the question of whether consolidation of any MPOs should occur. Additionally, the House Transportation and Infrastructure Committee, which has principal jurisdiction in the Congress over these entities, issued a strong, bipartisan letter of opposition to the MPO Consolidation Rule, asserting that the Rule is a large overreach by the Administration, noting that Congress has never mandated that MPOs within the same urbanized area produce a single TIP, long-range plan, or performance targets in any past surface transportation reauthorization bills, including the most recently passed FAST Act in 2015. The Committee also expressed concern that the Rule was being pushed through too quickly, without sufficient consideration of the concerns of its many opponents, in order to be completed prior to the end of the Administration from which it originated.

Senate Passes Legislation to Repeal MPO Consolidation Rule

On March 8, 2017, the U.S. Senate passed, by unanimous consent, S. 496 (Duckworth-IL), legislation to repeal the December 2016 final rule from the U.S. Department of Transportation (U.S. DOT) that would require many local metropolitan planning organizations (MPOs) in the same region to merge. The bill now goes to the House where it could eventually be approved for the President's signature. Given that the

REPORT

House T&I Committee has previously issued a strong repudiation of the Rule, it seems likely that the House will move in the relatively near future to pass this legislation.

Staff recommends the Legislative/Communications and Membership Committee forward a support recommendation for adoption by the Regional Council on local control grounds; recognizing that each region and each urbanized area within California have unique demographic, economic, and other characteristics and some are dramatically different from one another, having impact on planning approaches and solutions. Metropolitan Planning Organizations should perform this function independent of a forced merger and requirement of preparation of a single planning document with the concurrence of the State DOT, to provide for true bottoms up planning to address regional needs. Staff recommends support.

ATTACHMENTS:

None.

DATE: March 21, 2017

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Darin Chidsey; Chief Operating Officer; (213) 236-1836; chidsey@scag.ca.gov

SUBJECT: AB 342 (Chiu) – Vehicles: Automated Speed Enforcement: Five-Year Pilot Program

RECOMMENDED ACTION:

For Information Only – No Action Required

EXECUTIVE SUMMARY:

AB 342 (Chiu) would authorize the City of San Jose and the City and County of San Francisco to implement a 5-year pilot program utilizing an automated speed enforcement system for speed limit enforcement on certain streets. The legislation would require that the system meet specified requirements, including the deployment of signage and training for personnel to operate the systems. The bill would allow for a civil penalty not to exceed \$100. In addition, the bill would require the Department of Motor Vehicles and the Franchise Tax Board to treat delinquency of payments similarly to other delinquent payments related to the operation of a vehicle. Staff is monitoring this legislation as it may have future public safety considerations that could be beneficial to the SCAG region.

STRATEGIC PLAN:

This item supports SCAG’s Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

AB 342 was introduced by Assemblymember David Chiu (D-San Francisco) and is co-authored by Senator Scott Wiener (D-San Francisco), Assemblymember Kansen Chu (D-San Jose), and Senator Jim Beall (D-San Jose).

AB 342 would authorize, no later than January 1, 2019, the City of San Jose (San Jose) and the City and County of San Francisco (San Francisco) to implement a 5-year pilot program utilizing an automated speed enforcement (ASE) system for speed limit enforcement on certain streets. The legislation would require that the system meet specified requirements, including that the presence of a fixed or mobile ASE system is clearly identified by signs and training for peace officers or other designated municipal employees that are utilized to oversee the operation of the fixed and mobile ASE systems.

A violation would be assessed if a vehicle is traveling 10 miles per hour or more over the posted speed limit and notices of violation would only be issued to vehicles based on that evidence. The bill authorizes a civil penalty for violations recorded by the ASE systems. The penalty would be inclusive of any additional local fees and are not to exceed \$100. San Jose and San Francisco would be authorized to offer a diversion program for certain low-income ASE system violation recipients to either perform community

REPORT

service in lieu of paying the civil penalty for an ASE system violation or pay the applicable fines and penalties over a period of time under a payment plan.

In addition, the bill would require the Department of Motor Vehicles (DMV) and the Franchise Tax Board to treat delinquency of payments for ASE system violations similarly to other delinquent payments related to the operation of a vehicle.

After two years of initial implementation of their respective ASE systems, and at the end of the pilot program, San Jose and San Francisco would be required to develop and submit an ASE System Report, would include the following information:

- A) A description of how the ASE system was used.
- B) Whether and how often any ASE system data was shared with outside entities, the name of any recipient entity, the type or types of data disclosed, and the legal reason for the disclosure.
- C) A summary of any community complaints or concerns about the ASE system.
- D) Results of any internal audits, information about any violations of the ASE System Use Policy, and any actions taken in response.
- E) Information regarding the impact the ASE system has had on the streets where the ASE system was deployed.
- F) A summary of any public record act requests.

San Jose and San Francisco would also be required to submit to the transportation committees of both the California State Assembly and Senate an evaluation of the ASE system in their respective jurisdictions to determine the system's impact on highway safety and the economic impact of the system on the communities in which it is utilized.

The bill would remain in effect only until January 1, 2024, and which point it would be automatically repealed unless legislation before that date ends or extends the program.

AB 342 was introduced on February 7, 2017 and was referred to the Assembly Committee on Transportation on February 21, 2017. No support or opposition is on record yet.

SCAG staff will continue to monitor AB 342 and keep the Committee apprised of any updates or developments as the legislative session moves forward.

ATTACHMENTS:

None

SCAG Legislative Tracking Report Thursday, March 16, 2017

[AB 1](#) ([Frazier D](#)) **Transportation funding.**

Introduced: 12/5/2016

Status: 1/19/2017-Referred to Coms. on TRANS. and NAT. RES.

Location: 1/19/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.

History:

2016

Read first time. To print.

From printer. May be heard in committee January 5.

2017

Referred to Coms. on TRANS. and NAT. RES.

Organization: SCAG

Position: Tracking

[AB 13](#) ([Eggman D](#)) **—580 Marine Highway.**

Introduced: 12/5/2016

Status: 1/19/2017-Referred to Com. on TRANS.

Location: 1/19/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would require the Department of Transportation to implement and oversee the —580 Marine Highway corridor project to reduce traffic by facilitating a permanent shift in container traffic away from truck transport to marine transport between the Port of Oakland and the Port of Stockton. The bill would require that the project be funded by an appropriation in the Budget Act of 2017 of \$85,000,000.

History:

2016

Read first time. To print.

From printer. May be heard in committee January 5.

2017

Referred to Com. on TRANS.

Organization: SCAG

Position: Tracking

[AB 17](#) ([Holden D](#)) **Transit Pass Program: free or reduced-fare transit passes.**

Introduced: 12/5/2016

Status: 1/19/2017-Referred to Com. on TRANS.

Location: 1/19/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would create the Transit Pass Program to be administered by the Department of Transportation. The bill would require the Controller of the State of California to allocate moneys made available for the program, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students.

History:

2016

Read first time. To print.

From printer. May be heard in committee January 5.

2017

Referred to Com. on TRANS.

Organization: SCAG

Position: Tracking

AB 18 (Garcia, Eduardo D) California Clean Water, Climate, Coastal Protection, and Outdoor Access For All Act of 2018.

Introduced: 12/5/2016

Last Amended: 2/23/2017

Status: 3/8/2017-Coauthors revised.

Location: 2/27/2017-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

3/16/2017 #11 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

Summary:

Would enact the California Clean Water, 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 \$3,105,000,000 pursuant to the State General Obligation Bond Law to finance a clean water, climate, coastal protection, and outdoor access for all program. This bill contains other related provisions.

History:

2016

Read first time. To print.

From printer. May be heard in committee January 5.

2017

Referred to Com. on W.,P., & W.

From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 5.) (February 7). Re-referred to Com. on APPR.

From committee: Amend, and do pass as amended. (Ayes 12. Noes 5.) (February 22).

Read second time and amended. Ordered returned to second reading.

Read second time. Ordered to third reading.

Coauthors revised.

Organization: SCAG

Position: Tracking

AB 28 (Frazier D) Department of Transportation: environmental review process: federal pilot program.

Introduced: 12/5/2016

Last Amended: 3/2/2017

Status: 3/14/2017-Read second time. Ordered to third reading.

Location: 3/14/2017-S. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

3/16/2017 #26 SENATE SEN THIRD READING FILE - ASM BILLS

Summary:

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.

History:

2016

Read first time. To print.

From printer. May be heard in committee January 5.

2017

Referred to Coms. on TRANS. and JUD.

Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (January 30). Re-referred to Com. on APPR.

Coauthors revised. From committee: Do pass. (Ayes 11. Noes 0.) (February 8).

Read second time. Ordered to third reading.

Read third time. Urgency clause adopted. Passed. Ordered to the Senate. (Ayes 73. Noes 0. Page 312.). In Senate. Read first time. To Com. on RLS. for assignment.

Referred to Com. on T. & H.

From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (February 28).

Read second time and amended. Re-referred to Com. on APPR.

From committee: Do pass. (Ayes 7. Noes 0.) (March 13).

Read second time. Ordered to third reading.

Organization: SCAG

Position: Support

AB 30 (Caballero D) Planning and zoning: specific plan: housing.

Introduced: 12/5/2016

Status: 1/19/2017-Referred to Coms. on L. GOV. and H. & C.D.

Location: 1/19/2017-A. L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would authorize a legislative body of a city or county to identify an area of underperforming infill and direct the planning agency to prepare a specific plan, in accordance with specified described provisions and specified additional procedures, to provide for immediate development within that area. The bill would require the specific plan make certain findings relating to the need for affordable housing and to designate the specific plan area as an overlay zone in which development is permitted by right. The bill would require the legislative body conduct at least one public hearing before approving a specific plan pursuant to these provisions to provide for community participation.

History:

2016

Read first time. To print.

From printer. May be heard in committee January 5.

2017

Referred to Coms. on L. GOV. and H. & C.D.

Organization: SCAG

Position: Tracking

AB 33 (Quirk D) Greenhouse gases from transportation: reduction: fees and rebates on new vehicle purchases.

Introduced: 12/5/2016

Status: 12/6/2016-From printer. May be heard in committee January 5.

Location: 12/5/2016-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would state the intent of the Legislature to enact legislation to reduce net emissions from greenhouse gases from transportation by imposing fees and granting rebates on sales of new automobiles and light trucks.

History:

2016

Read first time. To print.

From printer. May be heard in committee January 5.

Organization: SCAG

Position: Tracking

AB 45 (Thurmond D) California School Employee Housing Assistance Grant Program.

Introduced: 12/5/2016

Last Amended: 2/21/2017

Status: 2/22/2017-Re-referred to Com. on H. & C.D.

Location: 1/19/2017-A. H. & C.D.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

3/22/2017 9 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY

DEVELOPMENT, CHIU, Chair

Summary:

Current law requires the California Housing Finance Agency to administer various housing programs. This bill would require the California Housing Finance Agency 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, including teachers. The bill would require the State Department of Education to certify that a school district seeking a grant meets the definition of qualified school district. as provided.

History:

2016

Read first time. To print.
From printer. May be heard in committee January 5.

2017

Referred to Coms. on H. & C.D. and ED.
From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended.
Re-referred to Com. on H. & C.D.

Organization: SCAG

Position: Tracking

AB 53 (Steinorth R) Personal income taxes: deduction: homeownership savings accounts.

Introduced: 12/5/2016

Status: 2/16/2017-Coauthors revised.

Location: 1/19/2017-A. H. & C.D.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would provide that a qualified taxpayer may withdraw amounts from a homeownership savings account to pay for qualified homeownership savings expenses, defined as expenses paid or incurred in connection with the purchase of a principal residence in this state. The bill would provide that any amount withdrawn from that account that is not used for these expenses would be included as income for that taxpayer. The bill would define various terms for its purposes. This bill contains other related provisions.

History:

2016

Read first time. To print.
From printer. May be heard in committee January 5.

2017

Referred to Coms. on H. & C.D. and REV. & TAX.
Coauthors revised.

Organization: SCAG

Position: Tracking

AB 56 (Holden D) Affordable housing: San Gabriel Valley: San Bernardino-Riverside metropolitan area.

Introduced: 12/6/2016

Status: 1/4/2017-Read first time.

Location: 12/6/2016-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Under current law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, homeownership for very low and low-income households, and downpayment assistance for first-time home buyers. This bill would state the intent of the Legislature to enact legislation that would provide for the redevelopment of impoverished areas in the San Gabriel Valley and the San Bernardino-Riverside metropolitan area, by creating affordable housing opportunities, and establish a novel source of revenue to offset the costs of this program.

History:

2016

Read first time. To print.
From printer. May be heard in committee January 6.

2017

Read first time.

Organization: SCAG
Position: Tracking

AB 63 (Frazier D) Driver's licenses: provisional licenses.

Introduced: 12/12/2016

Status: 1/19/2017-Referred to Com. on TRANS.

Location: 1/19/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

3/20/2017 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair

Summary:

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. This bill would extend the applicable age range for the program to 16 to under 21 years of age.

History:

2016

Introduced. To print.

From printer. May be heard in committee January 12.

2017

Read first time.

Referred to Com. on TRANS.

Organization: SCAG

Position: Tracking

AB 65 (Patterson R) Transportation bond debt service.

Introduced: 12/13/2016

Status: 1/19/2017-Referred to Com. on TRANS.

Location: 1/19/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on general obligation bonds issued for transportation purposes, including bonds issued for high-speed rail and associated purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A of 2008). This bill would specifically exclude from payment under these provisions the debt service for Proposition 1A bonds.

History:

2016

Introduced. To print.

From printer. May be heard in committee January 13.

2017

Read first time.

Referred to Com. on TRANS.

Organization: SCAG

Position: Tracking

AB 66 (Patterson R) High-Speed Rail Authority: reports.

Introduced: 12/13/2016

Status: 3/13/2017-Coauthors revised.

Location: 1/19/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

3/20/2017 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair

Summary:

Would require the business plan of the High-Speed Rail Authority to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill would require the authority to identify in the business plan and in another report

any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes.

History:

2016

Introduced. To print.
From printer. May be heard in committee January 13.

2017

Read first time.
Referred to Com. on TRANS.
Coauthors revised.

Organization: SCAG

Position: Tracking

AB 69 (Allen, Travis R) State highways: roadside rests.

Introduced: 12/16/2016

Status: 1/4/2017-Read first time.

Location: 12/16/2016-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law provides that the Department of Transportation has full possession and control of the state highway system and associated property. Current law authorizes the department to plan, design, and construct a system of safety roadside rests along state highways. Current law requires the department to design only those safety roadside rests that are reasonably economical and that will provide the motorist a place where he or she may stop for a short time during daytime and nighttime hours. This bill would make nonsubstantive changes to these provisions.

History:

2016

Introduced. To print.
From printer. May be heard in committee January 18.

2017

Read first time.

Organization: SCAG

Position: Tracking

AB 71 (Chiu D) Income taxes: credits: low-income housing: farmworker housing.

Introduced: 12/16/2016

Last Amended: 3/2/2017

Status: 3/8/2017-From committee: Do pass and re-refer to Com. on REV. & TAX. (Ayes 5. Noes 2.) (March 8). Re-referred to Com. on REV. & TAX.

Location: 3/8/2017-A. REV. & TAX

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would, under the law governing the taxation of insurers, the Personal Income Tax Law, and the Corporation Tax Law, for calendar years beginning in 2018, increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects to \$300,000,000, as specified, and would allocate to farmworker housing projects \$25,000,000 per year of that amount. The bill would delete that special needs exception and authorization to request state credits provided the applicant is not requesting a 130% basis adjustment for purposes of the federal credit amount.

History:

2016

Introduced. To print.
From printer. May be heard in committee January 18.

2017

Read first time.
Referred to Coms. on H. & C.D. and REV. & TAX.
Coauthors revised.
From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended.
Re-referred to Com. on H. & C.D.

From committee: Do pass and re-refer to Com. on REV. & TAX. (Ayes 5. Noes 2.) (March 8). Re-referred to Com. on REV. & TAX.

Organization: SCAG

Position: Tracking

AB 72 (Santiago D) Attorney General: enforcement: housing laws.

Introduced: 12/16/2016

Status: 1/4/2017-Read first time.

Location: 12/16/2016-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law provides that the Attorney General has charge of all legal matters in which the state is interested, except as specified. This bill would appropriate \$_____ from the General Fund to the Attorney General to fund the Attorney General's duties in enforcing specified laws relating to housing. The bill would require the Attorney General to report to the Assembly Committee on Housing and Community Development and the Senate Committee on Transportation and Housing on or before December 31, 2018, and each year thereafter on the expenditure of the funds.

History:

2016

Introduced. To print.

From printer. May be heard in committee January 18.

2017

Read first time.

Organization: SCAG

Position: Tracking

AB 73 (Chiu D) Planning and zoning: housing sustainability districts.

Introduced: 12/16/2016

Status: 2/9/2017-Coauthors revised.

Location: 1/19/2017-A. L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/5/2017 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

Summary:

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 Office of Planning and Research 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.

History:

2016

Introduced. To print.

From printer. May be heard in committee January 18.

2017

Read first time.

Referred to Coms. on L. GOV. and NAT. RES.

Coauthors revised.

Organization: SCAG

Position: Tracking

AB 74 (Chiu D) Housing.

Introduced: 12/16/2016

Status: 3/8/2017-From committee: Do pass and re-refer to Com. on HEALTH. (Ayes 6. Noes 1.) (March 8). Re-referred to Com. on HEALTH.

Location: 3/8/2017-A. HEALTH

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

3/21/2017 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY HEALTH, WOOD, Chair

Summary:

Would require Department of Housing and Community Development to, on or before October 1, 2018, establish the Housing for a Healthy California Program and on or before April 1, 2019, and every year thereafter, subject to on appropriation by the Legislature, award grants on a competitive basis to eligible grant applicants based on guidelines that HCD would draft, as prescribed, and other requirements. The bill would provide that an applicant is eligible for a grant under the program if the applicant meets specified requirements. This bill contains other related provisions.

History:

2016

Introduced. To print.

From printer. May be heard in committee January 18.

2017

Read first time.

Referred to Coms. on H. & C.D. and HEALTH.

Coauthors revised.

From committee: Do pass and re-refer to Com. on HEALTH. (Ayes 6. Noes 1.) (March 8). Re-referred to Com. on HEALTH.

Organization: SCAG

Position: Tracking

AB 87 (Ting D) Autonomous vehicles.

Introduced: 1/5/2017

Status: 1/19/2017-Referred to Coms. on TRANS. and C. & C.

Location: 1/19/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law requires the Department of Motor Vehicles to adopt regulations no later than January 1, 2015, setting forth requirements for the submission of evidence of insurance, surety bond, or self-insurance, and for the submission and approval of an application to operate an autonomous vehicle. Under current law, it is unlawful and constitutes an infraction for any person to violate, or fail to comply with any provision of the Vehicle Code, unless otherwise specified. This bill would provide that violation of this section is not an infraction and would instead, among other things, require the department to revoke the registration of a vehicle that is being operated in violation of those provisions.

History:

2017

Read first time. To print.

From printer. May be heard in committee February 5.

Referred to Coms. on TRANS. and C. & C.

Organization: SCAG

Position: Tracking

AB 91 (Cervantes D) High-occupancy vehicle lanes.

Introduced: 1/9/2017

Status: 1/19/2017-Referred to Com. on TRANS.

Location: 1/19/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

3/20/2017 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair

Summary:

Would prohibit, commencing July 1, 2018, a high-occupancy vehicle lane from being established in the County of Riverside, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the Department of Transportation. The bill would require any existing high-occupancy vehicle lane in the County of Riverside that is not a toll lane to be modified to operate as a high-occupancy lane under those same conditions.

History:

2017

Read first time. To print.

From printer. May be heard in committee February 9.

Referred to Com. on TRANS.

Organization: SCAG
Position: Tracking

AB 96 (Ting D) Budget Act of 2017.

Introduced: 1/10/2017
Status: 1/19/2017-Referred to Com. on BUDGET.
Location: 1/19/2017-A. BUDGET

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:
This bill would make appropriations for the support of state government for the 2017–18 fiscal year. This bill contains other related provisions.

History:
2017
Read first time. To print.
From printer.
Referred to Com. on BUDGET.

Organization: SCAG
Position: Tracking

AB 151 (Burke D) California Global Warming Solutions Act of 2006: market-based compliance mechanisms: scoping plan: report.

Introduced: 1/11/2017
Last Amended: 3/2/2017
Status: 3/6/2017-Re-referred to Com. on NAT. RES.
Location: 3/2/2017-A. NAT. RES.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:
Would require the State Air Resources Board to report to the appropriate policy and fiscal committees of the Legislature to receive input, guidance, and assistance before adopting guidelines and regulations implementing the scoping plan and a regulation ensuring statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill contains other related provisions and other existing laws.

History:
2017
Read first time. To print.
From printer. May be heard in committee February 11.
Referred to Com. on NAT. RES. From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.
Re-referred to Com. on NAT. RES.

Organization: SCAG
Position: Tracking

AB 174 (Bigelow R) California Transportation Commission: membership.

Introduced: 1/17/2017
Status: 1/30/2017-Referred to Com. on TRANS.
Location: 1/30/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:
Current law provides that the California Transportation Commission consists of 13 members, 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation, 1 is appointed by the Senate Committee on Rules, and 1 is appointed by the Speaker of the Assembly, and 2 Members of the Legislature who are appointed as nonvoting ex officio members. This bill would require that at least one voting member reside in a rural county with a population of less than 100,000 individuals.

History:
2017
Read first time. To print.

From printer. May be heard in committee February 17.
Referred to Com. on TRANS.

Organization: SCAG
Position: Tracking

AB 179 (Cervantes D) California Transportation Commission.

Introduced: 1/18/2017
Last Amended: 2/14/2017
Status: 2/15/2017-Re-referred to Com. on TRANS.
Location: 1/30/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law creates the California Transportation Commission Current law provides that the commission consists of 13 members: 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation, one is appointed by the Senate Committee on Rules, and one is appointed by the Speaker of the Assembly, and 2 Members of the Legislature who are appointed as nonvoting ex officio members. This bill would require that 7 of those voting members have specified qualifications

History:

2017

Read first time. To print.
From printer. May be heard in committee February 18.
Referred to Com. on TRANS.
From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
Re-referred to Com. on TRANS.

Organization: SCAG
Position: Tracking

AB 196 (Bigelow R) Greenhouse Gas Reduction Fund: water supply and wastewater systems.

Introduced: 1/19/2017
Last Amended: 3/6/2017
Status: 3/7/2017-Re-referred to Com. on W.,P., & W.
Location: 1/30/2017-A. W.,P. & W.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

3/21/2017 9 a.m. - State Capitol, Room 437 ASSEMBLY WATER, PARKS AND WILDLIFE, GARCIA, Chair

Summary:

Current law requires moneys from the Greenhouse Gas Reduction Fund to be allocated for the purpose of reducing greenhouse gas emissions in this state and satisfying other purposes. Current law authorizes specified investments, including water use and supply, if the investment furthers the regulatory purposes of the California Global Warming Solutions Act of 2006 and is consistent with law. This bill would authorize the use of the moneys in the fund for electric pump efficiency, water and wastewater systems, pump and pump motor efficiency improvements, and drinking water transmission and distribution systems' water loss if the investment furthers the regulatory purposes of the act and is consistent with law.

History:

2017

Read first time. To print.
From printer. May be heard in committee February 19.
Referred to Coms. on W.,P., & W. and NAT. RES.
From committee chair, with author's amendments: Amend, and re-refer to Com. on W.,P., & W. Read second time and amended.
Re-referred to Com. on W.,P., & W.

Organization: SCAG
Position: Tracking

AB 199 (Chu D) Public works: private residential projects.

Introduced: 1/23/2017

Status: 3/15/2017-VOTE: Do pass and be re-referred to the Committee on [Appropriations]

Location: 2/6/2017-A. L. & E.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would require private residential projects built on private property that are built pursuant to an agreement with the state or a political subdivision to meet the requirements for projects that are defined as "public works," thus expanding the types of projects that must meet these requirements. By expanding the definition of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

History:

2017

Read first time. To print.
From printer. May be heard in committee February 23.
Referred to Com. on L. & E.

Organization: SCAG

Position: Tracking

AB 215 (Rodriguez D) Los Angeles-Pasadena Foothill Extension Gold Line light rail project: San Bernardino County Transportation Authority.

Introduced: 1/24/2017

Last Amended: 2/28/2017

Status: 3/1/2017-Re-referred to Com. on TRANS.

Location: 2/27/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law creates the Metro Gold Line Foothill Extension Construction Authority for the purpose of awarding and overseeing all design and construction contracts for completion of the Los Angeles-Pasadena Foothill Extension Gold Line light rail project, and identifies the City of Montclair, which is in the County of Bernardino, as an "extension city." This bill would appropriate \$30,000,000 from the General Fund to the San Bernardino County Transportation Authority for the purpose of funding the project extension to the City of Montclair.

History:

2017

Read first time. To print.
From printer. May be heard in committee February 24.
Referred to Com. on TRANS.
From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
Re-referred to Com. on TRANS.

Organization: SCAG

Position: Tracking

AB 239 (Ridley-Thomas D) California Environmental Quality Act: urbanized areas.

Introduced: 1/30/2017

Status: 2/6/2017-Referred to Com. on NAT. RES.

Location: 2/6/2017-A. NAT. RES.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

CEQA defines the terms "urban area" and "urbanized area" to mean, among other things, an unincorporated area that is completely surrounded by one or more incorporated cities and the population density of the unincorporated area at least equals the population density of the surrounding city or cities. This bill would instead specify that the population density of the unincorporated area be at least 1,000 persons per square mile.

History:

2017

Read first time. To print.
From printer. May be heard in committee March 2.
Referred to Com. on NAT. RES.

Organization: SCAG
Position: Tracking

AB 278 (Steinorth R) California Environmental Quality Act: exemption: existing transportation infrastructure.

Introduced: 2/2/2017
Status: 3/15/2017-Coauthors revised.
Location: 2/13/2017-A. NAT. RES.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

3/20/2017 2:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, GARCIA, Chair

Summary:

Would exempt from the provisions of CEQA a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.

History:

2017

Read first time. To print.
From printer. May be heard in committee March 5.
Referred to Coms. on NAT. RES. and TRANS.
Coauthors revised.
Coauthors revised.

Organization: SCAG
Position: Tracking

AB 330 (Cooley D) Highway safety.

Introduced: 2/7/2017
Status: 3/14/2017-In committee: Hearing postponed by committee.
Location: 2/21/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law requires the Department of Transportation to submit to the California Transportation Commission an estimate of state and federal funds reasonably expected to be available for future programming over the 5-year period in each state transportation improvement program, and requires the California Transportation Commission to adopt a fund estimate in that regard. This bill would require the fund estimates prepared by the department and the commission to identify and include federal funds derived from apportionments made to the state under the Fixing America's Surface Transportation (FAST) Act of 2015.

History:

2017

Read first time. To print.
From printer. May be heard in committee March 10.
Referred to Coms. on TRANS. and PUB. S.
In committee: Hearing postponed by committee.

Organization: SCAG
Position: Tracking

AB 342 (Chiu D) Vehicles: automated speed enforcement: five-year pilot program.

Introduced: 2/7/2017
Status: 2/21/2017-Referred to Coms. on TRANS. and P. & C.P.
Location: 2/21/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would authorize, no later than January 1, 2019, the City of San Jose (San Jose) and the City and County of San Francisco (San Francisco) to implement a 5-year pilot program utilizing an automated speed enforcement system (ASE system) for speed limit enforcement on certain streets, if the system meets specified requirements, including that the presence of a fixed or mobile ASE system is clearly identified by signs, as specified, and trained peace officers or other trained designated municipal employees are utilized to oversee the operation of the fixed and mobile ASE systems.

History:

2017

Read first time. To print.
From printer. May be heard in committee March 10.
Referred to Coms. on TRANS. and P. & C.P.

Organization: SCAG

Position: Tracking

AB 344 (Melendez R) Toll evasion violations.

Introduced: 2/7/2017

Status: 2/21/2017-Referred to Com. on TRANS.

Location: 2/21/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would not require a person contesting a notice of toll evasion violation or notice of delinquent toll evasion from being required to pay the toll evasion penalty until after the processing agency or issuing agency finds as a result of an investigation, or the processing agency finds as a result of an administrative review, or a court finds as a result of a hearing, that the contestant did commit a toll evasion violation, whichever occurs later. This bill contains other existing laws.

History:

2017

Read first time. To print.
From printer. May be heard in committee March 10.
Referred to Com. on TRANS.

Organization: SCAG

Position: Tracking

AB 351 (Melendez R) Transportation funding.

Introduced: 2/8/2017

Status: 2/21/2017-Referred to Com. on TRANS.

Location: 2/21/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018.

History:

2017

Read first time. To print.
From printer. May be heard in committee March 11.
Referred to Com. on TRANS.

Organization: SCAG

Position: Tracking

AB 467 (Mullin D) Local transportation authorities: transactions and use taxes.

Introduced: 2/13/2017

Status: 2/27/2017-Referred to Coms. on L. GOV. and E. & R.

Location: 2/27/2017-A. L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/5/2017 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair

Summary:

Current law provides for the 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 handbook sent to voters. This bill would exempt an authority from including the entire adopted transportation expenditure plan in the voter

information handbook if the authority posts the plan on its Internet Web site, and the sample ballot and the voter information handbook sent to voters include information on viewing an electronic version of the plan on the Internet Web site and for obtaining a printed copy of the plan by calling the county election office.

History:

2017

Read first time. To print.
 From printer. May be heard in committee March 16.
 Referred to Coms. on L. GOV. and E. & R.

Organization: SCAG

Position: Tracking

AB 496 (Fong R) Transportation funding.

Introduced: 2/13/2017

Last Amended: 2/28/2017

Status: 3/1/2017-Re-referred to Com. on TRANS.

Location: 2/27/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues.

History:

2017

Read first time. To print.
 From printer. May be heard in committee March 16.
 Referred to Coms. on TRANS. and NAT. RES.
 From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
 Re-referred to Com. on TRANS.

Organization: SCAG

Position: Tracking

AB 515 (Frazier D) State Highway System Management Plan.

Introduced: 2/13/2017

Status: 2/27/2017-Referred to Com. on TRANS.

Location: 2/27/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

3/20/2017 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair

Summary:

Would require the Department of Transportation to prepare a 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 a 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 address any comments in its submittal of the plan to the commission by January 15 of each odd-numbered year.

History:

2017

Read first time. To print.
 From printer. May be heard in committee March 16.
 Referred to Com. on TRANS.

Organization: SCAG

Position: Tracking

AB 544 (Bloom D) Vehicles: high-occupancy vehicle lanes.

Introduced: 2/13/2017

Status: 2/14/2017-From printer. May be heard in committee March 16.

Location: 2/13/2017-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chapters
1st House				2nd House							

Summary:

Current state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs). Current law also authorizes super ultra-low emission vehicles, ultra-low emission vehicles, partial zero-emission vehicles, or transitional zero-emission vehicles, as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes. This bill would make a technical, nonsubstantive change to these provisions.

History:

2017

Read first time. To print.

From printer. May be heard in committee March 16.

Organization: SCAG

Position: Tracking

AB 548 (Steinorth R) State highways.

Introduced: 2/14/2017

Status: 2/15/2017-From printer. May be heard in committee March 17.

Location: 2/14/2017-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chapters
1st House				2nd House							

Summary:

Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.

History:

2017

Read first time. To print.

From printer. May be heard in committee March 17.

Organization: SCAG

Position: Tracking

AB 636 (Irwin D) Local streets and roads: expenditure reports.

Introduced: 2/14/2017

Status: 3/2/2017-Referred to Com. on TRANS.

Location: 3/2/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chapters
1st House				2nd House							

Calendar:

3/20/2017 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair

Summary:

Current law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30. This bill would instead require the report to be submitted to the Controller within 7 months after the close of the fiscal year adopted by a city or county. The bill would make other conforming changes.

History:

2017

Read first time. To print.

From printer. May be heard in committee March 17.

Referred to Com. on TRANS.

Organization: SCAG

Position: Tracking

AB 758 (Eggman D) Transportation network companies.

Introduced: 2/15/2017

Status: 2/16/2017-From printer. May be heard in committee March 18.

Location: 2/15/2017-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

The Passenger Charter-party Carriers’ Act provides for the regulation of charter-party carriers of passengers by the Public Utilities Commission and includes specific requirements for liability insurance coverage, background checks, and other regulatory matters applicable to transportation network companies, as defined, and their participating drivers, as defined. This bill would make a nonsubstantive change to the definition of a participating driver for purposes of the regulation of transportation network companies.

History:

2017

Read first time. To print.

From printer. May be heard in committee March 18.

Organization: SCAG

Position: Tracking

AB 1060 (Burke D) Enhanced infrastructure financing districts.

Introduced: 2/16/2017

Status: 3/6/2017-Referred to Coms. on L. GOV. and TRANS.

Location: 3/6/2017-A. L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, including, but not limited to, the acquisition, construction, or rehabilitation of housing for persons of low and moderate income for rent or purchase. This bill would authorize the Los Angeles County Metropolitan Transportation Authority to create an enhanced infrastructure financing district.

History:

2017

Read first time. To print.

From printer. May be heard in committee March 19.

Referred to Coms. on L. GOV. and TRANS.

Organization: SCAG

Position: Tracking

AB 1113 (Bloom D) State Transit Assistance program.

Introduced: 2/17/2017

Status: 3/9/2017-Referred to Com. on TRANS.

Location: 3/9/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would revise and recast the provisions governing the State Transit Assistance 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. The bill would provide for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined.

History:

2017

Read first time. To print.

From printer. May be heard in committee March 21.

Referred to Com. on TRANS.

Organization: SCAG
Position: Tracking

AB 1282 (Mullin D) Transportation: task force: permit processing.

Introduced: 2/17/2017

Status: 3/13/2017-Referred to Com. on TRANS.

Location: 3/13/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would establish a transportation permitting task force consisting of representatives from the Department of Transportation, the California Transportation Commission, state environmental permitting agencies, and other transportation planning entities to develop a process for early engagement for all parties in the development of transportation projects.

History:

2017

Read first time. To print.

From printer. May be heard in committee March 21.

Referred to Com. on TRANS.

Organization: SCAG
Position: Tracking

AB 1489 (Brough R) Architects Practice Act.

Introduced: 2/17/2017

Status: 2/19/2017-From printer. May be heard in committee March 21.

Location: 2/17/2017-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Under current law, a licensed architect who signs and stamps plans, specifications, reports, or documents is not responsible for damage caused by subsequent changes to or uses of those plans, specifications, reports, or documents, where the subsequent changes or uses are not authorized or approved in writing by the licensed architect who originally signed the plans, specifications, reports, or documents, as provided. This bill would additionally provide that a licensed architect is not responsible for damage caused by construction deviating from a permitted set of plans, specifications, reports, or documents.

History:

2017

Read first time. To print.

From printer. May be heard in committee March 21.

Organization: SCAG
Position: Tracking

ACA 4 (Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.

Introduced: 2/17/2017

Status: 2/19/2017-From printer. May be heard in committee March 21.

Location: 2/17/2017-A. PRINT

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Local government financing: affordable housing and public infrastructure: voter approval.

History:

2017

Read first time. To print.

From printer. May be heard in committee March 21.

Organization: SCAG
Position: Tracking

SB 1 (Beall D) Transportation funding.

Introduced: 12/5/2016

Last Amended: 1/26/2017

Status: 3/8/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 1.) (March 8).
Re-referred to Com. on APPR.

Location: 3/8/2017-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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. This bill contains other related provisions and other existing laws.

History:

2016

Introduced. Read first time. To Com. on RLS. for assignment. To print. (Corrected December 6).
From printer. May be acted upon on or after January 5.

2017

Referred to Com. on RLS. From committee with author's amendments. Read second time and amended.
Re-referred to Com. on RLS.
Re-referred to Coms. on T. & H., EQ., and GOV. & F.
Set for hearing February 14.
From committee: Do pass and re-refer to Com. on EQ. (Ayes 8. Noes 3. Page 192.) (February 14). Re-referred to Com. on EQ.
Set for hearing February 22.
From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 4. Noes 2. Page 253.) (February 22).
Re-referred to Com. on GOV. & F.
Set for hearing March 1.
March 1 hearing postponed by committee.
Set for hearing March 8.
From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 1. Page 327.) (March 8). Re-referred to Com. on APPR.

Organization: SCAG

Position: Tracking

SB 2 (Atkins D) Building Homes and Jobs Act.

Introduced: 12/5/2016

Last Amended: 3/7/2017

Status: 3/15/2017-VOTE: Do pass as amended, but first amend, and re-refer to the Committee on [Appropriations]

Location: 1/12/2017-S. GOV. & F.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2016

Introduced. Read first time. To Com. on RLS. for assignment. To print.
From printer. May be acted upon on or after January 5.

2017

Referred to Coms. on T. & H. and GOV. & F.
Set for hearing February 28. From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.
From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 9. Noes 3. Page 288.) (February 28).
Re-referred to Com. on GOV. & F.
Set for hearing March 15. From committee with author's amendments. Read second time and amended.
Re-referred to Com. on GOV. & F.
Set for hearing March 15.

Organization: SCAG
Position: Tracking

SB 3 (Beall D) Affordable Housing Bond Act of 2018.

Introduced: 12/5/2016

Last Amended: 3/14/2017

Status: 3/14/2017-From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.

Location: 1/12/2017-S. GOV. & F.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

3/22/2017 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, MCGUIRE, Chair

Summary:

Would enact the Affordable Housing Bond Act of 2018, which, if adopted, would authorize the issuance of bonds in the amount of \$3,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance various existing housing programs, as well as infill infrastructure financing and affordable housing matching grant programs, as provided. This bill contains other related provisions.

History:

2016

Introduced. Read first time. To Com. on RLS. for assignment. To print. (Corrected December 6). From printer. May be acted upon on or after January 5.

2017

Referred to Coms. on T. & H. and GOV. & F.

Set for hearing February 28.

From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 10. Noes 2. Page 288.) (February 28).

Re-referred to Com. on GOV. & F.

Set for hearing March 22.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.

Organization: SCAG
Position: Tracking

SB 4 (Mendoza D) Goods Movement: allocation of federal funds: Goods Movement and Clean Trucks Bond Act.

Introduced: 12/5/2016

Status: 3/9/2017-Set for hearing March 29.

Location: 3/8/2017-S. E.Q.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

3/29/2017 9:30 a.m. - Room 3191 SENATE ENVIRONMENTAL QUALITY, WIECKOWSKI, Chair

Summary:

Would, subject to voter approval at the June 5, 2018, statewide primary election, enact the Goods Movement and Clean Trucks Bond Act to authorize \$600,000,000 of state general obligation bonds as follows: \$200,000,000 to the California Transportation Commission for projects and programs eligible for funding from the Trade Corridors Improvement Fund; \$200,000,000 to the State Air Resources Board for projects and programs consistent with the Goods Movement Emission Reduction Program; and \$200,000,000 to the State Air Resources Board for projects and programs to expand the use of zero- and near-zero emission trucks in areas of the state that are designated as severe or extreme nonattainment areas for ozone and particulate matter.

History:

2016

Introduced. Read first time. To Com. on RLS. for assignment. To print.

From printer. May be acted upon on or after January 5.

2017

Referred to Coms. on T. & H., EQ., and GOV. & F.

Set for hearing March 7.

From committee: Do pass and re-refer to Com. on EQ. (Ayes 8. Noes 4. Page 327.) (March 7). Re-referred to Com. on EQ.

Set for hearing March 29.

Organization: SCAG

Position: Tracking

SB 5 (De León D) California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018.

Introduced: 12/5/2016

Last Amended: 3/15/2017

Status: 3/15/2017-Read second time and amended. Re-referred to Com. on GOV. & F.

Location: 3/7/2017-S. GOV. & F.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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 \$3,000,000,000 pursuant to the State General Obligation Bond Law to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program. This bill contains other related provisions.

History:

2016

Introduced. Read first time. To Com. on RLS. for assignment. To print.

From printer. May be acted upon on or after January 5.

2017

Referred to Coms. on N.R. & W. and GOV. & F.

Set for hearing March 14.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on N.R. & W.

March 14 set for first hearing canceled at the request of author.

Set for hearing March 7.

From committee: Do pass as amended and re-refer to Com. on GOV. & F. (Ayes 7. Noes 2.) (March 7).

Read second time and amended. Re-referred to Com. on GOV. & F.

Organization: SCAG

Position: Tracking

SB 19 (Hill D) Public Utilities Commission: duties and responsibilities: governance.

Introduced: 12/5/2016

Last Amended: 3/14/2017

Status: 3/14/2017-From committee with author's amendments. Read second time and amended. Re-referred to Com. on E., U. & C.

Location: 1/12/2017-S. E. U., & C.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

3/21/2017 9 a.m. - Room 3191 SENATE ENERGY, UTILITIES AND COMMUNICATIONS, HUESO, Chair

Summary:

Would prohibit an executive of a public utility from serving as a commissioner within 2 years after leaving the employment of the utility. The bill would require the Public Utilities Commission to maintain an updated Conflict of Interest Code and Statement of Incompatible Activities. The bill would establish an ethics officer within the legal division of the commission. The ethics officer would be appointed by the commission and would be responsible for instituting a program of enhanced ethics training for all commissioners and employees of the commission.

History:

2016

Introduced. Read first time. To Com. on RLS. for assignment. To print.

From printer. May be acted upon on or after January 5.

2017

Referred to Coms. on E., U. & C., JUD., and RLS.

Set for hearing March 21.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on E., U. & C.

Organization: SCAG

Position: Tracking

SB 20 (Hill D) Vehicles: buses: seatbelts.

Introduced: 12/5/2016

Last Amended: 2/15/2017

Status: 3/14/2017-Set for hearing March 28.

Location: 1/12/2017-S. T. & H.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

3/28/2017 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, BEALL, Chair

Summary:

Current law prohibits a person from operating a motor vehicle on a highway unless that person and all passengers 16 years of age or over are properly restrained by a safety belt. Existing law makes the violation of this provision an infraction. This bill would also require a passenger in a bus that is equipped with safety belts to be properly restrained by a safety belt. The bill would also require a bus operator to inform passengers of the requirement to wear a seatbelt and would authorize a bus driver to post, or allow to be posted, signs or placards informing passengers of the requirement to wear a seatbelt, as specified.

History:

2016

Introduced. Read first time. To Com. on RLS. for assignment. To print. From printer. May be acted upon on or after January 5.

2017

Referred to Com. on T. & H.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.

Set for hearing March 28.

Organization: SCAG

Position: Tracking

SB 35 (Wiener D) Planning and zoning: affordable housing: streamlined approval process.

Introduced: 12/5/2016

Last Amended: 3/9/2017

Status: 3/9/2017-From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.

Location: 3/8/2017-S. GOV. & F.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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. This bill would require the planning agency to include in its annual report specified information regarding units of housing that have completed construction. The bill would also require the Department of Housing and Community Development to post an annual report submitted pursuant to the requirement described above on its Internet Web site, as provided.

History:

2016

Introduced. Read first time. To Com. on RLS. for assignment. To print.

From printer. May be acted upon on or after January 5.

2017

Referred to Com. on RLS.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Re-referred to Coms. on T. & H. and GOV. & F.

Set for hearing February 28.

February 28 hearing postponed by committee.

Set for hearing March 7.

From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 7. Noes 3. Page 327.) (March 7). Re-referred to Com. on GOV. & F.

From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.

Organization: SCAG
Position: Tracking

SB 37 (Roth D) Local government finance: property tax revenue allocations: vehicle license fee adjustments.

Introduced: 12/5/2016

Status: 3/15/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (March 15). Re-referred to Com. on APPR.

Location: 3/15/2017-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Beginning with the 2004–05 fiscal year and for each fiscal year thereafter, existing law requires that each city, county, and city and county receive additional property tax revenues in the form of a vehicle license fee adjustment amount, as defined, from a Vehicle License Fee Property Tax Compensation Fund that exists in each county treasury. Current law requires that these additional allocations be funded from ad valorem property tax revenues otherwise required to be allocated to educational entities. This bill would modify these reduction and transfer provisions for a city incorporating after January 1, 2004, and on or before January 1, 2012, for the 2017–18 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation.

History:

2016

Introduced. Read first time. To Com. on RLS. for assignment. To print.
 From printer. May be acted upon on or after January 5.

2017

Referred to Com. on GOV. & F.
 Set for hearing March 15.
 Set for hearing March 15.
 From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (March 15). Re-referred to Com. on APPR.

Organization: SCAG
Position: Tracking

SB 72 (Mitchell D) Budget Act of 2017.

Introduced: 1/10/2017

Status: 1/11/2017-From printer. Referred to Com. on B. & F.R.

Location: 1/11/2017-S. BUDGET & F.R.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

This bill would make appropriations for the support of state government for the 2017–18 fiscal year. This bill contains other related provisions.

History:

2017

Introduced. Read first time. To print.
 From printer. Referred to Com. on B. & F.R.

Organization: SCAG
Position: Tracking

SB 224 (Jackson D) California Environmental Quality Act: baseline conditions.

Introduced: 2/2/2017

Status: 2/16/2017-Referred to Com. on EQ.

Location: 2/16/2017-S. E.Q.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would prohibit the lead agency, in determining the baseline physical conditions by which a lead agency determines whether a project has a significant effect on the environment, from considering the effects of certain actions on the environment.

History:

2017

Introduced. Read first time. To Com. on RLS. for assignment. To print.

From printer. May be acted upon on or after March 5.
 Referred to Com. on EQ.

Organization: SCAG
Position: Tracking

SB 263 (Leyva D) Climate Assistance Centers.

Introduced: 2/8/2017
Status: 3/15/2017-Set for hearing April 5.
Location: 2/16/2017-S. E.Q.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:
 4/5/2017 9:30 a.m. - Room 3191 SENATE ENVIRONMENTAL QUALITY, WIECKOWSKI, Chair

Summary:
 Would require the Strategic Growth Council to establish no less than 10 regional climate assistance centers, equitably distributed across urban and rural areas of the state, to build the capacity of local community organizations, municipalities, and small businesses from disadvantaged communities to participate in state climate investment programs, as specified. The bill would require the council to allocate available moneys to community-based and nonprofit organizations to engage with climate assistance centers and conduct outreach in disadvantaged communities, as specified.

History:
2017
 Introduced. Read first time. To Com. on RLS. for assignment. To print.
 From printer. May be acted upon on or after March 11.
 Referred to Coms. on EQ. and N.R. & W.
 Set for hearing March 29.
 March 29 hearing postponed by committee.
 Set for hearing April 5.

Organization: SCAG
Position: Tracking

SB 264 (Nguyen R) High-occupancy toll lanes.

Introduced: 2/8/2017
Status: 2/16/2017-Referred to Com. on RLS.
Location: 2/8/2017-S. RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:
 Existing law authorizes a regional transportation agency or the Department of Transportation to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes or other toll facilities. Current law defines "regional transportation agency" for these purposes to include, among other agencies, a county transportation commission established under the County Transportation Commissions Act. This bill would instead refer to a county transportation commission or authority established under that act.

History:
2017
 Introduced. Read first time. To Com. on RLS. for assignment. To print.
 From printer. May be acted upon on or after March 11.
 Referred to Com. on RLS.

Organization: SCAG
Position: Tracking

SB 268 (Mendoza D) Los Angeles County Metropolitan Transportation Authority.

Introduced: 2/8/2017
Status: 2/16/2017-Referred to Com. on RLS.
Location: 2/8/2017-S. RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:
 Current law creates the Los Angeles County Metropolitan Transportation Authority with specified

powers and duties relative to transportation planning, programming, and operations in Los Angeles County. The authority is governed by a 14-member board of directors which is the Mayor of the City of Los Angeles, 2 public members and one Los Angeles city council member appointed by the mayor, 4 members appointed from the other cities in the county, the 5 members of the board of supervisors, and a nonvoting member appointed by the Governor. This bill would make nonsubstantive changes to these provisions.

History:
2017

Introduced. Read first time. To Com. on RLS. for assignment. To print.
From printer. May be acted upon on or after March 11.
Referred to Com. on RLS.

Organization: SCAG
Position: Tracking

SB 389 (Roth D) State highways.

Introduced: 2/14/2017

Status: 2/23/2017-Referred to Com. on RLS.

Location: 2/14/2017-S. RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make technical, nonsubstantive changes to these provisions.

History:
2017

Introduced. Read first time. To Com. on RLS. for assignment. To print.
From printer. May be acted upon on or after March 17.
Referred to Com. on RLS.

Organization: SCAG
Position: Tracking

SB 406 (Leyva D) Vehicles: high-occupancy vehicles.

Introduced: 2/15/2017

Status: 2/23/2017-Referred to Com. on RLS.

Location: 2/15/2017-S. RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current federal law authorizes a state to allow the use of lanes designated for high-occupancy vehicles (HOVs) by specified vehicles that are not HOVs. Current state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of HOVs, which lanes may also be used by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles (DMV). This bill would make a technical, nonsubstantive change to those provisions.

History:
2017

Introduced. Read first time. To Com. on RLS. for assignment. To print.
From printer. May be acted upon on or after March 18.
Referred to Com. on RLS.

Organization: SCAG
Position: Tracking

SB 414 (Vidak R) Transportation bonds: highway, street, and road projects.

Introduced: 2/15/2017

Status: 2/23/2017-Referred to Coms. on T. & H. and GOV. & F.

Location: 2/23/2017-S. T. & H.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.

History:

2017

Introduced. Read first time. To Com. on RLS. for assignment. To print.
 From printer. May be acted upon on or after March 18.
 Referred to Coms. on T. & H. and GOV. & F.

Organization: SCAG

Position: Tracking

SB 415 (Vidak R) High-speed rail: rights-of-way.

Introduced: 2/15/2017

Status: 2/23/2017-Referred to Com. on T. & H.

Location: 2/23/2017-S. T. & H.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Would require the High-Speed Rail Authority to make a good faith effort to sell or exchange real property or an interest in real property acquired by the state for high-speed rail purposes on or after January 1, 2018, within 3 years from the date of acquisition if the authority has not begun construction on the property or interest in the property within that 3-year period. For real property or an interest in real property acquired before January 1, 2018, the bill would require the authority to dispose of the property on or before January 1, 2021, or, for property subject to a lease as of January 1, 2018, within 3 years of the expiration of the lease, if the authority has not begun construction during those 3-year periods.

History:

2017

Introduced. Read first time. To Com. on RLS. for assignment. To print.
 From printer. May be acted upon on or after March 18.
 Referred to Com. on T. & H.

Organization: SCAG

Position: Tracking

SB 540 (Roth D) Workforce Housing Opportunity Zone.

Introduced: 2/16/2017

Status: 3/2/2017-Referred to Coms. on T. & H., GOV. & F., and EQ.

Location: 3/2/2017-S. T. & H.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

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.

History:

2017

Introduced. Read first time. To Com. on RLS. for assignment. To print.
 From printer. May be acted upon on or after March 19.
 Referred to Coms. on T. & H., GOV. & F., and EQ.

Organization: SCAG

Position: Tracking

SB 614 (Hertzberg D) Public transportation agencies: administrative penalties.

Introduced: 2/17/2017

Status: 3/2/2017-Referred to Com. on T. & H.

Location: 3/2/2017-S. T. & H.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary:

Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for certain passenger misconduct on or in a transit facility or vehicle. Current law requires these penalties to be deposited in the general fund of the county in which the citation is administered. This bill would instead require the penalties to be deposited with the public transportation agency that issued the citation.

History:

2017

Introduced. Read first time. To Com. on RLS. for assignment. To print.

From printer. May be acted upon on or after March 23.

Referred to Com. on T. & H.

Organization: SCAG

Position: Tracking

SCA 6 (Wiener D) Local transportation measures: special taxes: voter approval.

Introduced: 2/13/2017

Status: 3/8/2017-Set for hearing April 5.

Location: 2/23/2017-S. GOV. & F.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Calendar:

4/5/2017 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, MCGUIRE, Chair

Summary:

Would require that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation purposes, as specified, be submitted to the electorate and approved by 55% of the voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.

History:

2017

Introduced. Read first time. To Com. on RLS. for assignment. To print.

From printer. May be acted upon on or after March 16.

Referred to Coms. on GOV. & F., T. & H., and RLS.

Set for hearing April 5.

Organization: SCAG

Position: Tracking

Total Measures: 66

Total Tracking Forms: 66